MITIGATED NEGATIVE DECLARATION

STRATHMORE-GARVEY MIXED-USE PROJECT
SPECIFIC PLAN AMENDMENT 22-01, ZONE CHANGE 22-02

Lead Agency:

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

Project Proponent:

Green Park Property, LLC
120 E. Valley Boulevard
San Gabriel, CA 91776
(626) 307-0062

Environmental Consultant:

Phil Martin & Associates
2987 NW Fairway Heights Drive
Bend, Oregon 97703
(949) 454-1800

April 21, 2023

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PLANNING DEPARTMENT

1. **Project Title:** Strathmore/Garvey Mixed-Use Project

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

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

4. **Project Location:** The project is located in the City of Rosemead as shown in Figure 1, Regional Map of this MND. More specifically, the project is located at 7849-7857 Garvey Avenue and 7900-7916 Virginia Street (APN Nos. 5287-038-030, -033, -018, -019, -020, -029) as shown in Figure 2, Vicinity Map of this MND. An aerial photograph of the site and surrounding area is shown in Figure 3, Aerial Photo of this MND. Figure 4, Topography Map of this MND shows the topography on the site and surrounding areas.

5. **Project Sponsor's Name and Address:** Green Park Property LLC
   120 E. Valley Boulevard
   San Gabriel, CA 91776
   (626) 307-0062

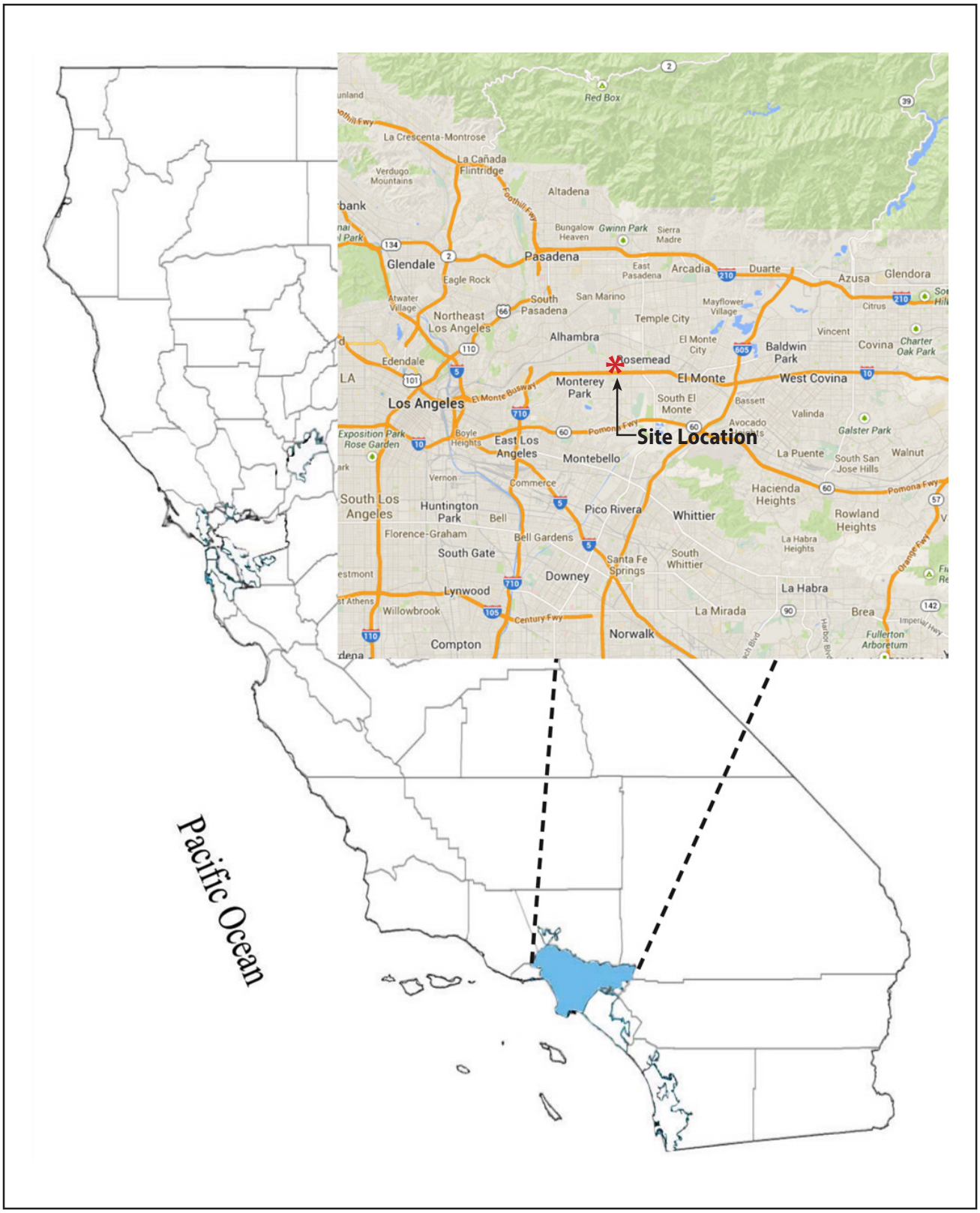
6. **General Plan Designation:** Parcels 5287-038-030, -033, -018, -019, -020, -029 of the project site are all designated as Garvey Avenue Specific Plan.

7. **Zoning:** Parcels 5287-038-030 and -033 are zoned GSP-R/C and parcels 5287-038-018, -019, -020 and -029 are zoned Garvey Avenue Specific Plan (GSP) as shown in Figure 5 of this MND. The project is requesting a zone change of the aforementioned parcels to Garvey Avenue Specific Plan, Incentivized Mixed-Use (GSP-MU).

8. **Description of Project:** The project site totals approximately 1.21 gross acres (52,926 square feet) and includes six parcels (APN Nos. 5287-038-030, -033, -018, -019, -020, -029) and developed with commercial uses and vacant land.

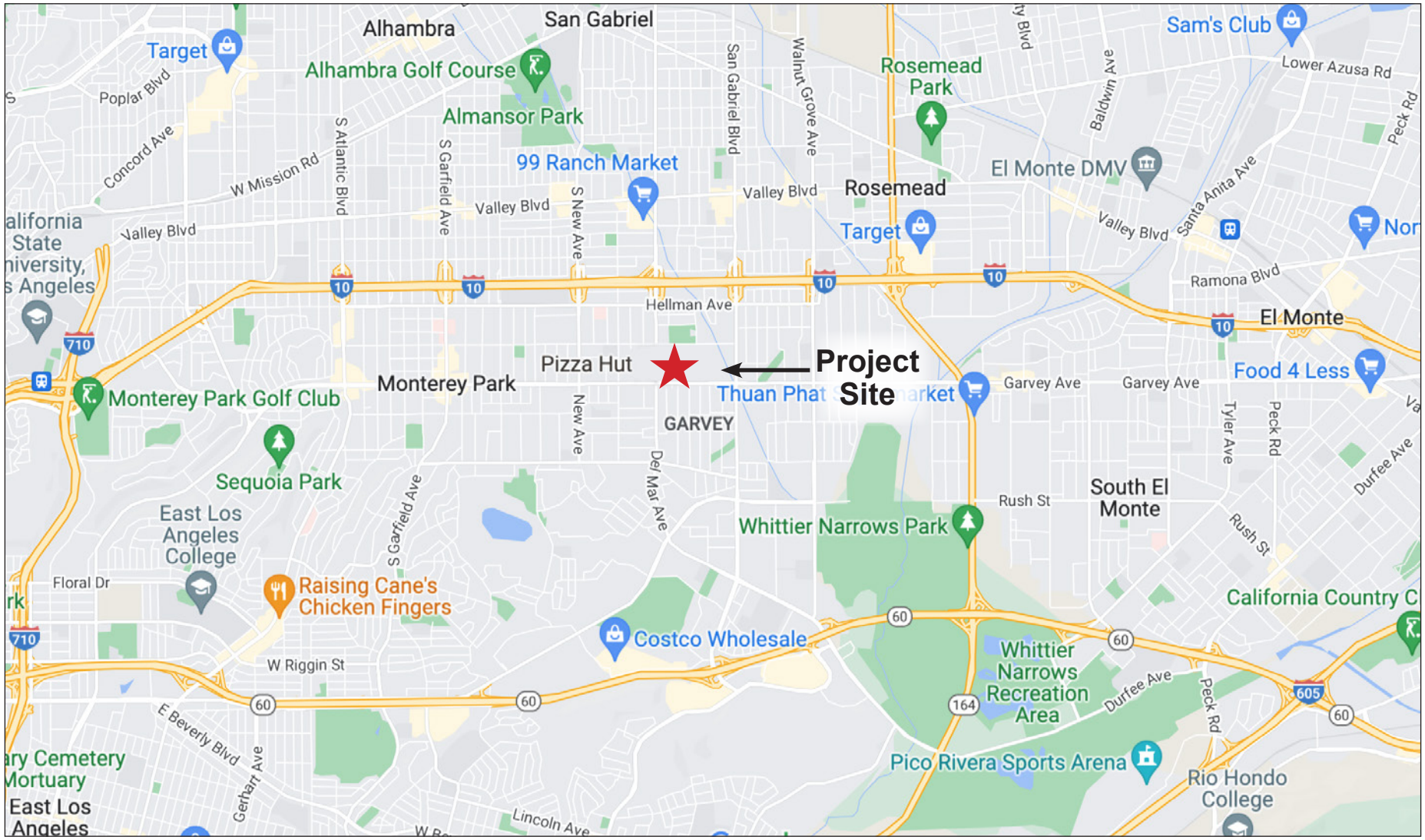
   The project proposes a seven-story, mixed-use development that totals 115,400 square feet. The project proposes 35,105 square feet of non-residential use (retail/office/residential-work) with 5,423 square feet on the first floor, 6,230 square feet on the second floor, 6,571 square feet on the third floor, and 16,881 square feet of work area within the live/work units. The project proposes 93 residential units on the first through seventh floors. Of the 93 residential units, 24 are live/work units, including three live/work units on the ground level, one live/work unit on both the second and third floors, and 19 live/work units on the fourth floor. The project proposes 69 apartments on the fifth through seventh floors with 21 apartments on the fifth floor, 25 apartments on the sixth floor, and 23 apartments on the seventh floor. The project includes 31 one-bedroom units, 52 two-bedroom units and 10 three-bedroom units, including the live/work units.

   The project proposes a floor area ratio (FAR) of 2.2 compared to a maximum allowed FAR of 3.0 with the allowed provisions of community benefits by the Garvey Avenue Specific Plan.



Source: Phil Martin & Associates, Inc.

FIGURE 1
Regional Map



Source: Google Maps

FIGURE 2

Local Vicinity Map

Source: Google Earth

FIGURE 3

Aerial Photo

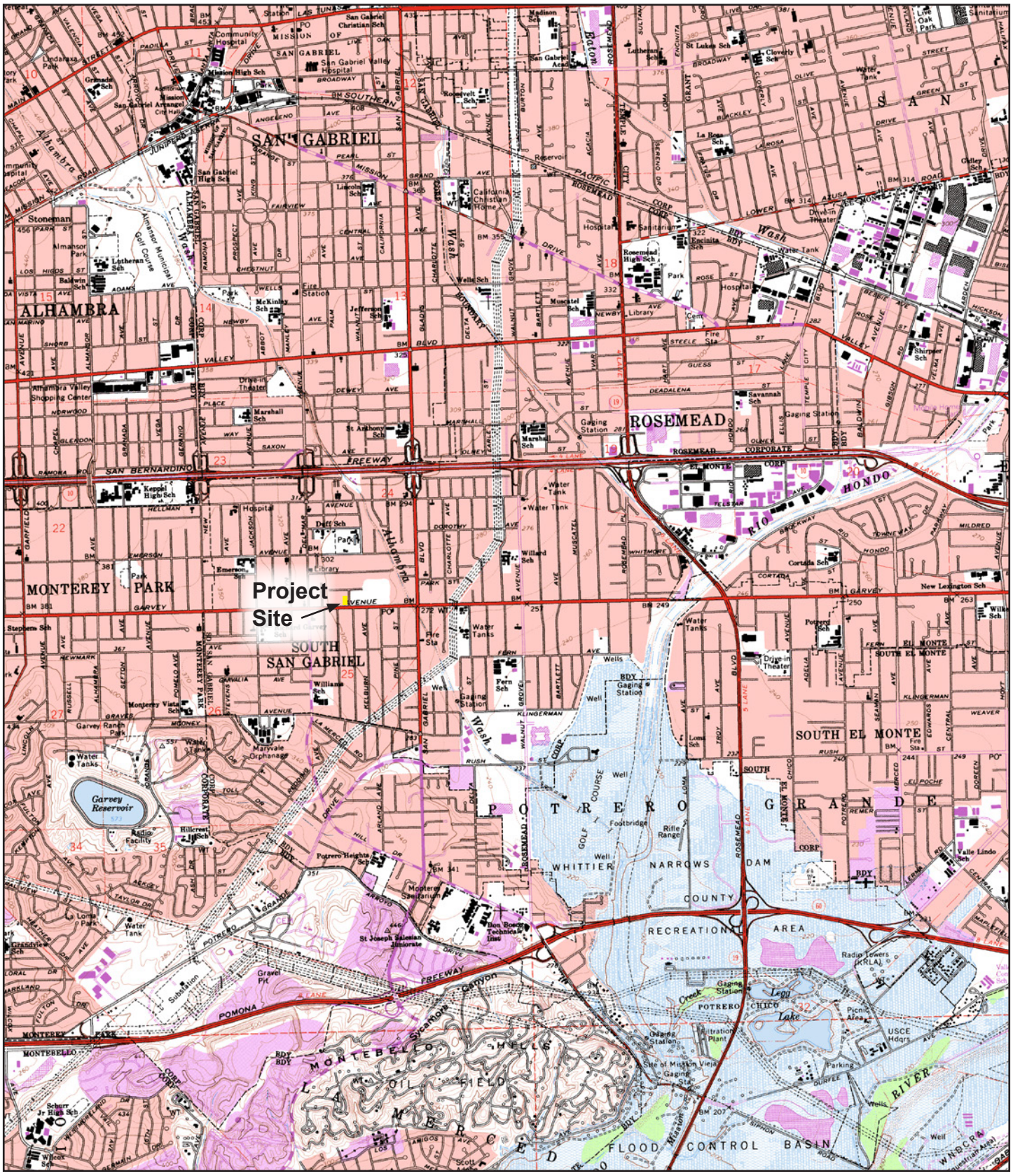


Figure 4

USGS Topo Map

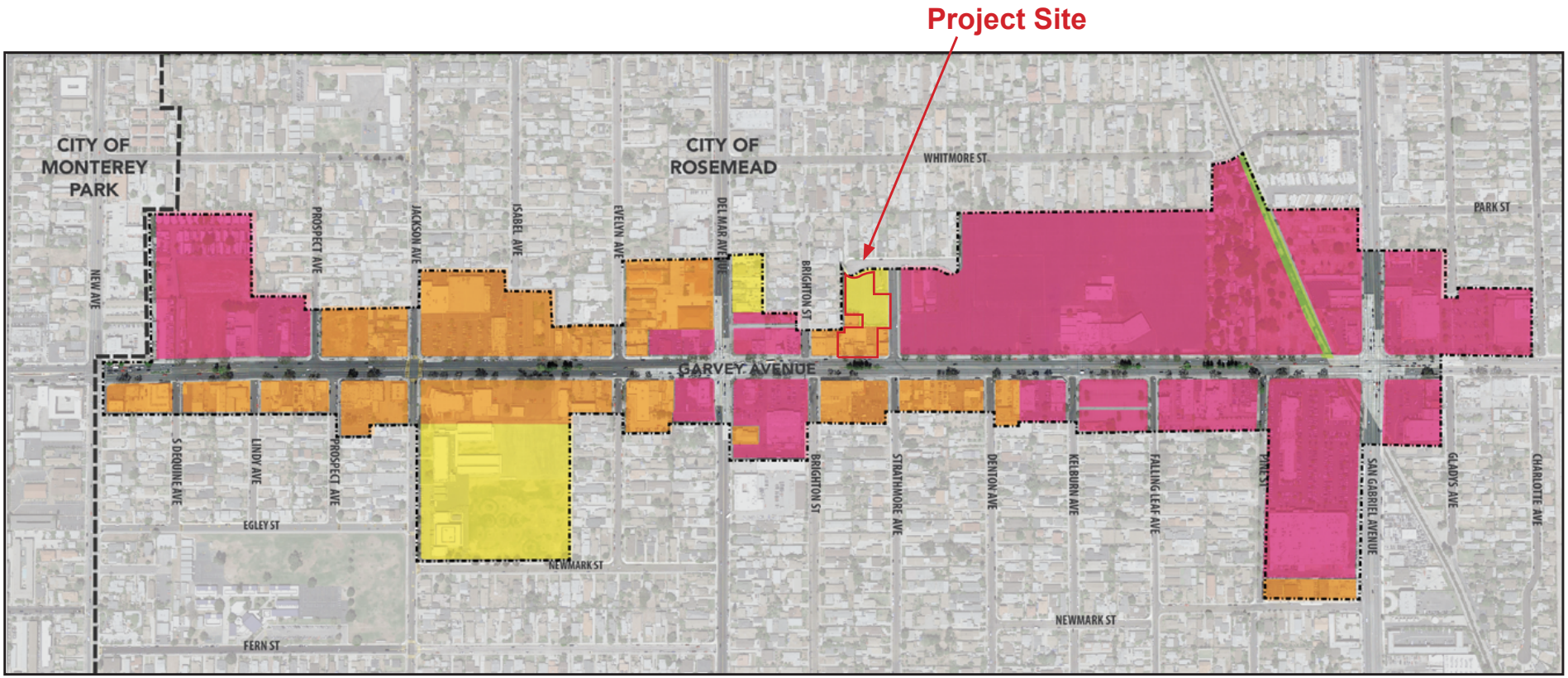


Figure 5

Garvey Avenue Specific Plan Zoning Map

Specific Plan. The building footprint covers approximately 45,456 square feet, or approximately 85.9 percent of the 52,926 square foot project site.

The project proposes 6,831 square feet of landscaping, or approximately 12.9 percent of the site. The project landscaping includes drought tolerant shrubs and ground cover with drip irrigation, accent street trees with in-ground up-lights, bike racks on Garvey Avenue and Strathmore Avenue, 3' diameter accent flower pots for security barriers on both Garvey Avenue and Strathmore Avenue, a 24" high masonry wall with stucco finish to match the building adjacent to the proposed park bench adjacent to Garvey Avenue, rectangular porcelain pavers in running bond pattern in the sidewalk along Garvey Avenue and Strathmore Avenue, colored concrete in a 3' x 3' grid pattern with top cast finish in the sidewalk on Garvey Avenue, 12" wide colored concrete banding with medium broom finish in the sidewalk on Strathmore Avenue adjacent to the site. Landscaping is proposed on the second, fourth, and seventh floors of the building. The landscaping for the second floor includes a planter box along the west side of the open parking structure with drought tolerant cascading plants with drip irrigation. The landscaping proposed for the fourth floor courtyard includes medium scale evergreen shade trees in a raised planter with up-lighting, decorative plank stamped colored concrete, double sided in ground level gas fire pits, outdoor dining furniture, drought tolerant shrubs and ground cover with drip irrigation, vertical accent palm trees in raised planter boxes with up-lighting, raised tot-lot playground with approved play equipment and American Disabilities Act (ADA) approved wood fiber mulch, stainless steel outdoor gas bar-b-q units with granite counter top, raised planter, etc. The landscaping proposed for the seventh-floor courtyard includes vertical accent palm trees in raised planter boxes with up-lighting, outdoor sofas, tables, and chairs, 20" wide shelf-bench attached to the planter wall, granite bar/counter with stool seating at the edge of the courtyard, decorative stamped colored concrete in 3' x 3' grid pattern, raised gas fire pit, etc. The ground floor landscape plan is shown in Figure 6, the second, fourth and seventh floor landscape plans are shown in Figure 7 of this MND.

The project proposes 208 parking spaces, including 181 standard spaces, 22 compact spaces, 5 handicap accessible spaces and three loading spaces. Of the 208 parking spaces, 70 parking spaces are proposed for the ground floor, 67 parking spaces are proposed for the second level and 71 parking spaces are proposed for the third level. The project proposes 9 more parking spaces for public parking than required by the Rosemead Municipal Code and consistent with the requirements of the community benefit program. The project also proposes 20 bicycles spaces.

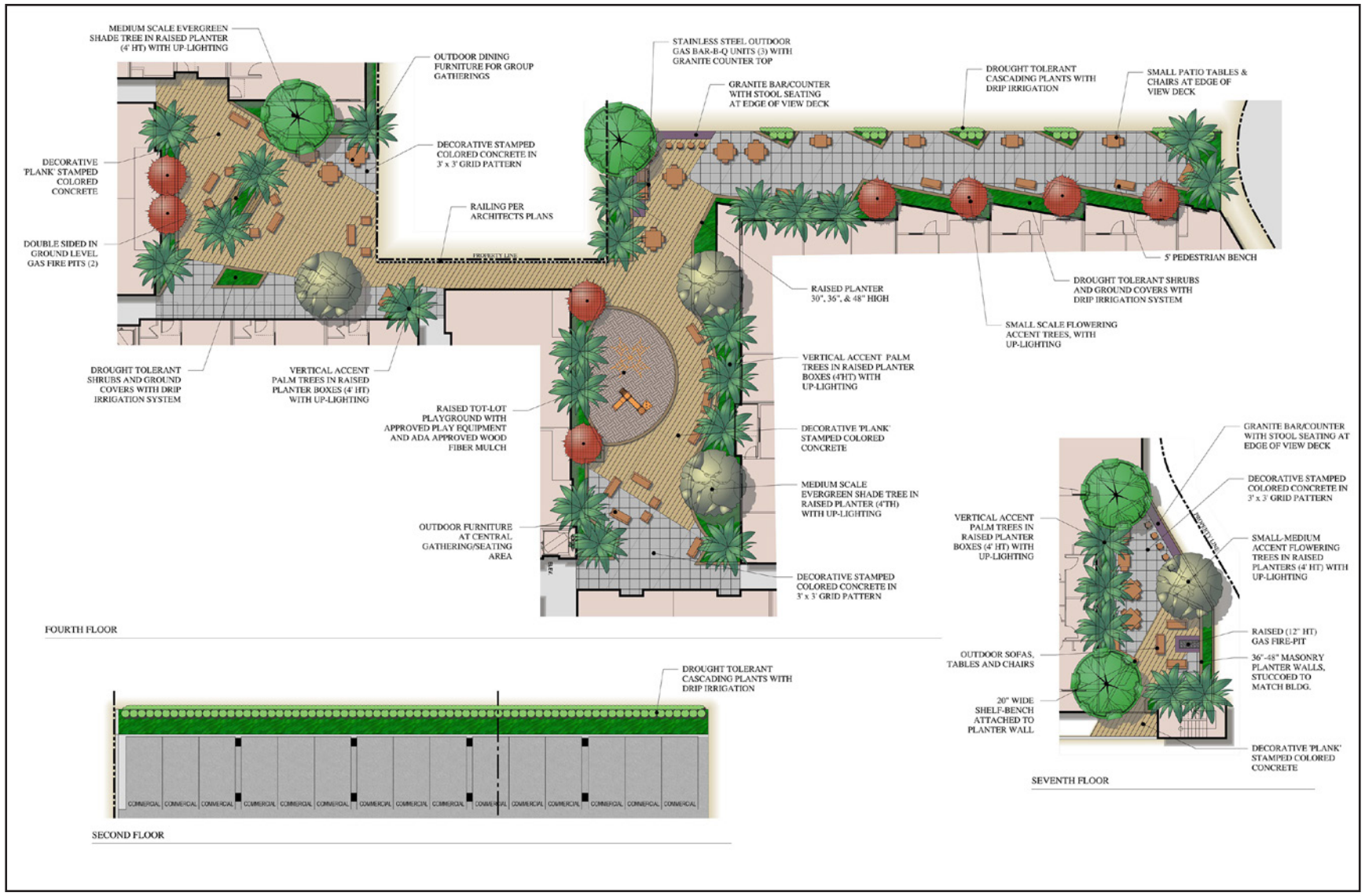
The height to the top of the roof is 75'. The total height of the building, including the top of the parapet, is 78'. The project proposes to construct a six-foot masonry wall along the project perimeter adjacent to the existing residential units.

There are three entry points for vehicular access to the site. There is a driveway at the north end of the building at Virginia Street, a driveway on the east side of the building at Strathmore Avenue and a driveway on the west side of the building from the public alley. The driveways at the north and east sides of the building are 25-feet wide and the driveway at the west side of the building from the public alley is 22-feet wide. The height restriction for the north and east driveways is 12-feet and the height restriction for driveway on the west from the public alley is 10-feet. All delivery vehicles for the nonresidential space on the ground level would enter the site from Strathmore Avenue and park in a designated loading area on the ground level for site deliveries. Delivery trucks would be restricted to two axle trucks. Delivery trucks would not be allowed to park along either Strathmore Avenue or Garvey Avenue. Project construction is scheduled to start in the second quarter of 2023 and be completed in the fourth quarter of 2024. The proposed site plan is shown in Figure 8 of this MND.

Source: Scales(S) Lab Architects

Figure 6

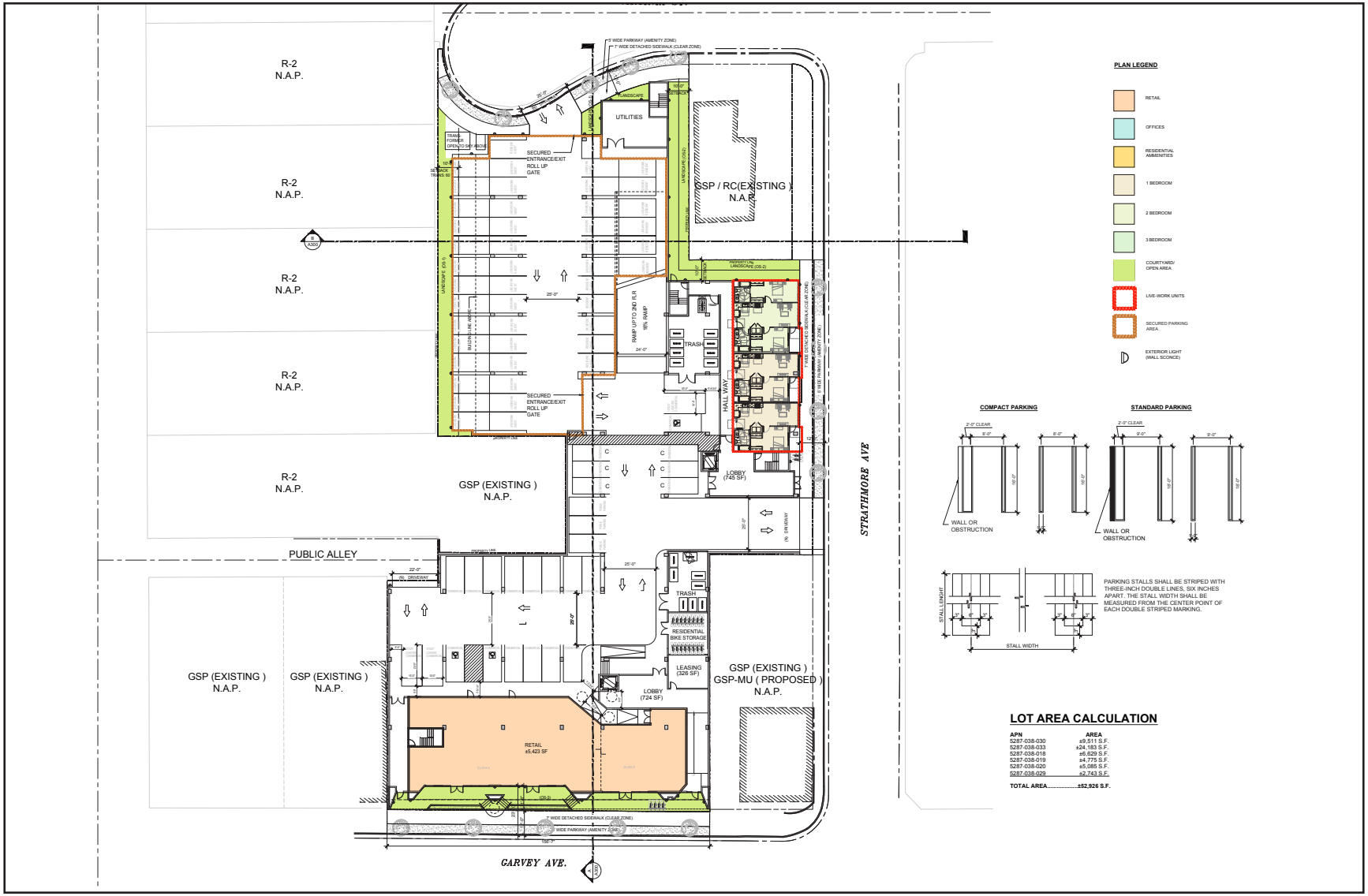
Ground Floor Landscape Plan



Source: Scales(S) Lab Architects

Figure 7

Second, Fourth and Seventh Floor Landscape Plan



Source: Scales(S) Lab Architects

Figure 8

Site Plan

Garvey Avenue Specific Plan Amendment

Parcels 5287-038-030 and -033 of the project site are zoned GSP-R/C and parcels 5287-038-018, -019, -020 and -029 are zoned GSP. The project includes an amendment to the Garvey Avenue Specific Plan to change the two zoning designations of the project site to GSP-MU. Therefore, the project applicant is requesting a specific plan amendment and zone change to change the zoning of the aforementioned parcels to GSP-MU.

9. **Surrounding Land Uses and Setting:** The land uses surrounding the project site include Strathmore Avenue adjacent to and east of site and east of Strathmore Avenue is a vacant former automobile dealership and a vacant former construction storage yard, to the north are single-family detached residences, to the west are single-family detached residences and commercial uses and to the south is Garvey Avenue and south of Garvey Avenue are commercial uses. Figure 9 of this MND shows photographs of the on-site land uses and Figures 10 and 11 of this MND show photographs of the surrounding land uses. Figure 12 of this MND is a photo orientation map that shows the location of the on-site and surrounding land use photographs.

10. **Other Public Agencies Whose Approval is Required:** The discretionary approvals required from the City of Rosemead include the following project approvals: Specific Plan Amendment 22-01 and Zone Change 22-02. No other public agency approvals are required.

11. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?** Tribal letters were mailed by the City of Rosemead on July 6, 2022, to nine tribes and formally invited consultation with the City in compliance with 21080.3.1. To date the City has received a request from the Gabrielino Band of Mission Indians – Kizh Nation for consultation. The tribes that were contacted include:

1. Gabrielino Band of Mission Indians – Kizh Nation – Andrew Salas
2. Gabrieleno/Tongva Nation – Charles Alvarez
3. Gabrieleno/Tongva Indians of California Tribal Council – Robert Dorame
4. Gabrielino-Tongva Nation – Sandonne Goad
5. Soboba Band of Luiseño Indians – Isaiah Vivanco
6. Gabrielino-Tongva San Gabriel Band of Mission Indians – Anthony Morales
7. Soboba Band of Luiseño Indians – Joseph Ontiveros
8. Gabrieleno/Tongva Indians of California Tribal Council – Christina Conley
9. Santa Rosa Band of Cahuilla Indians – Lovina Redner

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

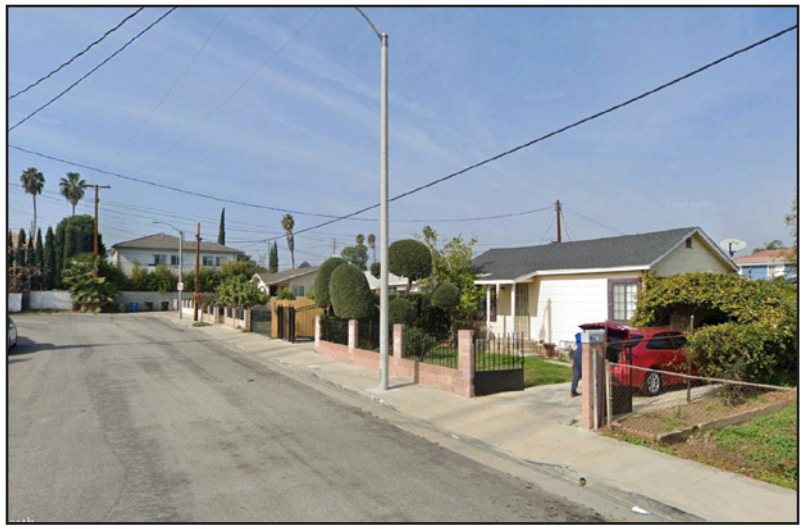
A. *Looking north from Garvey Avenue at existing commercial uses*

B. *Looking west at northern half of site from Strathmore Avenue*

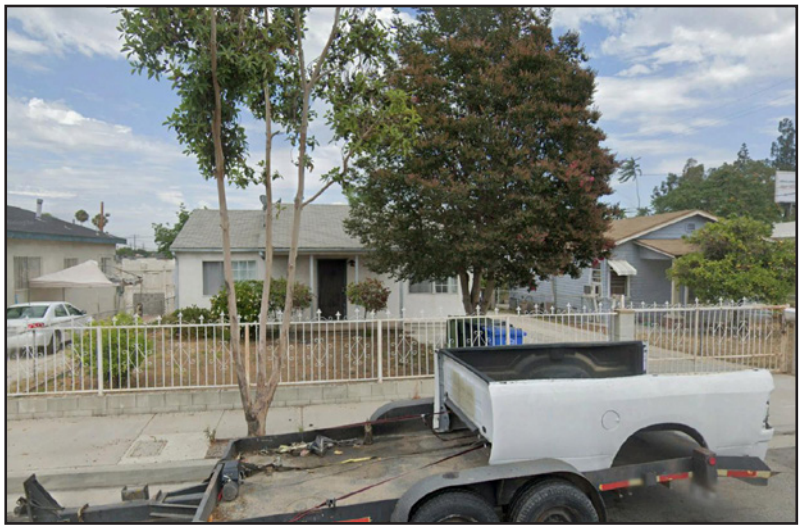
C. *Looking south at site from Virgina Street*

D. *Looking east at site from along alley at Brighton Street*

Figure 9
On-Site Land Uses

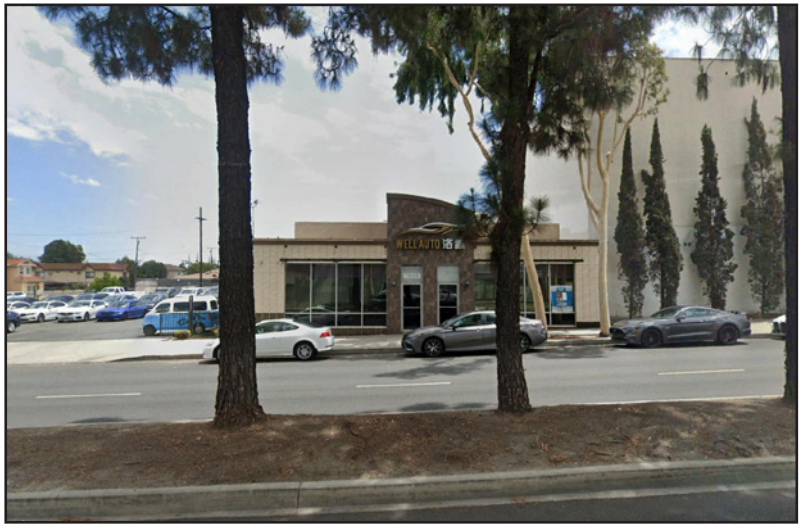


E. *Looking at residential homes north of site on Virginia Street*



F. *Looking at residential homes west of site on Brighton Street*

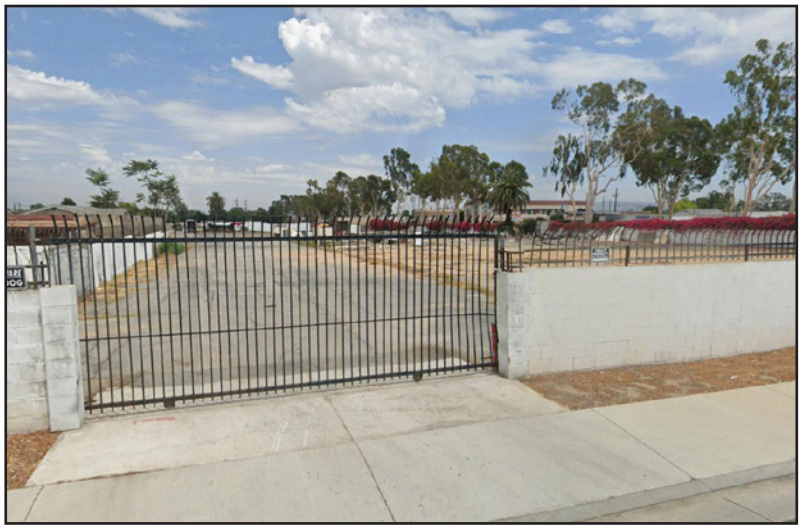
G. *Looking at commercial uses at southwest corner of Brighton Street and Garvey Avenue*



H. *Looking at commercial uses south of Garvey Avenue*

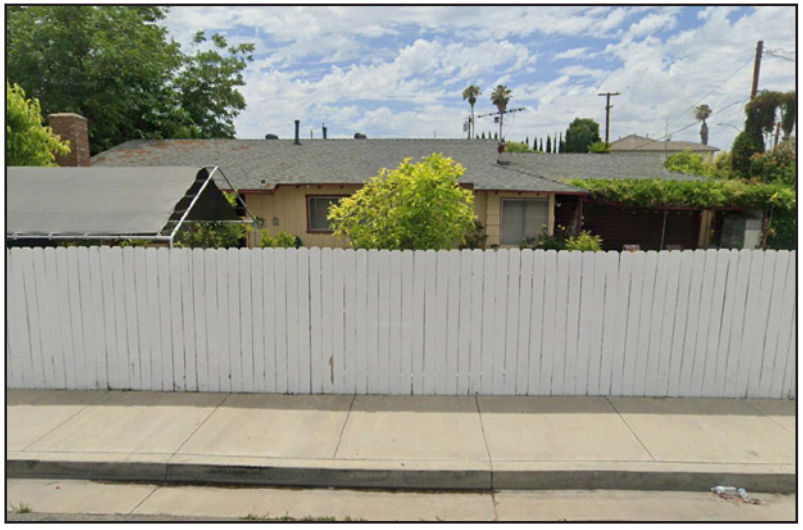
Figure 10
Surrounding Land Uses

I. *Looking at commercial use at southeast corner of Strathmore and Garvey Avenues*



J. *Looking at vacant lot east of site*

K. *Looking at vacant lot and residential homes east of site*



L. *Looking at residential home at northeast corner of site*

Figure 11
Surrounding Land Uses

Source: Google Earth

Figure 12
Photo Orientation Map

12. **ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

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

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

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

On the basis of this initial evaluation:

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

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

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

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

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

_____ _____

Signature: Date

Evaluation of Environmental Impacts:

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

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

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

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

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

    a) Earlier Analysis Used. Identify and state where they are available for review.
    b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
    c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

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

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

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

9) The explanation of each issue should identify:

a) the significance criteria or threshold, if any, used to evaluate each question; and
b) the mitigation measure identified, if any, to reduce the impact to less than significance.

14. ISSUES:

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS: Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare that will adversely affect day or nighttime views in the area?	☐	☒	☐	☐
II. AGRICULTURE and FORESTRY RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agricultural farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment, which due to their location or nature, could	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
individually or cumulatively result in the loss of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				

III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutants for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

IV. BIOLOGICAL RESOURCES: Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filing, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES: Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of a unique archaeological resource as defined in §15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒
VI. ENERGY: Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐
VII. GEOLOGY AND SOILS: Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	☐	☐	☒	☐
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv. Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
VIII. GREENHOUSE GAS EMISSIONS Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒
IX. HAZARDS AND HAZARDOUS MATERIALS: Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport, will the project result in a safety hazard or excessive noise for people working or residing in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒
X. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge	☐	☐	☒	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
such that the project may impede sustainable groundwater management of the basin?				
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces in a manner, which would:				
(i) result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site;	☐	☐	☒	☐
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
(iv) impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐
XI. LAND USE AND PLANNING: Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigation an environmental effect?	☐	☐	☒	☐
XII. MINERAL RESOURCES: Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒
XIII. NOISE: Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a	☐	☐	☐	☒

plan has not been adopted, within two miles of a public airport, will the project expose people residing or working in the project area to excessive noise levels?				
XIV. POPULATION AND HOUSING: Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
XV. PUBLIC SERVICES:				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☒	☐	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☐	☒
XVI. RECREATION:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☒	☐
XVII. TRANSPORTATION: Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☒	☐	☐

d) Result in inadequate emergency access?	☐	☐	☒	☐

XVIII. TRIBAL CULTURAL RESOURCES:

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1 (k), or	☐	☒	☐	☐
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

XIX. UTILITIES AND SERVICE SYSTEMS: Would the project:

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

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

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result or runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

XXI. MANDATORY FINDINGS OF SIGNIFICANCE:

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

15. EXPLANATION OF ISSUES:

I. AESTHETICS: Would the project:

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

The most predominant scenic vista open to the Rosemead community, including the project site, is the San Gabriel Valley Mountain range that is approximately 8 miles north of the city. There are no existing residences adjacent to the project that look across the project site to view the San Gabriel mountains to the north. Therefore, the project would not block or interrupted any existing views of the San Gabriel

mountains by any area residents. The closest residents that look across the site to the San Gabriel mountains to the north are the residents along both sides of Strathmore Avenue south of Garvey Avenue and more than 300 feet south of the project site. While direct views of the San Gabriel mountains by the residents south of the site would be partially interrupted by the proposed mixed-use building, their views would not be completely blocked. The resident's south of Garvey Avenue along Strathmore Avenue would continue to have some distant views of the San Gabriel mountains to the north with development of the project. There are no other scenic vistas or views that would be impacted by the project. The Garvey Avenue Corridor Specific Plan Environmental Impact Report did not identify any scenic resource impacts with the development of the property within the boundary of the Specific Plan.[1] Therefore, the project would not have a significant scenic vista impact.

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

c) ***In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*** **Less Than Significant Impact.** The project is located within an urbanized area.[3] The project site is developed with commercial uses and the existing buildings and other site improvements would have to be demolished to allow construction of the proposed project. The architecture of the proposed building is Contemporary-Modern style. New landscaping would be installed within the proposed 10-foot-wide landscape area along the northeast project boundary adjacent to the existing residence northeast of the site, within the landscape area along the northern project boundary adjacent to Virginia Street, within the landscape area along the west project boundary and in the 8'-8" landscape area along the southern project boundary adjacent to Garvey Avenue. The landscaping proposed for the landscape areas on the ground level include trees, shrubs, and groundcover. Landscaping is also proposed for the open space areas on the second, fourth and seventh floors and include trees, shrubs and groundcover. Drought tolerant cascading plants with drip irrigation are proposed for the landscaped planter along the northwest side of the second floor. Vines and other exterior building landscaping materials are proposed for the exterior walls of the courtyards on the fourth floor. The proposed ground floor landscape plan is shown previously in Figure 6 of this MND.

The architectural design and character of the proposed mixed-use building includes building elevations that are detailed and articulated with projections and recesses to avoid long and plain surfaces. Building massing would be further minimized through the use of differentiated building materials, and colors and the incorporation of architectural features such as extended balconies with glass railings/panels. A rendering of the proposed mixed-use building from Garvey Avenue is shown in Figure 13 of this MND. The design and Contemporary-Modern architecture of the proposed mixed-use building along with landscaped private open space would improve the aesthetics of the site for the existing residents north and east of the site as well as the commercial businesses adjacent to the site compared to the existing aesthetics of the site. The project would also improve the street views of the existing development on the site for motorists and pedestrians on Virginia Street, Strathmore Avenue, Brighton Avenue and Garvey Avenue by replacing the flat developed site with a new Contemporary-Modern architectural

[1] Garvey Avenue Corridor Specific Plan Draft Environmental Impact Report, Volume 1, May 2017, page 1-3.
[2] State of California Officially Designated State Scenic Highways, http://www.dot.ca.gov/hq/LandArch/scenichighways/
[3] CEQA Guidelines §15387.

Source: Scales(S) Lab Architects

Figure 13
Project Rendering from Garvey Avenue

mixed-use building and landscaping. Figure 14 of this MND is a rendering of the project from the intersection of Garvey Avenue and Virginia Avenue.

The Garvey Avenue Specific Plan design and development guidelines and standards provide specific policies for how parcels and buildings shall be developed, such as setbacks and parking requirements, or height and density limits. They are intended to supplement the development standards in Rosemead's General Plan, as well as the design guidelines outlined in the Garvey Avenue Master Plan and Rosemead's Mixed-Use Design Guidelines. These documents specifically addressed many design guidelines important to the Garvey Avenue Specific Plan, including but not limited to those that relate to the public realm and pedestrian environment, building and storefront design, parking, and utilities. The design standards and guidelines of the Garvey Avenue Specific Plan are largely consistent with those in the Garvey Avenue Master Plan and Rosemead's Mixed-Use Guidelines, and likewise, largely share the same goals as those in the Garvey Avenue Master Plan and Rosemead's Mixed-Use Guidelines.

These goals include:

Upgrading the image and appeal of Garvey Avenue as a safe, attractive, and high-quality commercial environment;

a. Encouraging high quality infill and mixed-use redevelopment of vacant lots and underutilized properties to their highest and best use, whether commercial, residential, office, entertainment, or open space;

b. Activating the street and enhancing the pedestrian environment and scale;

c. Ensuring compatibility between adjacent uses, especially single-family residential and other mixed-use projects;

d. Inviting and supporting transit and active transportation;

e. Crafting parking requirements that balance parking needs with updated standards that give flexibility to developers, manage parking as efficiently as possible, and minimize the negative impacts of parking on the neighborhood; and

f) Integrating high-quality landscape and streetscape design that is consistent throughout the corridor.[4]

As stated in the Garvey Avenue Specific Plan, design standards and guidelines should be used by landowners, developers, tenants, and their consultants, such as architects, who propose any alteration, addition, constructions and/or development projects within the Garvey Avenue Specific Plan area. City staff should use the Plan to review projects for: 1) compliance with the design standards, and 2) compliance with the intent of the design guidelines. Individuals and entities proposing projects within the Garvey Avenue Specific Plan area should review and understand these standards and guidelines before initiating the design and development process. To facilitate project approvals, questions regarding the design standards and guidelines, as well as other development-related questions, should be discussed with the Community Development Director or designee as early in the development process as possible.

Individuals and entities proposing projects should use these design standards and guidelines at each project stage to shape concepts and designs to realize compatible architecture and urban design that meets City of Rosemead requirements and expectations. City staff and others use these standards and

[4] Garvey Avenue Specific Plan, February 2018, page 3-16.

Source: Scales(S) Lab Architects

Figure 14

Project Rendering from Strathmore Avenue and Virginia Avenue

guidelines to understand proposed projects in relationship to approved objectives, goals, standards, and guidelines.[5]

The Garvey Avenue Specific Plan Development Standards are provided in Table 3.4 of the Specific Plan.[6] As shown in Table 1 of this MND, the proposed project meets and complies with all the applicable development standards required for the development of a project in compliance with the Garvey Avenue Specific Plan, Incentivized Mixed-Use (GSP-MU) specific plan and zoning designation requested by the project applicant. As shown in Table 1 of this MND, based on the site plan, building elevations and landscape plan, the project meets the intent of all applicable design goals of the Garvey Avenue Specific Plan. The project would not have any significant aesthetic impacts.

d) **Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area? Potentially Significant Unless Mitigation Incorporated.** The project site is currently developed with commercial uses that generate light and glare associated with those existing uses. The project would introduce new sources of light and glare on the site and the immediate area adjacent to and surrounding the site greater than the existing condition. The project site is surrounded by existing commercial and residential development. Therefore, light and glare is generated in the project vicinity from the existing development adjacent to and surrounding the site. Automobile headlights of existing motor vehicle traffic on Garvey Avenue, Virginia Street and Strathmore Avenue adjacent to the site also generates light and glare in the project vicinity and extend onto the project site. Therefore, light and glare currently exists both on the project site and the adjacent surrounding community.

Light

The project would generate new and more intense sources of light compared to the existing light that is generated on the site by the existing one-story commercial uses. The sources of light generated by the project include city required streetlights, interior and exterior lighting of the seven-story building, landscape lighting, lighting in the parking areas within the building and headlights of the cars that enter and leave the site at night. All private lighting associated with the project would be required to meet and comply with all applicable lighting provisions in Rosemead Municipal Code Chapter 17.88.

Lighting generated by the seven-story mixed-use building would be visible from areas surrounding the project compared to the existing one-story commercial buildings on the site. The light generated by the mixed-use building would be especially visible and noticeable to the existing residents adjacent to and west, northwest, north, northeast and east of the site. The existing residents approximately 225 feet and 280 feet southeast and south of the project, south of Garvey Avenue respectively, would see increased light from the site during the evening and nighttime hours compared to the existing condition. The existing lights of the commercial uses along Garvey Avenue in the immediate vicinity of the project site and the automobile traffic on Garvey Avenue would somewhat reduce the level and impact of light from the proposed project to the residents south of the site. Therefore, the project lighting would not be as noticeable to the residents south of the project site as the residents adjacent to and northwest, north, northeast, and east of the site.

The light generated by the project compared to the existing condition would be visible to the residents adjacent to and west, northwest, north, northeast, and east of the site due to the height of the proposed mixed-use building, which is 75’ and 78’ including the parapet. However, there is light in the immediate project area from existing commercial and residential uses and as a result the project lighting is not anticipated to significantly impact these residents because light exists in the project area. The light in the immediate project vicinity associated with existing residential and commercial development would minimize the lighting impact of the project to the existing residents in proximity of the project.

[5] Ibid, page 3-19.
[6] Ibid, page 3-20.

Table 1
Garvey Avenue Specific Plan Development Standards – Project Compliance

Specific Plan Standards				GSP-MU	Comments (1)
DEVELOPMENT INTENSITY AND NEIGHBORHOOD COMPATIBILITY					
Minimum Lot Size	See RMC Section 17.08.050 regarding lot area and dimension requirements for direction on an undeveloped, substandard, or nonconforming lot.				
				Mixed-Use 10,000 s.f. Other 5,000 s.f.	Comply
Minimum Lot Width				100’	Comply
Maximum Density Without the Provision of Community Benefits				25 dwelling units/gross acre	N/A
Maximum Density With the Provision of Community Benefits				80 dwelling units/gross acre	Proposed 77DU/Acre Allowed 80DU/Acre
Minimum Unit Size					
Studio				600 s.f.	Comply
One-Bedroom				600 s.f.	Comply
Two-Bedroom				800 s.f.	Comply
Each Additional Bedroom				An additional 200 s.f./ bedroom	Comply
COMMERCIAL DEVELOPMENT INTENSITY					
Floor Area Ratio (FAR) Without the Provision of Community Benefits				Commercial: 0.75 maximum Mixed-Use: 1.6 maximum	N/A
FAR With the Provision of Community Benefits				Commercial: 1.0 maximum Mixed-Use: 3.0 maximum	Comply
Required Floor Area of the Ground Floor Space in a Vertical Mixed-Use Building located along Garvey Avenue				Lots with 50’ or less of street frontage: 800 s.f., minimum Lots with 51’ or more of street frontage: 20% of the lot area, minimum. A minimum of 20% of the building footprint shall be dedicated to ground floor space.	Comply
REQUIRED MIXED-USE LAND USE SPLIT					
Floor-Area Land Use Mix				65% Residential Use and 35% Nonresidential Use (Mixed-Use Development Only)	Comply

Specific Plan Standards				GSP-MU	Comments (2)
BUILDING HEIGHT AND FORM					
Maximum Height	Maximum height is calculated to the top of roofline or roof structures including but not limited to elevator housing, stairways, tanks, ventilating fans, roof signs, etc.				Acknowledged
				75’	Comply
Height Exception	An additional 5’ beyond the height limit is allowed for unique architectural elements as determined by the Community Development Director.				Comply
Maximum Building Length	Building façade lengths may not exceed 300’.				Comply
BUILDING RELATIONSHIP TO STREET					
Minimum Building Placement on Lot Frontage	Minimum lot frontage that must be developed by a building				Comply
				Less than 1.00-acre site – 60% 1.00-acre site to 6.99-acre site – 60% The 60% requirement may be satisfied with: building placement on the property line (nonresidential) or setback line (residential) for 60% of the lot width, OR Building placement on the property line (nonresidential) or setback line (residential) equal to a minimum of 25% of the lot frontage, and Vertical feature placement on the property line (nonresidential) or setback line (residential) equal to a maximum of 35% of the lot frontage. Vertical features satisfying this requirement are: (1) highly landscaped decorative wall, which screens parking area from view of the public right-of-way, or (2) a highly landscaped public plaza/public amenity space incorporating a decorative wall. The vertical feature’s and/or decorative wall’s design and placement	Comply

Specific Plan Standards				GSP-MU	Response (3)
				must be approved by the Community Development Director 7.00 acre or greater site – 60%	
Ground Floor Height				Nonresidential: 14’ minimum Residential: 10’ minimum	Comply
Elevation Above Street Level					
Ground Floor Living Space					
Ground Floor Nonresidential	0’ minimum 2’ maximum				
Nonresidential Façade Height at or near Street Frontage	Minimum height for nonresidential building façade at or near the street frontage, measured to the top of the façade. For single story buildings, a false front or parapet should be used to achieve this minimum height. Where exterior frontage height varies along the building frontage, the minimum height shall be considered to be the average height of the building frontage.				
				25’ minimum	
GROUND FLOOR BUILDING DESIGN					
Ground Floor Blank Walls	The amount of the ground level wall area directly visible from the street allowed to be left blank. The ground level wall area is defined as that portion of the building elevation from grade to a height of 9’. 25% maximum				Comply
Ground Floor Wall Glazing	The area of ground level wall area that must be glazed with clear glass display windows and entries. Nonresidential: 50% minimum Residential: 40% minimum				Comply
SETBACKS FOR LIGHT, AIR, AND PRIVACY					
Front				Nonresidential: No minimum Ground Floor Residential: 10’	Comply
Side – Adjacent to Nonresidential Use or Zoning District Other Than R-1 and R-2				No minimum unless required by Community Development Director, Public Works Director, City Manager or his/her designee, or other reviewing agency. In such a case, the minimum setback will be determined by the Community Development Director, City Engineer, City Manager, or other reviewing agency.	See Plans and Sections

Specific Plan Standards				GSP-MU	Response (4)
Side – Adjacent to Existing Residential, School, or Park Use		10’ minimum			Comply
Side – Adjacent to R-1 or R- 2 Zoning District	All residential, nonresidential, and mixed-use developments shall have a side variable height when abutting R-1 or R-2 zone. This specifies a setback minimum of 10’ from the property line, with the height increasing at a 60-degree angle from that point.				Comply See Sections
		10’minimum			
Rear				20’ minimum if abutting existing residential use, school, or park, otherwise no minimum required	Comply See Sections
Rear – Adjacent to R-1 or R-2 Zoning Districts	All residential, commercial, and mixed-use developments shall have a rear variable height when abutting R-1 or R-2 zones. This specifies a setback minimum of 25’ from the property line, increasing at a 60-degree angle from that point.				Comply See Sections
PEDESTRIAN-FRIENDLY AUTO CIRCULATION & ACCESS					
Access Driveway Width	One Way: 14’ minimum, 20’ maximum Two Way: 24’ minimum, 30’ maximum				Comply – Minor Exception Required
Curb Cuts	1 curb cut/lot, if lot has less than 300’ of lot frontage. 1 curb cut/300’ of lot frontage, if lot frontage is greater than or equal to 300’, unless approved by Community Development Director and City Engineer, or City Manager. Example: 450’ lot frontage is allowed 1 curb cut; 600’ lot frontage is allowed 2 curb cuts.				Comply 2 curb cuts Proposed
Frontage Dedicated to Parking and/or Driveways				20% of lot frontage maximum	NA
PARKING					
Minimum Nonresidential Vehicle Parking					
Restaurant				Restaurants with floor area less than 2,500 s.f.: 1 standard sized parking space per 400 s.f.	See Plans

Specific Plan Standards				GSP-MU	Comments (5)
				Restaurants with floor area greater than or equal to 2,500 s.f.: 1 standard sized parking space per 200 s.f. Outdoor seating area utilized in conjunction with an approved eating and/or drinking establishment shall not count towards calculations for off-street parking requirements. However, if the outdoor area is utilized in conjunction with nonresidential use, other than eating and/or drinking establishment, such outdoor area shall count towards calculations for off-street parking requirements.	Comply See Plans
Nonresidential other than Restaurant and Hotel				1 standard sized parking space/400 s.f.	Comply See Plans
Minimum Residential Vehicle Parking					
Residential (includes guest parking)				For residential developments, the project shall provide no less than 1.0 standard sized parking space/dwelling unit.	Comply See Plans

Specific Plan Standards				GSP-MU	Comments (6)
		.		In addition to the residential spaces described above, 0.5 standard sized parking space/dwelling unit is required guest parking. Parking provided for residential uses, or the residential component of a mixed-use structure must be covered and secure. Guest parking may be uncovered.	Comply See Plans AUP Required for Residential Tandem Parking
Minimum Bicycle Parking					
Bicycle Parking				See RMC Section 17.28.030(D)(2)(c). Bicycle parking spaces provided for residential use must be covered, secured, and located separately from bicycle parking spaces provided for nonresidential uses.	Comply See Plans
LANDSCAPING AND OPEN SPACE					
Landscaping				6% minimum	Comply See Plans
Usable Public Open Space – Nonresidential Uses or Nonresidential Component of Mixed-Use		5% of total parcel area, minimum			Comply See Plans
Required Landscaping of Public Open Space for Nonresidential Uses or Nonresidential Component of Mixed-Use				50% of usable public open space, minimum	Comply See Plans
Usable Private Common Open Space – Residential Uses and Residential Component of Mixed-Use				150 s.f./dwelling unit minimum	Comply See Plans
Private Usable Open Space		Private open space must be open to air, not fully enclosed with walls. Private open space cannot be covered by a roof by more than 50% of the area; however, balconies can have up to 100% ceiling coverage. Private open space includes balconies, patios, or yards.			
				75 s.f./unit minimum OR 1. 60 s.f. /dwelling unit minimum;	Comply See Plans

Specific Plan Standards				GSP-MU	Comments (7)
				2. Private usable open space square footage per unit and usable private common open space square footage per unit shall total at least 350 s.f./ unit; and 3. Approval of the Community Development Director. Sidewalks, walkways, equipment areas associated with usable private open space are not eligible for inclusion in the calculation.	Comply See Plans
Private Open Space Ground Floor Dimension				8' in any direction minimum	Comply See Plans
Private Open Space Balcony Dimension				5' in any direction minimum	Comply See Plans

There would be an incremental increase in the amount of light on area roadways from the headlights of the motor vehicles generated by the project. Since all roadways that would serve project traffic, including Garvey Avenue, Strathmore Avenue, Virginia Street, the alley from Brighton Street and Brighton Street generate light from the existing motor vehicle traffic on these roadways the nighttime lighting by project traffic would not be new or unique to the area. While the project would incrementally increase the amount of nighttime motor vehicle lighting on these roadways in the project vicinity the increase in lighting is not anticipated to significantly impact the existing residential land uses adjacent to the roadways since motor vehicle lighting currently exists.

Lights from the existing commercial uses adjacent to and within proximity to the project, including the commercial uses west and south of the site generate nighttime lighting that extends onto the project site. Therefore, the light that would be generated by the project would not be new or unique to the project vicinity.

The headlights of the cars leaving the northern project driveway onto Virginia Street would shine directly onto the single-family residences at 7901 Virginia Street. As cars exiting the project make a right turn onto Virginia Street the headlights would also shine onto the single-family residence at 7903 and 7907 Virginia Street. However,

existing landscaping in the front yard of the residence at 7907 Virginia Street would reduce some of the direct light from the car headlights that exit the site at Virginia Street. The headlights of cars exiting the site at the alley on the west side of the project would be directed in a west direction and on a vacant lot west of Brighton Street the same as the existing condition. Similarly, cars leaving the project driveway at Strathmore Avenue would shine directly onto the vacant property directly east of Strathmore Avenue. The only properties that would be directly impacted by nighttime project traffic lighting are the single-family residences at 7903 and 7907 Virginia Street.

City required parking lot lights, exterior safety, and security lighting along with interior lighting of the residential units would be visible to adjacent residents west, northwest, north, northeast and east of the site. The wall along the north side of the mixed-use building along with the proposed six-foot decorative masonry wall along the north project boundary would eliminate headlights from the cars in the ground level parking garage from shinning onto the yards and residences of the residents adjacent to and north of the project.

The nighttime safety, security and aesthetic lighting associated with the project would be visible to the surrounding land uses closest to the project, including the light sensitive residents adjacent to and west, northwest, north, northeast, and east of the site. While the interior and exterior lights of the proposed seven-story mixed-use building would be greater than the light that is generated by the existing uses on the site, there is lighting in the project vicinity that is generated by existing commercial development that would reduce and minimize the impact of the project lighting.

Figure 15 of this MND shows the proposed exterior light fixtures for the building. As shown, the light fixtures are located approximately 10 feet from the ground along all sides of the building. Therefore, the project would not generate new sources of lighting that do not already exist within the project area. The lighting generated by the project is not anticipated to be significantly greater than the intensity of the light of existing commercial development adjacent to and within the immediate vicinity of the project.

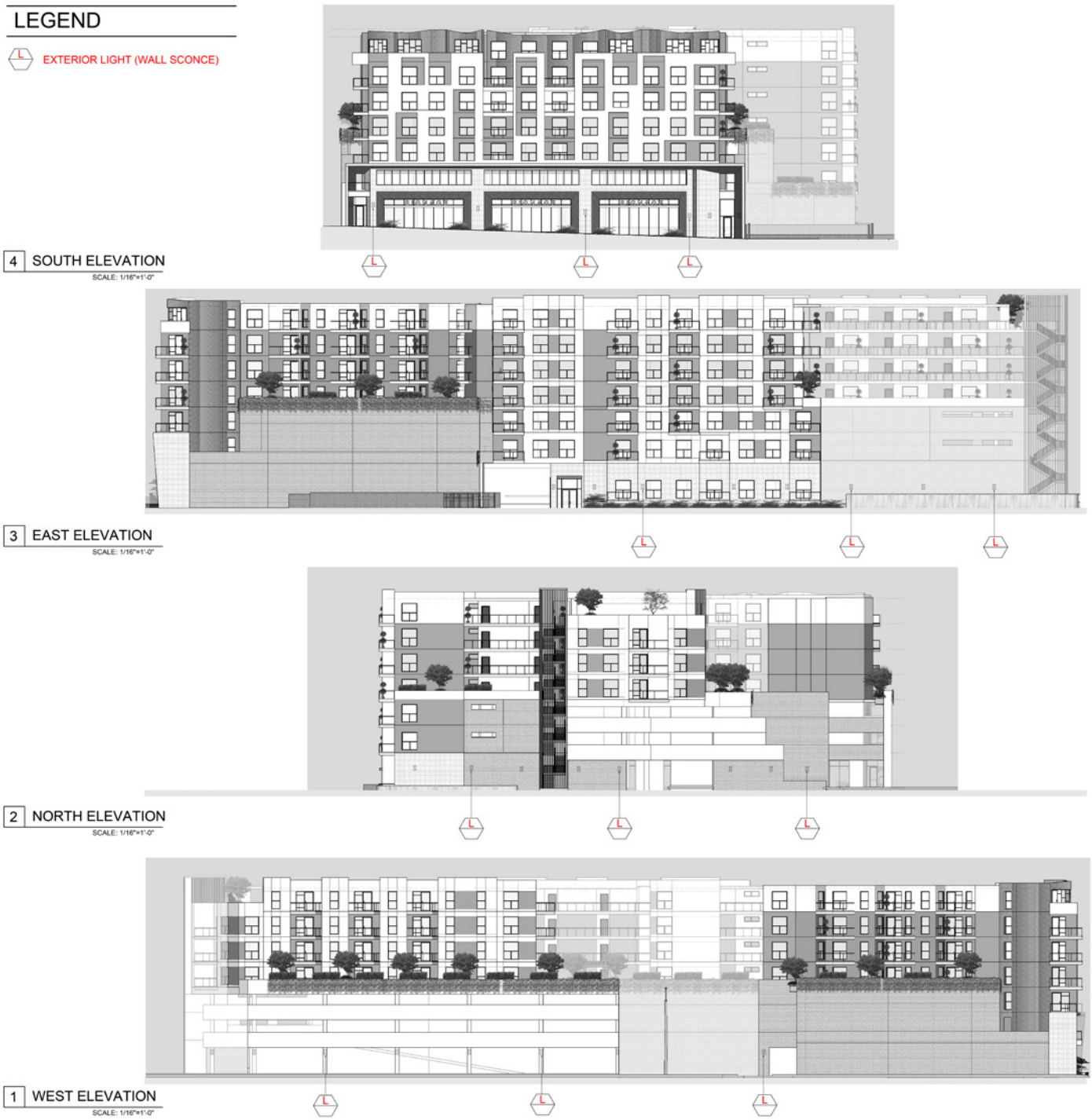
To ensure that the proposed exterior building lighting plan does not significantly impact existing adjacent and surrounding land uses, the following measure is recommended to reduce off-site lighting impacts to less than significant.

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

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

<u>Glare</u>

Glare from the windows and metal surfaces of the proposed seven-story mixed-use building could impact adjacent land uses that are glare-sensitive, especially the existing residences west, northwest, north, northeast and east of the project. A six-foot decorative masonry wall is proposed along the entire length of the north project boundary and would block and eliminate ground level glare impacts to the residents north of the project. Glare from the live-work and apartment windows and metal building materials above the ground floor could extend to the resident's north of the project.



Source: Scales(S) Lab Architects

Figure 15
Exterior Light Fixtures

For the most part, the windows on the second through seventh floors could generate glare to existing land uses adjacent to and in close proximity to the site depending on the location of the sun at specific times of the year. The glass panels of the balconies on all sides of the building on the fourth through seventh floors could generate glare to existing land uses in close proximity of the project. While some of the windows of the live-work units and apartments are recessed, glare could still be generated during specific periods of the day and the year. Because the windows are recessed and somewhat set-back into the building to minimize the angle of the sun shining on the windows, glare from the windows to the residences north of the site and other surrounding areas would be minimal and is not anticipated to significantly impact area residents. The project would not generate glare to the residences north of the site during by the residential units on the north side of the building during the winter months when the sun is in the southern horizon.

The glass of the storefronts on the ground level along Strathmore Avenue and Garvey Avenue could generate glare to pedestrians and motorists on the adjacent streets and commercial uses. However, due to the design of the building, including recessed storefronts and the extended building above the commercial space along Garvey Avenue the glare from the ground level commercial space is not anticipated to significantly impact pedestrians, motorists or existing commercial uses adjacent to the site.

While the project would increase the amount of light and glare that is generated from the site currently, the light and glare impacts to the existing residents adjacent to the site, pedestrians, motorists, and commercial uses adjacent to and west, south and east of the site would be less than significant.

II. AGRICULTURE AND FORESTRY RESOURCES: Would the project:

a) ***Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*** **No Impact.** The project site is developed with commercial land uses. There are no agricultural uses either on or adjacent to the site. The site is designated "Urban and Built-Up Land" by the State of California Department of Conservation[7], which means, "Land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. This land is used for residential, industrial, commercial, construction, institutional, public administration, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes."[8] The project would not convert prime, unique, or farmland of statewide importance to non-agricultural use and impact farmland. As a result, the project would not have any agricultural impacts.

b) ***Conflict with existing zoning for agricultural use, or a Williamson Act contract?*** **No Impact.** The project site is not in a Williamson Act contact. The existing Garvey Avenue Specific Plan zoning for the site does not allow agricultural use. The zoning for the properties adjacent to the site does not allow agricultural use on those properties. The project would not conflict with any existing agricultural use or existing Williamson Act contracts since there are no agricultural uses on or adjacent to the site.

c) ***Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?*** **No Impact.** There are no timber or forests in the City of Rosemead, including the project site. The existing Garvey Avenue Specific Plan zoning does not allow timber or forest production on the site and the project does not propose timberland production for the property. The project would not impact any forest or timber production since there is no forest or timber production on the site and the Garvey Avenue Specific Plan does not allow forest or timber production within the boundary of the Garvey Avenue Specific Plan.

[7] https://maps.conservation.ca.gov/DLRP/CIFF/
[8] https://www.conservation.ca.gov/dlrp/fmmp/Pages/Important-Farmland-Categories.aspx

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

e) ***Involve other changes in the existing environment, which due to their location or nature, could individually or cumulatively result in the loss of Farmland, to non-agricultural use?*** **No Impact.** As discussed in Section "II.a" above of this MND, the project would not result in the loss of any farmland, either individually or cumulatively and would not have any impact to farmland.

III. AIR QUALITY: Would the project:

a) ***Conflict with or obstruct implementation of the applicable air quality plan? Less Than Significant Impact.*** The Federal Clean Air Act (1977 Amendments) require that designated agencies in any area of the nation not meeting national clean air standards must prepare a plan demonstrating the steps that would bring the area into compliance with all national standards. The South Coast Air Basin (SCAB) could not meet the deadlines for ozone, nitrogen dioxide, carbon monoxide, or PM-10. In the SCAB, the agencies designated by the governor to develop regional air quality plans are the South Coast Air Quality Management District (SCAQMD) and the Southern California Association of Governments (SCAG).

The 1990 Federal Clean Air Act Amendment (CAAA) required that all states with air-sheds with "serious" or worse ozone problems submit a revision to the State Implementation Plan (SIP). Substantial reductions in emissions of ROG, NOx and CO are forecast to continue throughout the next several decades. Unless new particulate control programs are implemented, PM-10 and PM-2.5 are forecast to slightly increase.

The Air Quality Management District (AQMD) adopted an updated clean air "blueprint" in August 2003. The 2003 Air Quality Management Plan (AQMP) was approved by the EPA in 2004. The AQMP outlined the air pollution measures needed to meet federal health-based standards for ozone by 2010 and for particulates (PM-10) by 2006. The 2003 AQMP was based upon the federal one-hour ozone standard which was revoked late in 2005 and replaced by an 8-hour federal standard. Because of the revocation of the hourly standard, a new air quality planning cycle was initiated.

With re-designation of the air basin as non-attainment for the 8-hour ozone standard, a new attainment plan was developed. This plan shifted most of the one-hour ozone standard attainment strategies to the 8-hour standard. As previously noted, the attainment date was to "slip" from 2010 to 2021. The updated attainment plan also includes strategies for ultimately meeting the federal PM-2.5 standard.

Because projected attainment by 2021 required control technologies that did not exist, the SCAQMD requested a voluntary "bump-up" from a "severe non-attainment" area to an "extreme non-attainment" designation for ozone. The extreme designation was to allow a longer time for these technologies to develop. If attainment cannot be demonstrated within the specified deadline without relying on "black-box" measures, EPA would have been required to impose sanctions on the region had the bump-up request not been approved. In April 2010, the EPA approved the change in the non-attainment designation from "severe-17" to "extreme." This reclassification set a later attainment deadline (2024), but also required the air basin to adopt even more stringent emissions controls.

The federal Clean Air Act requires that non-attainment air basins have EPA approved attainment plans. The SCAQMD is required to develop an AQMP for the long-term. Because the current SIP for the basin contains several control measures for the 8-hour ozone standard that are equally effective for one-hour levels, the 2012 AQMP was believed to satisfy hourly attainment planning requirements.

AQMPs are required to be updated at regular intervals. The 2012 AQMP was adopted in early 2013. An updated 2016 AQMP was adopted by the SCAQMD Board in March 2017. The 2016 AQMD demonstrates the emissions reductions shown in Table 2 of this MND compared to the 2012 AQMP.

Table 2
Comparison of Emissions by Major Source Category From 2012 AQMP

Pollutant	Stationary Sources	Mobile Sources
VOC	-12%	-3%
NOx	-13%	-1%
SOx	-34%	-23%
PM2.5	-9%	-7%

*Source 2016 AQMP

SCAQMD has initiated the development of the 2022 AQMP to address the attainment of the 2015 8-hour ozone standard (70 ppb) for South Coast Air Basin and Coachella Valley, which focuses on attaining the 70 ppb 8-hour ozone National Ambient Air Quality Standard (NAAQS) by 2037. On-road vehicles and off-road mobile sources represent the largest categories of NOx emissions. Accomplishment of attainment goals requires an approximate 70% reduction in NOx emissions. Large scale transition to zero emission technologies is a key strategy. To this end, Governor Executive Order N-79-20 requires 100 percent EV sales by 2035 for automobiles and short haul drayage trucks. A full transition to EV buses and heavy-duty long-haul trucks is required by 2045.

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

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

The project is located within the SCAB and non-attainment for 8-hour ozone and PM_{10} particulate matter. Construction and operation of cumulative projects would further degrade the local air quality, as well as the air quality of the South Coast Air Basin. The greatest cumulative impact on the regional air quality is the incremental addition of pollutants mainly from increased traffic from residential, commercial, and industrial development and the use of heavy equipment and trucks associated with the construction of these projects. Air quality would be temporarily degraded during construction activities that occur separately or simultaneously. However, in accordance with the SCAQMD methodology, projects that do not exceed the SCAQMD criteria or can be mitigated to less than criteria levels are not significant and do not add to the overall cumulative impact.

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

c) ***Expose sensitive receptors to substantial pollutant concentrations*****? Potentially Significant Unless Mitigation Incorporated.** An air quality and greenhouse gas report[9] was prepared for the project and a copy is included in Appendix A of this MND.

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

- Schools, playgrounds and childcare centers
- Long-term health care facilities
- Rehabilitation centers
- Convalescent centers
- Hospitals
- Retirement homes
- Residences[10]

Criteria Pollutants, Health Effects, and Standards

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

Under the California Clean Air Act (CCAA), the California Air Resources Board has established California Ambient Air Quality Standards (CAAQS) to protect the health and welfare of Californians. State standards have been established for the six criteria pollutants as well as four additional pollutants; visibility reducing particles, sulfates, hydrogen sulfide, and vinyl chloride. Table 3 of this MND presents the state and national ambient air quality standards. Table 4 of this MND shows the health effects of the various pollutants.

Monitored Baseline Air Quality

Air quality at any site is dependent on the regional air quality and local pollutant sources. Regional air quality is determined by the release of pollutants throughout the air basin. Long term air quality monitoring is carried out by the South Coast Air Quality Management District (SCAQMD) at 38 air-monitoring areas with a designated ambient air monitoring station in most areas. There are no air monitoring stations near the project site that monitor the full spectrum of pollutants. Ozone, carbon monoxide, PM-2.5 and nitrogen oxides are monitored at the Pico Rivera facility, while 10-micron diameter particulate matter (PM-10) is measured at the Azusa air monitoring station. Table 5 of this MND summarizes the last four years of monitoring data from a composite of these data resources.

[9] Air Quality and GHG Analysis, Strathmore and Garvey Mixed-Use Project, City of Rosemead, Ca, Giroux & Associates, September 27, 2022.

10 South Coast Air Quality Management District, Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, Chapter 2, page 2-1.

Table 3
Ambient Air Quality Standards

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

See footnotes on next page ...

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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Table 4
Health Effects of Major Criteria Pollutants

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

Source: California Air Resources Board, 2002.

Table 5
Air Quality Monitoring Summary (2018-2021)
(Expected Number of Days Standards Were Exceeded, and Maximum Levels During Such Violations)

Pollutant/Standard	2018	2019	2020	2021
1-Hour > 0.09 ppm (S)	3	5	20	2
8-Hour > 0.07 ppm (S)	5	7	23	3
8- Hour > 0.075 ppm (F)	2	3	15	0
Max. 1-Hour Conc. (ppm)	0.12	0.11	0.17	0.10
Max. 8-Hour Conc. (ppm)	0.08	0.09	0.11	0.07
Carbon Monoxide				
1-Hour > 20. ppm (S)	0	0	0	0
1-Hour > 9. ppm (S, F)	0	0	0	0
Max 8-Hour Conc. (ppm)	1.8	1.9	1.7	na
Nitrogen Dioxide				
1-Hour > 0.18 ppm (S)	0	0	0	0
Max. 1-Hour Conc. (ppm)	0.08	0.06	0.07	0.07
Respirable Particulates (PM-10)				
24-Hour > 50 $\mu g/m^3$ (S)	59	24	na	66
24-Hour > 150 $\mu g/m^3$ (F)	0	0	0	0
Max. 24-Hr. Conc. ($\mu g/m^3$)	78.	82.	95.	79.
Fine Particulates (PM-2.5)				
24-Hour > 35 $\mu g/m^3$ (F)	6	3	15	9
Max. 24-Hr. Conc. ($\mu g/m^3$)	56.3	50.2	82.9	66

na=not available
S=State Standard
F=Federal Standard
Source: South Coast AQMD – Pico Rivera Air Monitoring Station for Ozone, CO, NOx and PM-2.5
Azusa Monitoring Station for PM-10
data: www.arb.ca.gov/adam/

The following conclusions can be drawn from the data in Table 5 of this MND:

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

b. Measurements of carbon monoxide have shown very low baseline levels in comparison to the most stringent 1- and 8-hour standards.

c. Respirable dust (PM-10) levels and calculated to have exceed the state standard on approximately 14 percent of measurement days in the last four years for which there is data, but the less stringent federal PM-10 standard has not been violated once for the same period. Year to year fluctuations of overall maximum 24-hour PM-10 levels seem to follow no discernable trend.

d. A substantial fraction of PM-10 is comprised of ultra-small diameter particulates capable of being inhaled into deep lung tissue (PM-2.5). SCAQMD data suggests that approximately two percent

of all days have exceeded the 24-hour threshold in the past four years. PM-2.5 can be an occasional air quality concern in the project area.

Air Emission Thresholds

In the "1993 CEQA Air Quality Handbook", SCAQMD establishes significance thresholds to assess the impact of project related air pollutant emissions. These emissions and their thresholds are shown in Table 6 of this MND. As shown, there are separate thresholds for short-term construction and long-term operational emissions. A project with daily emission rates below these thresholds is considered to have a less than significant effect on air quality. The thresholds shown below are used to evaluate the potential project air emission impacts of the project.

Table 6
SCAQMD Daily Emissions Thresholds of Significance

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

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

Construction Emission Impacts

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

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

Estimated construction emissions were modeled using CalEEMod2020.4.0 to identify maximum daily emissions for each pollutant during project construction using default construction equipment and a construction schedule for a project of the size proposed and shown in Table 7 of this MND. Utilizing the equipment fleet in Table 7 of this MND, the worst-case daily construction emissions were calculated and are shown in Table 8 of this MND.

Table 7
Construction Activity Equipment Fleet – Proposed Project

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

Table 8
Construction Activity Emissions - Maximum Daily Emissions (pounds/day)

Maximal Construction Emissions	ROG	NOx	CO	SO_2	PM-10	PM-2.5
2023	39.9	14.6	16.8	0.0	3.2	1.9
SCAQMD Thresholds	75	100	550	150	150	55

As shown in Table 8 of this MND, the peak daily construction activity emissions are calculated to be below SCAQMD CEQA thresholds without the need for mitigation. The only model-based mitigation measure that was applied to the project was watering exposed dirt surfaces at least two times per day during grading to minimize the generation of fugitive dust as required by SCAQMD Rule 403.

Diesel powered construction equipment contain carcinogenic compounds within the exhaust emission particulates. The toxicity of diesel exhaust is evaluated relative to a 24-hour per day, 365 days per year, 70-year lifetime exposure. The SCAQMD does not generally require the analysis of construction-related diesel emissions relative to health risk due to the short period for which the majority of diesel exhaust would occur. Health risk analyses are typically assessed over a 9-, 30-, or 70-year timeframe and not over a relatively brief construction period, which for the project is from the second quarter of 2023 until the fourth quarter of 2024, due to the lack of health risk associated with such a brief exposure.

SCAQMD's Rule 403

The project would be required to comply with SCAQMD rules to reduce fugitive dust emissions during project construction and the life of the project. Project compliance with Rule 403 is achieved through the application of standard best management practices during construction and operation activities, which include the application of water or chemical stabilizers to disturbed soils, manage haul road dust by the use of water, cover haul vehicles, restrict vehicle speeds on on-site unpaved roads to 15 mph, sweep

loose dirt from paved site access roadways, stop construction activity when wind speeds exceed 25 mph and establish a permanent ground cover on finished areas.

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

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

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

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

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

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

Localized Significance Thresholds

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

LST screening tables are available for 25, 50, 100, 200- and 500-meter source-receptor distances. For the proposed project, there are residential uses adjacent to the site. Therefore, the most conservative 25-meter distance was modeled for the project associated with the adjacent residential uses.

For the project, the primary source of potential LST impact would be during construction. LSTs are applicable for a sensitive receptor where it is possible that an individual could remain for 24 hours such as a residence, hospital or convalescent facility. LSTs are only applicable to the following criteria pollutants: oxides of nitrogen (NOx), carbon monoxide (CO), and particulate matter (PM-10 and PM-2.5) and represent the maximum emissions by a project that are not expected to cause or contribute to an

exceedance of the most stringent applicable federal or state ambient air quality standard. The following LST thresholds and estimated emissions (pounds per day) are shown in Table 9 of this MND based on a disturbance of 1.0 acre per day.

Table 9
LST and Project Emissions (pounds/day)

LST 1.0 acres/25 meters South San Gabriel Valley	CO	NOx	PM-10	PM-2.5
LST Threshold	673	83	5	4
Max. On-Site Emissions	17	15	3	2

As shown in Table 9 of this MND, the project construction emissions are less than the LST emission thresholds. As a result, project construction emissions would be less than significant.

Operational Emission Impacts

The calculated operational emissions generated by the project based on CalEEMod2020.4.0 are shown in Table 10 of this MND. As shown, the operational emissions would not exceed SCAQMD operational emission thresholds of significance. The construction and long-term operational emissions by the project would be less than significant.

Table 10
Daily Operational Emissions (2024)

	Operational Emissions (lbs./day)					
Source	**ROG**	**NOx**	**CO**	**SO_2**	**PM-10**	**PM-2.5**
Area*	2.7	0.1	7.7	<0.1	<0.1	0.1
Energy	<0.1	0.3	0.2	<0.1	<0.1	<0.1
Mobile	2.4	2.4	22.5	0.1	5.3	1.4
Total	**5.1**	**2.8**	**30.4**	**0.1**	**5.3**	**1.5**
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

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

d) ***Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*** **Less Than Significant Impact.** The closest residents to the project are adjacent to and west of the site and the residents north of the site, north of Virginia Street and a residential unit adjacent to and northeast of the site at the southwest corner of the intersection of Virginia Street and Strathmore Avenue. As shown in Table 8 above of this MND, the project would not exceed the threshold of any measured pollutant during project construction. Similarly, as shown in Table 10 above of this MND, the project would not exceed any measured pollutant during the operational life of the project. Depending on wind patterns, some diesel odors associated with the operation of construction equipment during construction could extend to the residents closest to the site. However, this condition would be temporary and short-term due to the site only 1.21-acres in size and only occur during project grading when the use of diesel-powered grading equipment would be in operation. on the site would be minimal. Although there would be a potential for odors due to the operation of diesel-powered construction equipment to extend to the residents adjacent to and closest to the site, the project is not anticipated to generate any emissions or odors during either construction or the operational life of the project and

significantly impact the residents because project emissions do not exceed SCAQMD thresholds. The project would not generate any objectionable odors and significantly impact any area sensitive receptors.

IV. BIOLOGICAL RESOURCES: Would the project:

a) ***Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?*** **No Impact.** The project site is developed with commercial uses with minimal introduced urban landscaping. The existing on-site non-native landscaping does not support any wildlife species, including special candidate, sensitive or special status animal species and none of the existing introduced non-native urban landscaping is a candidate for a sensitive or special status species. The project would not impact wildlife or wildlife habitat.

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

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

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

e) ***Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?*** **No Impact.** There are city eucalyptus street trees along the Garvey Avenue street frontage adjacent to the site. There are no street trees along the project frontage on Strathmore Avenue, Virginia Street, or the alley at the west side of the site. There are no oak trees on or adjacent to the project site that would be removed by the project. Therefore, no oak trees would require protection or replacement in compliance with Rosemead Municipal Code Chapter 17.104 Oak Tree Preservation. The project would not have any oak tree or any other tree preservation impacts. The project would not impact any local policies that protect biological resources, including trees.

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

V. CULTURAL RESOURCES: Would the project:

a) ***Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?*** **No Impact.** The site is developed with commercial uses. None of the existing commercial buildings on the site are historical resources and impacted by the project.

b) ***Cause a substantial adverse change in the significance of a unique archaeological resource as defined in §15064.5?*** **Potentially Significant Unless Mitigation Incorporated.** The site was disturbed in the past with the construction and development of the existing commercial uses on the property.

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

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

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

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

resources. The plan may include implementation of archaeological data recovery excavations to address treatment of the resource along with subsequent laboratory processing and analysis.

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

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

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

any area that is reasonably suspected to contain remains adjacent to the find, until the County Coroner has been called, the remains have been investigated, and appropriate recommendations have been made for the treatment and disposition of the remains. Following compliance with State regulations, which detail the appropriate actions necessary in the event human remains are encountered, impacts in this regard would be considered less than significant.

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

VI. ENERGY: Would the project:

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

Construction-Related Energy Consumption

Construction equipment would be operated on the site to demolish the existing buildings on the site, to grade the site for development, the construction of utilities, paving and the construction of the proposed seven-story mixed-use building. The types of construction equipment that would be operated on the site include graders, loaders/backhoes, dozers, air compressors, cranes, forklifts, generators, welders, mixers, rollers, trenchers and pavers. Most of the equipment would likely be diesel-fueled; however, smaller equipment, such as air compressors and forklifts may be electric, gas, or natural gas-fueled. For the purposes of this assessment, it is assumed the construction equipment would be diesel-fueled, due to the speculative nature of specifying the amounts and types of non-diesel equipment that might be used, and the difficulties in calculating the energy, which would be consumed by this non-diesel equipment.

The number of construction workers required to construct the project would vary based on the phase of construction and the activity taking place. The transportation fuel required by construction workers to travel to and from the site would depend on the total number of worker trips estimated for the duration of construction activity. A 2007 study by the California Department of Transportation (Caltrans) estimates the statewide average fuel economy for all vehicle types (automobiles, trucks, and motorcycles) in the year 2020 is 18.78 miles per gallon.[11] Assuming construction worker vehicles have an average fuel economy consistent with the Caltrans study and each construction worker commutes an average of 20 miles a day to and from the site, the maximum 25 workers on-site during each phase of project construction is estimated to consume approximately 27 gallons of gasoline a day. Assuming all 25 construction workers are employed at the site for a year (52 weeks), the fuel used by construction workers commuting to the site is approximately 173 barrels (6,922 gallons) of gasoline and represents less than 0.0005 percent of the statewide transportation gasoline consumption in 2017, which is the latest year that data is available.[12]

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

[11] 2007 California Motor Vehicle Stock, Travel and Fuel Forecast, California Department of Transportation, Table 1, (2008).
[12]California 2017 Transportation gasoline consumption – 366,820 barrels; https://www.eia.gov/state/seds/sep_fuel/html/pdf/fuel_mg.pdf

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

Energy Conservation: Regulatory Compliance

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

With respect to solid waste, CALGreen requires 65% of most construction and demolition waste be diverted from a landfill. The project would generate various types of debris during construction.

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

Anticipated Energy Consumption

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

Energy Conservation: Regulatory Compliance

The California Energy Commission (CEC) first adopted the Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR, Title 24, Part 6) in 1978 in response to a legislative mandate to reduce energy consumption in the state. Part 11 of the Title 24 Building Standards Code is referred to as CALGreen. The purpose of CALGreen is to "improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) Planning and design; (2) Energy efficiency; (3) Water efficiency and conservation; (4) Material conservation and resource efficiency; and (5) Environmental quality."[13] As of January 1, 2011, CALGreen is mandatory for the construction of all new buildings in the state. CALGreen establishes mandatory measures for new residential and non-residential buildings. Such mandatory measures include energy efficiency, water conservation, material conservation, planning and design and overall environmental quality.[14] CALGreen was most recently updated in 2022 to include new mandatory measures for

[13] California Building Standards Commission, 2022 California Green Building Standards Code.
[14] Ibid.

residential as well as nonresidential uses; the new measures are effective on January 1, 2023.[15] The project would be required by the City to comply with the applicable provisions of Title 24 and CALGreen.

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

Energy Conservation: Project Design Features

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

Estimated Energy Consumption

The long-term operation of the project would result in transportation energy use primarily for residents that commute to and from their place of employment. Transportation fuels, primarily gasoline, would be provided by local or regional suppliers and vendors. As discussed previously, in 2017, California consumed a total of 366,820 thousand barrels of gasoline for transportation, which is part of the total annual consumption nationwide of 3,404,186 barrels by the transportation sector.[16] Project-related vehicles would require a fraction of a percent of the total state's transportation fuel consumption. A 2008 study by Caltrans determined that the statewide average fuel economy for all vehicle types (automobiles, trucks, and motorcycles) in 2020 would be 18.78 miles per gallon.[17]

Alternative-Fueled Vehicles

Alternative-fueled, electric, and hybrid vehicles could be used by some of the project residents, commercial space employees and customers. The use of these types of alternative fueled vehicles would reduce the overall consumption of gasoline by the project. The effect is anticipated to be minimal in today's current vehicle market due to the relatively few alternative vehicles that are in use. According to the Los Angeles Times, alternative-fueled vehicles make up approximately 2.3% of all vehicles registered in California.[18] The above transportation fuel estimates for the project do not account for alternative-fueled, electric, and hybrid vehicles, which are more energy efficient vehicles. Thus, the assessment is a conservative estimate of transportation fuel consumption. The project would not have any wasteful, inefficient or unnecessary consumption of energy resources during either the construction of the project or the life of the project because the project would be required to comply with all applicable state energy conservation measures.

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

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

VII. GEOLOGY AND SOILS: Would the project:

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

i. ***Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42*.) Less Than Significant Impact.** A geotechnical report[19] was prepared for the project and a copy is included in Appendix B of this MND.

The project site is not located within a state-designated Alquist-Priolo Earthquake Fault Zone.[20] Figure 5-3 of the City of Rosemead General Plan shows the project site is not located within an Alquist-Priolo Earthquake Fault Zone. Figure 5-4 of the City of Rosemead General Plan shows the project is not located in a Fault Hazard Management Zone. The nearest known active regional fault to the site is the Upper Elysian Park fault that is located approximately 1 mile southeast of the site.

While there are faults in the region that could generate moderate to significant ground shaking at the site, the incorporation of the recommendations in Section 6.0 of the geotechnical report regarding seismic design in compliance with the 2019 California Building Code (CBC) and all other local building codes would reduce potential fault impacts to less than significant.

ii. ***Strong seismic ground shaking?*** **Less Than Significant Impact.** Because the project site is in Southern California and a seismically active area, there is the potential for strong ground motion at the site. The Upper Elysian Park fault is the closest known active fault to the site and approximately 1 mile southeast of the site. As with all projects in the City of Rosemead, the design and construction of the project and all site improvement must comply with the current 2019 CBC and all applicable local building codes. Project compliance with the 2019 CBC and applicable building codes would reduce potential strong ground shaking impacts to less than significant.

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

Based on Figure 5-5 of the City of Rosemead General Plan the project site is not located within an area that is mapped as susceptible to an earthquake induced liquefaction. Because the project site is not located in an area that is susceptible to liquefaction, the soils report did not conduct a liquefaction study for the site.[21]

The City of Rosemead's geotechnical consultant, GeoDynamics, Inc. peer reviewed the project applicant's geotechnical report that was prepared by Environmental Geotechnology Laboratory, Inc. Although the project site is not located in a mapped liquefaction zone and not susceptible to an earthquake induced liquefaction event, in a letter dated February 3, 2023 GeoDynamics, Inc. states, "The consultant indicates on page 3 that "Based on the historically high groundwater depth map prepared by CDMG Seismic Hazard Zone Report 024 the historic groundwater is approximately 30 –

[19] Report of Geotechnical Engineering Investigation, Proposed Mixed Use Buildings and Associated Structures, APN 5287-038-018, 019, 020, 029, 030, & 033, 7849 – 7859 Garvey Avenue and 7900 – 7916 Virginia Street, Rosemead, County of Los Angeles, California, Environmental Geotechnology Laboratory, Inc., August 15, 2022.
[20] Ibid, page 3, Section 4.1 Seismicity.
[21] Ibid, page 3, Section 4.2 Seismic Inducted Hazards.

40 feet below ground surface at the subject site (High Ground Water Map El Monte Quadrangle)." But based on a review of the 1998 Seismic Hazard Evaluation Report for the El Monte Quadrangle (OpenFile Report 98-15) by the CGS (formerly CDMG), historical-high groundwater at the site appears to be about 30 ft below the existing grade. With that being the case, the consultant should discuss and evaluate as necessary the potential for liquefaction and related hazards at the site, unless earth materials below historical-high groundwater are deemed non-liquefiable based on the screening criteria outlined in Appendix Pg (GS 045.0) of the County of Los Angeles Geotechnical Guidelines. This will require subsurface exploration extending to at least 50 feet below the proposed finish grade. Mitigation measures should be recommended as necessary."[22]

Environmental Geotechnology Laboratory, Inc. provided the City of Rosemead a response to the potential liquefaction hazard at the site raised by GeoDynamics in its February 3, 2023 letter. The information was reviewed by the City of Rosemead's geotechnical consultant, Earth Consultants International. In a letter dated March 27, 2023 they state, "The geotechnical consultant of record for this project, Environmental Geotechnology Laboratory, Inc. (EGL), has provided a response to the review letter that we prepared on behalf of the City of Rosemead's Planning Department. We have reviewed this response from a geological perspective for compliance with local codes, guidelines and standards of practice. We find that the consultant has satisfactorily addressed all feasibility level comments that required a response per our review letter dated February 3, 2023. Several geotechnical concerns still need to be addressed as part of the design level studies, including confirmation that the site is not underlain by sediments susceptible to liquefaction. The consultant has indicated that these items will be addressed at a later stage. Future geotechnical reports submitted by the consultant for this project should be reviewed by GeoDynamics, Inc., the City's geotechnical reviewer."[23]

Based on the peer review of the project applicant's geotechnical report by City of Rosemead consultants the potential for liquefaction and related hazards and the satisfactory response provided by the project applicants geotechnical consultant to this issue the potential for liquefaction impacts by the project is less than significant.

iv. ***Landslides?*** **No Impact.** The project site ranges in elevation from a high of 305 feet above mean sea level at the southwest corner of the site to a low of 300 feet at the northeast corner of the site, a difference of 5 feet. Thus, the project site is basically flat and the properties that are adjacent to the site are also basically flat. The project would not be impacted by landslides.

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

c) ***Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?*** **Less Than Significant Impact.** Based on the geotechnical report the

[22] Ali Abdel-Haq, GeoDynamics, Inc. letter dated February 3, 2023.
[23] Tania Gonzalez, Earth Consultants International, letter dated March 27, 2023.

proposed development of the project would not be significantly impacted by unstable soil due to an off-site landslide, lateral spreading, subsidence, liquefaction or soil collapse. All grading and construction would have to comply with all applicable requirements of the 2022 CBC and recommendations of the geotechnical report.[24]

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.** The geotechnical report did not identify any expansive soils on the site. The project would not be significantly impacted by expansive soil.

e) ***Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*** **No Impact.** The project would be required by the City to connect to and be served by the existing public wastewater collection system that is located in the alley from Brighton Avenue adjacent to and west of the site. The project developer proposes to connect to the existing public sewer system in Garvey Avenue adjacent to the site. The project would not have any septic tank or alternative wastewater disposal impacts.

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

VIII. GREENHOUSE GAS EMISSIONS: Would the project:

a) ***Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*** **Less Than Significant Impact.** A greenhouse gas report[25] was prepared for the project and a copy is included in Appendix A of this MND.

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

[24] Report of Geotechnical Engineering Investigation, Proposed Mixed Use Buildings and Associated Structures, APN 5287-038-018, 019, 020, 029, 030, & 033, 7849 – 7859 Garvey Avenue and 7900 – 7916 Virginia Street, Rosemead, County of Los Angeles, California, Environmental Geotechnology Laboratory, Inc., August 15, 2022.

[25] Air Quality and GHG Impact Analysis, Strathmore and Garvey Mixed-Use Project, City of Rosemead, Ca, Giroux & Associates, September 27, 2022.

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

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

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

Thresholds of Significance

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

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

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

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

Methodology

The CalEEMod Version 2020.4.0 software model was used to calculate the GHG emissions from all phases of the project for the year 2022, which is the scheduled date of project completion. The project's emissions were compared to the tier 3 SCAQMD draft screening threshold of 3,000 metric tons CO2e per year for all land uses.

Project Greenhouse Gas Emissions

Construction Activity GHG Emissions

During project construction, the CalEEMod2020.4.0 computer model calculates that project construction activities would generate the annual CO_2e emissions shown in Table 11 of this MND.

Table 11
Construction GHG Emissions (Metric Tons CO_2e)

	CO_2e
Year 2023	365.9
Amortized	**12.2**

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

Operational GHG Emissions

The total operational emissions of the project are shown in Table 12 of this MND. As shown, the total GHG operational emissions are below the guideline threshold of 3,000 MTY CO_2e suggested by the SCAQMD.

Table 12
Annual Operational GHG Emissions, MT CO_2(e) tons/year

Consumption Source	**MT CO_2(e) tons/year**
Area Sources*	1.6
Energy Utilization	261.9
Mobile Source	840.2
Solid Waste Generation	30.7
Water Consumption	43.2
Construction	12.2
Total	**1,189.8**
Guideline Threshold	3,000

* natural gas hearth

b) ***Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*** **No Impact.** The City of Rosemead has not adopted a Greenhouse Gas Reduction Plan. Therefore, the applicable GHG planning document that is applicable to the project is AB-32. As discussed in Section "VIII.a" above of this MND, the project would not have a significant increase in either construction or operational GHG emissions. The project generated GHG emissions are calculated to be 1,189.8 MTCO2(e) tons/year and below the SCAQMD 3,000 MTCO2(e) tons/year threshold. Therefore, the project would not conflict with any applicable plan, policy, or regulation to reduce GHG emissions.

IX. HAZARDS AND HAZARDOUS MATERIALS: Would the project:

a) ***Create a significant hazard to the public or the environment through the routine transport, use,***

or disposal of hazardous materials? **Less Than Significant Impact.** A Phase I[26] Environmental Site Assessment (ESA) was prepared for the site. The Phase I ESA in included in Appendix C of this MND. The mixed-use project does not propose to transport, use, or dispose of any hazardous materials. The only hazardous materials that would be transported and stored on the site includes the temporary storage of hazardous materials for use by the construction contractors to operate and maintain the various types of motor-powered construction equipment that would be operated during project grading and construction. The types of hazardous materials that would be anticipated to be used on-site during construction includes diesel fuel, gasoline, lubricants, paints, solvents, etc. It would be the responsibility of the contractors to use and store all hazardous materials in compliance with applicable Federal, State, and local laws and regulations during project construction. The project residents and commercial uses would use standard cleaning materials to clean and maintain their residences and commercial space during the operational life of the project. Herbicides and pesticides may be used by the homeowner's association to maintain project landscaping. The transportation, use, and storage of all cleaning and maintenance hazardous materials in compliance with all applicable Federal, State, and local regulations would reduce the potential for significant impacts to less than significant. The project would not have any significant impacts associated with the transportation, use or storage of hazardous materials.

b) ***Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*** **Less Than Significant Impact.** The existing buildings on the project site were constructed in the late 1940's. The following businesses are located on the site:

- 7849 Garvey – Barbershop
- 7851-7853 Garvey - Vacant
- 7857 Garvey – Morales Termite Control
- 7900-7916 Virginia Street – Vacant Yard

Based on the results of the Phase I ESA there is no evidence of Recognized Environmental Condition (RECs) at the site based on the known past and present uses. The Phase I ESA also reviewed all available regulatory provided data to assess whether contaminants could potentially be present in soil and/or groundwater at the site that would result in a Vapor Encroachment Condition (VEC) using Tier 1 non-numeric screening. Based on the screening analysis that was conducted for the site it is highly unlikely that a VEC condition exists.[27]

There are no known hazardous materials associated with the project site. Therefore, no further environmental studies are required. There are no uses or activities associated with the long-term use of the proposed mixed-use development for the site that would create or release hazardous materials into the environment. The project would not have any significant hazardous material impacts.

c) ***Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*** **No Impact.** The closest school to the project site is Richard Garvey Intermediate School that is located at 2720 Jackson Avenue and approximately 0.33 miles (1,800 feet) southwest of the site. Ralph Waldo Emerson Elementary School is located at 7544 Emerson Place and approximately 0.45 miles (2,400 feet) northwest of the project. The third closest school of the project is Arlene Bitely Elementary school that is located at 7501 Fern Avenue and approximately 0.52 miles (2,800 feet) southwest of the project. The project does not propose any use that would emit, generate, or handle any hazardous or acutely hazardous materials or substances and impact any schools within one-quarter mile of the project.

[26] ASTM E-1527-13/21 Phase I Environmental Assessment, 7900-7916 Virginia Street, 7849 -7853, 7857 Garvey Avenue, Rosemead, CA, Ambient Environmental, Inc., July 2022.
[27] ASTM E-1527-13/21 Phase I Environmental Assessment, 7900-7916 Virginia Street, 7849 -7853, 7857 Garvey Avenue, Rosemead, CA, Ambient Environmental, Inc., July 2022, page 23.

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

e) ***For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport, would the project result in a safety hazard or excessive noise for people working or residing in the project area?*** **No Impact.** The closest airport to the project site is San Gabriel Valley Airport, which is approximately 4 miles northeast of the site. The project would not impact airport operations at San Gabriel Valley Airport or result in any safety hazards for project guests and employees. The operations at the San Gabriel Valley Airport would not have any safety or noise impacts to the project guests and employees.

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

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

X. HYDROLOGY AND WATER QUALITY: Would the project:

a) ***Violate any water quality standards or waste discharge requirements?*** **Less Than Significant Impact.** A Drainage Study[28] and a Low Impact Development Plan[29] were prepared for the project and a copy of each report is included in Appendix D of this MND.

During project grading and construction, silt could be generated from the site, especially if construction occurs during the winter months from October to April when rainfall typically occurs. The City would require the project contractor to prepare a Storm Water Pollution Prevention Plan (SWPPP) in accordance with California State Water Resources Control Board (State Water Board), Order No. 99-08-DWQ, Los Angeles County MS4 Permit Order No. R4-2021-0105 and National Pollutant Discharge Elimination System (NPDES) General Permit No. CAS004004 (Permit). The SWPPP would require the contractor to implement Best Available Technology Economically Achievable measures to reduce and eliminate storm water pollution from all construction activity through the implementation of Best Management Practices (BMPs). The purpose of the SWPPP is to identify pollutant sources that may affect the quality of the storm water that would be discharged from the site during all construction activity. The SWPPP would require the contractor to identify, construct, and implement the storm water pollution prevention measures and BMPs necessary to reduce pollutants that are present in the storm water that is discharged from the site during construction. The SWPPP would include specific BMPs that must be installed and implemented prior to the start of site clearance, grading, and construction. The installation

[28] Garvey & Strathmore Apartments Drainage Study, 7849 Garvey Avenue, Rosemead, CA 91770, Omega Engineering Consultants, August 11, 2022.
[29] Low Impact Development Plan, Garvey & Strathmore Apartments, 7849 Garvey Avenue, Rosemead, CA 91770, Omega Engineering Consultants, August 12, 2022.

and maintenance of all required BMPs by the contractor during construction would reduce potential water quality impacts to less than significant.

The project developer must comply with the Los Angeles Regional Water Quality Control Board (Los Angeles Water Board) requirements of a Municipal Separate Storm Sewer (MS4) Plan (MS4 Permit Order No. R4-2021-0105). A MS4 plan would identify, at a minimum, the details to implement the Best Management Practices (BMPs) that would reduce the project's Stormwater Quality Design Volume (SWQDV) defined as the runoff from the 85th percentile, 24-hour rain event, as determined from the Los Angeles County 85th Percentile Precipitation Isohyetal Map (http://dpw.lacounty.gov/wrd/hydrologygis/).

The Los Angeles County MS4 Permit requires the implementation of low impact development (LID) BMPs in addition to site design and source control measures. LID BMPs are engineered facilities that are designed to retain or biotreat runoff on the project site. All designated projects must detain the water quality volume on-site through infiltration, evapotranspiration, storm water runoff harvest and use, or a combination thereof unless it is demonstrated that it is technically infeasible to do so.[30]

The project site is 100 percent impermeable due to the existing development on the site. As a result, all rainfall sheet flows off the site to an existing storm drain system in Strathmore Avenue adjacent to and east of the site. Because the site is impermeable it does not feasibly allow on-site percolation of rainfall. The project site accepts offsite runoff from the alley and the land uses adjacent to and west of the site. Runoff from the land uses west of the project site surface flow in the alley west of the site to the project site where the runoff merges with project runoff and the combined surface runoff flows east to the curb and gutter in Strathmore Avenue. Surface water runoff in Strathmore Avenue drains south to a catch basin near the intersection of Strathmore Avenue and Garvey Avenue where the runoff drains into an existing 24" underground Reinforced Concrete Pipe (RCP) storm drain that is part of the public storm drain system. The stormwater flows east in an underground 24" storm drain and discharges into the Alhambra Wash flood control channel approximately one-third of a mile east of the project site.

The project proposes to install catch basins along the west side of the proposed seven-story mixed-use building and the alley west of the project site to accept the existing offsite runoff generated from the land uses west of the site. Runoff from the roof drains of the proposed seven-story mixed-use building would drain directly into proposed storm drains constructed in the ground level parking lot. The storm drains in the ground level parking garage would connect to a proposed 8'x16' Modular Wetland System vault proposed near the southeast area of the ground level parking garage for pretreatment. Following pretreatment, the project stormwater would drain by an underground 12" storm drain and connect with an existing underground 24" RCP in Strathmore Avenue east of the site.

All on-site stormwater would be captured and discharged into the proposed 8'x16' Modular Wetland System in the ground level parking garage. All offsite surface water from the properties west of the project would be collected by proposed underground 12" storm drains and discharged into a proposed 18" underground storm drain that would connect with the existing underground 24" storm drain in Strathmore Avenue east of the site. The capacity of the proposed stormwater collection and Modular Wetland System is based on the Los Angeles County 85th percentile, 24-hour storm event conditions. The installation and the regular maintenance of the required BMPs of the SWPPP and the proposed on-site 8'x16' Modular Wetland System would reduce storm water runoff pollutants generated from the project site during both project construction and the life of the project to less than significant.

The project developer would also be required to have a Low Impact Development (LID) plan approved by City staff prior to the issuance of a grading permit. The purpose of the LID is to identify the BMPs that would be used on-site to control project generated pollutants from entering the storm water runoff generated from the site. The LID includes measures that would be included in the project to maximize

[30] https://www.waterboards.ca.gov/losangeles/water_issues/programs/stormwater/municipal/la_ms4/2015/SWRCB_wqo2015_0075.pdf

the use of pervious materials throughout the site to allow storm water percolation and pollutant filtration with the use of a retention/detention basin, storm water clarifier, and catch basins with BMPs.

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

b) ***Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.*** **Less Than Significant Impact.** The project would be required by SCAQMD Rule 403 to reduce particulate dust during any man-made condition. In this case, Rule 403 would require the project developer to control fugitive dust during active development operations, including grading and construction. Water is primarily used for dust suppression during project grading and construction and would be provided by the Golden State Water Company. The amount of water that would be required to control dust during grading and construction would be minimal and would not significantly impact existing groundwater supplies due to the relatively small size of the project, which is approximately 1.21 acres. The project is currently 100 percent impervious and the proposed project would also be 100 percent impervious. Therefore, the project would not interfere or impact the existing and on-going sustainable groundwater management of the San Gabriel Valley Groundwater Basin.

The project site is 100 percent impervious due to the existing development on the site. The project generates approximately 5.93 cubic feet per second (cfs) of surface water runoff during a 25-year frequency storm event.[31] Because the project site is 100 percent impermeable all the existing surface water flows east to the curb and gutter in Strathmore Avenue east of the site and flows south to a catch basin in Strathmore Avenue near the intersection at Garvey Avenue. Once developed, the project is estimated to generate approximately 5.93 cfs of runoff during a 25-year frequency storm event, the same as the existing condition. The project proposes to capture the on-site runoff from a 25-year storm and direct the flow to an 8'x16' Modular Wetland System proposed for the ground level parking garage for pretreatment. Pretreated stormwater from the 8'x16' Modular Wetland System would be discharged into a proposed underground 18" storm drain that would connect with an existing 24" underground RCP in Strathmore Avenue east of the site. The project would not increase the rate of the surface water that would be discharged from the site during a storm compared to the existing condition.

The project site receives its water supply from the Golden State Water Company and relies on three sources for its water supply, including local groundwater from the San Gabriel Valley Groundwater Basin, Upper San Gabriel Valley Municipal Water District and an emergency connection with the City of Monterey Park.[32] Based on the South San Gabriel Service Area 2020 Urban Water Management Plan, Golden State Water Company has reliable supplies to meet its retail customer demand in normal, single dry years, and five consecutive dry year conditions through 2045.[33] The Golden State Water Company can provide potable water to the project as stated by the following, "Upon completion of satisfactory financial arrangements under our rules and regulations on file with the California Public Utilities Commission, the proposed water distribution system for the above referenced subdivision will be adequate during normal operating conditions for the water system of this subdivision as provided in Chapter 20.16 of Title 20 of the Los Angeles County (Water Code) and as shown on the plans and specifications approved by the Department of Public Works. This includes meeting minimum domestic flow requirements as provided by Section 20.16.070 and minimum fire flow and fire hydrant requirements as provided by Section 20.16.060.

[31] Garvey & Strathmore Apartments Drainage Study, 7849 Garvey Avenue, Rosemead, CA 91770, Omega Engineering Consultants, August 11, 2022, page 2.
[32] South San Gabriel Service Area 2020 Urban Water Management Plan, July 16, 2021, page ES-2.
[33] Ibid, page 5-5.

As discussed above, the project would not increase the amount of stormwater that is generated from the project site compared to the existing condition. The same as the existing conditions the project runoff would not percolate into the on-site soils. As discussed in Section "X.a" above of this MND, all on-site stormwater would be captured and discharged into an 8'x16' Modular Wetland System proposed for the ground level parking garage for pretreatment prior to discharge to an existing underground 24" RCP in Strathmore Avenue adjacent to and east of the site. The project would not deplete or increase groundwater supplies. Therefore, the project would have a less than significant impact on groundwater supplies.

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

i. ***Result in substantial erosion or siltation on or off site?*** **Less Than Significant Impact.** During project construction the exposed soil on the site would be subject to erosion both on and off the site during periods of rainfall. As discussed in Section "X.a" above of this MND, the project developer would be required to prepare a SWPPP and LID and implement the BMPs of both plans to reduce and minimize soil erosion both on and off the site. The implementation of the BMPs would reduce and minimize the amount of siltation generated from the site. Once the project is completed and operational all surface water runoff would be collected and discharged to an onsite 8'x16' Modular Wetland System in the ground level parking garage to pretreat all onsite stormwater. All stormwater from the Modular Wetland System would be discharged into an underground 18" storm drain and discharged into an existing underground 24" RCP in Strathmore Avenue east of the site. The project would generate the same amount of runoff as the existing condition and all runoff would be collected and discharged by a proposed on-site underground storm drain system and discharged to an existing public storm drain system in Strathmore Avenue east of the site.

The installation of and the regular maintenance of all construction BMPs and the proposed on-site 8'x16' Modular Wetland System in compliance with required SWPPP and NPDES permits would reduce and minimize both on and off-site siltation from the project site during both project construction and the life of the project to less than significant. The project would not have significant erosion or siltation impacts either on or off the site.

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off site? **Less Than Significant Impact.** As discussed in Section "X.b" above of this MND, the project would generate the same amount of runoff that is currently generated from the site and would not increase the amount of existing runoff. Therefore, the project would not have any significant on- or off-site flooding impacts.

iii. ***Create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?*** **Less Than Significant Impact.** As stated in Section "X.b" above of this MND, the project would not increase the amount of storm water runoff that is currently generated from the site. The existing public underground storm drain system in Strathmore Avenue that serves the project site would serve the proposed project. The existing downstream storm water collection system has adequate capacity to serve the volume of stormwater from the project without significantly impacting the capacity of the existing storm water drainage system since the project would not increase the amount of stormwater generated from site compared to the existing condition. The project would not have any significant impact to the existing storm drain system that serves the site.

The project would be required to treat surface water runoff prior to its discharge to meet Regional Water Quality Control Board water quality requirements and provide safeguards that surface water

runoff would not provide sources of polluted runoff. As discussed in Section "X.a" above of this MND, the project would have to meet and comply with the MS4 permit requirements of the Los Angeles Water Board to remove and prevent most project generated pollutants from being discharge from the site. The installation and required routine maintenance of the proposed underground storm drain collection and bio-filter system in compliance with the MS4 permit would treat, reduce, and filter most project runoff pollutants before discharge to the public stormwater system. As a result, the project would not significantly impact surface water quality.

iv. ***Impede or redirect flood flows?*** **Less Than Significant Impact.** The project would discharge project generated surface water into an existing underground 24" RCP in Strathmore Avenue adjacent to and east of the project. Storm water in the underground 24" RCP in Strathmore Avenue flows south to Garvey Avenue and east in Garvey Avenue and discharged into the Alhambra Wash approximately one-third of a mile east of the project. The existing public underground storm drain collection system that serves the project has capacity to serve the proposed project. The project would not significantly impede or redirect flood water flows.

d) ***In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.*** **No Impact.** According to the Federal Emergency Management Agency (FEMA), the project site is in Zone X[34], which are areas of moderate or minimal hazard from flooding. In addition, Figure 5-6 of the Public Safety Element of the General Plan shows that the project is located in FEMA flood hazard zone "X" that is designated as areas of moderate or minimal hazard from flooding. The elevation of Alhambra Wash, which is approximately 0.35 miles (1,827 feet) east of the project and in a 100-year flood zone is the closest potential source of floodwaters to the project. The elevation of Alhambra Wash is approximately 267 feet above mean sea level, and the elevation of the project site is approximately 300 feet above mean sea level. Thus, the project site is approximately 33 feet higher than the Alhambra Wash channel east of the site. Therefore, the potential for flooding at the site from Alhambra Wash is minimal.

The project is more than twenty-one miles northeast from the Pacific Ocean and approximately 300 feet above mean sea level. Due to the distance and the elevation of the project from the Pacific Ocean the project would not be exposed to or impacted by a tsunami. The project site and the area immediately surrounding the site are generally flat and there are no water bodies or water tanks adjacent to or in close proximity to the site that would impact the project due to a seiche. Because the project would not be impacted by a flood, tsunami or seiche, the project would not be impacted by a release of pollutants associated with a flood, tsunami or seiche.

e) ***Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.*** **Less Than Significant Impact.** The project developer prepared a Drainage Study and Low Impact Development calculation report for the project and a copy of both reports is included in Appendix D of this MND. The City would require the project developer to install and implement all proposed water quality collection and surface water runoff treatment measures listed in the Drainage Study, which includes an 8'x16' Modular Wetland System bio-filtration system in the ground level parking garage. As a result, the project would not conflict with or obstruct water quality control measures mandated by the state.

The Golden State Water Company provides potable water to the project site presently and would serve the proposed project. The Golden State Water Company has an adopted an Urban Water Management Plan (UWMP)[35]. The primary objective of the UWMP is to describe and evaluate sources of supply, reasonable and practical efficient uses, reclamation and demand management activities. In this case, the UWMP provides water supply planning to the year 2045 in five-year increments and identifies water supplies needs to meet existing and future demands. The Golden State Water Company, South San

[34] https://msc.fema.gov/portal/search?AddressQuery=rosemead%2C%20california#searchresultsanchor
[35] South San Gabriel Service Area 2020 Urban Water Management Plan, July 16, 2021.

Gabriel relies on three sources for its water supply, including local groundwater from the San Gabriel Valley Groundwater Basin, Upper San Gabriel Valley Municipal Water District and an emergency connection with the City of Monterey Park.[36] The future water demand for its service area is based on land use type, including single-family, commercial, institutional, industrial, etc. The UWMP also analyzed its future water supply based on the reliability of its existing sources of water including groundwater, water districts, recycling, etc. The UWMP states that based on projected water supply and demands over the next 20 years, the Golden State Water Company South San Gabriel Service Area has water supply capabilities that would be sufficient to meet expected demands through 2045 under single-dry-year and multiple-dry year conditions.[37] Therefore, the project would not significantly impact future sources of water supply. As stated in Section "X.b)" above of this MND, Golden State Water can meet minimum domestic flow requirements as provided by Section 20.16.070 and minimum fire flow and fire hydrant requirements as provided by Section 20.16.060.

XI. LAND USE AND PLANNING: Would the project:

a) ***Physically divide an established community?*** **No Impact.** The project proposes to develop an infill site that is surrounded by established commercial use to the west, southeast and south and single-family detached residences to the west, northwest, north, northeast and east. The project site is developed with commercial uses and includes six separate parcels (APN Nos. 5287-038-030, -033, -018, -019, -020, -029). The project proposes to combine the six parcels into a single parcel. The proposed project would not physically divide the existing land uses that are adjacent to and surrounding the site.

b) ***Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*** **Less Than Significant Impact.** Parcels 5287-038-030 and -033 of the project site are zoned Garvey Avenue Specific Plan, Residential/Commercial (GSP-R/C) and parcels 5287-038-018, -019, -020 and -029 are zoned Garvey Avenue Specific Plan (GSP) by the Garvey Avenue Specific Plan. The project is requesting a specific plan amendment and zone change to Garvey Avenue Specific Plan, Incentivized Mixed-Use (GSP-MU).

Garvey Avenue Specific Plan

The Garvey Avenue Specific Plan designates the zoning for the project site as Garvey Avenue Specific Plan (GSP) on the southern half of the site and Garvey Avenue Specific Plan, Residential/Commercial (GSP-R/C) on the northern half of the site. While both zoning designations allow commercial use, only the GSP-R/C zoning allows residential development. Therefore, the project applicant is requesting a specific plan amendment to change the land use designation of the entire project site to Garvey Avenue Specific Plan, Incentivized Mixed-Use (GSP-MU) to allow the proposed commercial and residential uses on the site.

The requested Garvey Avenue Specific Plan amendment would allow the proposed development of 93 residential units and 35,105 square feet of nonresidential (retail/office/residential-work) use. The requested GSP-MU land use designation is allowed for other parcels within the Garvey Avenue Specific Plan, including the area adjacent to and east of Strathmore Avenue as shown in Figure 5 of this MND. As shown, the GSP-MU land use designation for the property east of the site allows the same types of land uses as the proposed project, which includes residential and commercial development. The GSP-MU land use is also proposed for the properties adjacent to and south of the site, south of Garvey Avenue and the properties adjacent to and west of the southern portion of the project site. Therefore, the project does not propose any land uses that are not allowed for the properties, east, south, and west of the southern portion of the site. The properties adjacent to and west of the northern portion of the site and

[36] South San Gabriel Service Area 2020 Urban Water Management Plan, July 16, 2021, page ES-2.
[37] Ibid, page 7-7.

north of the site, north of Virginia Street are designated Medium Density Residential by the Rosemead General Plan.

There are other areas within the Garvey Avenue Specific Plan where the GSP-MU land use is proposed adjacent to Medium Density Residential. Therefore, the land uses proposed by the project are not unique or out of character with the GSP-MU land use adjacent to other residential land use. The project would not have any significant land use impacts greater than or different from the impacts associated with the development of mixed uses within other areas of the Garvey Avenue Specific Plan that are designated GSP-MU.

As discussed in Section "I.d)" above and shown in Table 1 of this MND the project meets all of the applicable GSP-MU development standards of Table 3.4 of the Garvey Avenue Specific Plan, including minimum lot size, minimum lot width, mixed-use land use split, building height and form, building relationship to the street, specific plan standards, ground floor building design, setbacks for light, air and privacy, pedestrian-friendly auto circulation and access, and parking.

Provision of Community Benefits

The Garvey Avenue Specific Plan has provisions for Community Benefit Incentives. Community Benefit Incentives are provided to allow developer and property owners to increase the development potential if community benefits are identified as part of the development application, constructed as part of the project development, and operated in perpetuity. Restrictions and/or covenants are required to be recorded on the property to ensure the benefits or amenities provided to earn the Community Benefit Incentive are maintained in perpetuity.[38]

The Garvey Avenue Community Benefit Program is applicable to all parcels within the Garvey Avenue Specific Plan corridor. The Garvey Avenue Community Benefit Program is based on a point system. Each community benefit type is assigned several Community Benefit points. A project may earn points from a single or multiple categories, depending on the project applicant's preference. The number of Community Benefit points earned is then translated into the increased density or FAR. The increase varies by zone and land use type.[39]

The project includes five Community Benefit Incentives with a total of 131 earned points as shown in Table 13 of this MND. As shown, the 131 earned points allows the project a 3.0 FAR and a density of up to 80 dwelling units/acre. The project proposes a FAR of 2.2 and a density of 77 du/acre and within the floor area ratio and density allowed for the site with the proposed Community Benefit Incentives.

Zoning

The project site is zoned GSP on the southern half of the site and (GSP-R/C) on the northern half of the site. The purpose of the GSP zoning district is to facilitate and support a vibrant neighborhood commercial district accommodating a diverse range of retail, service, and office businesses, with a focus on businesses that support the needs of the local community. The GSP zoning area is intended to encourage the development of attractive retail areas where people can walk for dining, groceries, shopping, limited personal services, community and social services, and social activities and gatherings. Uses will have active retail storefronts with glass windows, open storefronts, and setbacks for outdoor dining, thus, offering pedestrians a varied and interesting experience.[40]

[38] Garvey Avenue Specific Plan, February 2018, page 3-19.
[39] Garvey Avenue Specific Plan, February 2018, page 3-29.
[40] Garvey Avenue Specific Plan, page 3-4.

Table 13
Project Community Benefit Points

Type of Benefit	Basis for Calculating Points	Maximum Points*	Earned Points	FAR Earned	Density Earned
Lot Consolidation	2 lots consolidated into 1 parcel	35	35		
Family Friendly Development	More than 10% of housing units as three bedroom or larger units. 1 point for each 15 sq. ft./unit of common area open space above the required minimum per the Garvey Avenue Specific Plan, providing the common area open space contains at least two of the following: tot lot play equipment (swings, slide, climbing structure), community garden, or library.	50	30 20		
Nonresidential component of Mixed-use development sites	In order to provide for significant opportunities for national and regional retail tenants, a bonus shall be granted if the nonresidential component of a mixed-use site provides for tenant space with an average size of 2,000 s.f. or more (minimum size of 800 s.f. for each tenant space), then the project will receive a 5% increase in residential to make the split 70% residential to 30% commercial.	20	20		
Public Parking	2 Points: For every 1 standard sized parking space marked for public use and permanently available for public use, provided the project meets the minimum number of required public and private spaces, per this Specific Plan or the City of Rosemead	50	6 – 3 stalls		
Sustainable Design	40 Points: If 50% or more of total building roof is an accessible, operational eco roof. 30 Points: LEEDTM Platinum, CALGreen Tier 2,	70	20 – CALGreen Tier 1		

	or equivalent (third-party certification required) 20 Points: LEEDTM Gold, CALGREEN Tier 1, or equivalent (third-party certification required) The increased density or intensity will be granted to the qualifying building not the entire development or site area. The project will be conditioned to ensure compliance and construction in accordance with LEED Platinum, LEED Gold, CALGreen Tier 2, or CALGreen Tier 1.				
		Total Points	131	3	80 du/acre

- Maximum points allowed by Garvey Avenue Specific Plan.

The project meets the development standards for the GSP-MU zone, except for the mixed-use land use split. Based on Table 3.4 of the Garvey Avenue Specific Plan, a floor-area land use mix of 65% residential use and 35% nonresidential use is allowed for mixed-use development. However, applicants can deviate from this standard by proposing to incorporate community benefit amenities as depicted in Table 3.5 of the Garvey Avenue Specific Plan. Specifically, the community benefit amenity that an applicant has to incorporate into its project to obtain a deviated floor-area land use mix is shown below.

Type of Benefit Provided for the Community Benefit Incentive	Maximum Points	Basis for Calculating Points
Nonresidential Component of Mixed-Use Development Sites	20	In order to provide for significant opportunities for national and regional retail tenants, a bonus shall be granted if the nonresidential component of a mixed-use site provides for tenant space with an average size of 2,000 s.f. or more (minimum size of 800 s.f. for each tenant space), then the project will receive a 5% increase in residential to make the split 70% residential to 30% commercial.

The project applicant proposes to utilize the community benefit incentive as shown above. Thus, the Rosemead Planning Division is granting the project applicant an increase of up to 5% for the proposed residential use of the project. The applicant is proposing a floor-area land use mix of 69% residential and 31% nonresidential, which is allowed and in compliance with the land use mix allowed by the Garvey Avenue Specific Plan utilizing the community benefit amenity.

The GSP zone allows a maximum commercial FAR of 0.75 without the Provision of Community Benefits and 1.0 with the Provision of Community Benefits. Therefore, the 0.44 gross acres (19,232 square feet) of the site zoned GSP could be developed with up to 14,424 square feet of commercial, public, and open

space use without the Provision of Community Benefits and 19,232 square feet of commercial, public and open space use with the Provision of Community Benefits.

The purpose of the GSP-R/C zoning district modifies the R-2 and C-3 zoning districts' standards to be more specific to the Plan area and to facilitate a greater opportunity for residential or commercial development. Such development in the GSP-R/C area is expected to feature designs and forms that create an appropriate pedestrian scale along or nearby the Garvey Avenue corridor. The GSP-R/C zoning district provides transition and buffer areas between single- and multi-family residential land uses in the surrounding neighborhoods and the higher land use intensity and building scale on Garvey Avenue. The new zoning enables flexibility in development approaches while requiring high-quality design that respects and adds value to adjacent residential development.[41]

The GSP-R/C zone allows a maximum FAR of 0.75 without the Provision of Community Benefits and 1.0 with the Provision of Community Benefits. Therefore, the 0.773 gross acres (33,694 square feet) of the site zoned GSP-R/C could be developed with up to 25,270 square feet of commercial, public, and open space use without the Provision of Community Benefits and 33,694 square feet of commercial, public and open space use with the Provision of Community Benefits.

The proposed mixed-use project is not an allowed use within either the existing GSP or GSP-R/C zones. Therefore, the project applicant is requesting a zone change to Garvey Avenue Specific Plan, Incentivized Mixed-Use (GSP-MU) to allow the mixed-use development for the site. The requested GSP-MU zoning allows the development of mixed-use including residential, commercial, public and open space land uses. As shown in Table 3.2 of the Garvey Avenue Specific Plan, the GSP-MU zoning allows a maximum of 25 dwelling units per acre without the Provision of Community Benefits and a maximum of 80 dwelling units per acre with the Provision of Community Benefits and a maximum mixed-use (MU) FAR of 1.6 and 0.75 commercial use without the Provision of Community Benefits and a maximum mixed-use maximum of 3.0 and 1.0 commercial with the Provision of Community Benefits.

The proposed Garvey Avenue Specific Plan Amendment to change the 1.25-acre site to GSP-MU would allow a maximum of 30 residential units without the provisions of community benefits and a maximum of 96 residential units with community benefits. Therefore, the proposed development of 93 residential units on the site would be consistent with the requested GSP-MU zone with community benefits.

The GSP-MU allows a mixed use of 3.0 with community benefits. The project proposes a FAR of 2.2 compared to a maximum allowed FAR of 3.0 with the allowed provisions of community benefits by the Garvey Avenue Specific Plan. Therefore, the project is consistent with the GSP-MU development standards.

The project is not anticipated to have any significant land use or zoning impacts.

XII. MINERAL RESOURCES: Would the project:

a) ***Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*** **No Impact.** The State Mining and Geology Board classifies land in California on the availability of mineral resources. There are four Mineral Resources Zone (MRZ) designations in California for the classification of sand, gravel, and crushed rock resources (MRZ-1, MRZ-2, MRZ-3, MRZ-4). According to the Rosemead General Plan Update the project site is within the MRZ-4.[42] The MRZ-4 classification is “Areas where available information is inadequate for assignment to any other MRZ zone”.[43] As Rosemead is completely urbanized and the State has not identified any significant

[41] Garvey Avenue Specific Plan, page 3-4.
[42] Rosemead General Plan, Figure 4-2 Mineral Resources Map.
[43] Ibid.

recoverable mineral resources within the City, no mineral extraction activities are permitted within the City limits. There are no mining activities on the site or any of the properties surrounding and adjacent to the site. The project would not have an impact to mineral resources of value to the region or residents of the state.

b) ***Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?*** **No Impact.** As discussed above in Section "XII.a" above of this MND, the project site is not located within an area of known mineral deposits. In addition, the geotechnical report that was prepared for the project did not identify any mineral deposits in any of the five on-site soil borings. The project would not result in the loss of and not impact any locally important mineral resources.

XIII. NOISE: Would the project result in:

a) ***Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies.*** **Potentially Significant Unless Mitigation Incorporated.** A noise report[44] was prepared for the project and is included in Appendix E of this MND.

The two existing commercial uses on the site generate noise associated with their use. However, the noise levels generated by the two commercial uses are minimal due to the relatively small scale of those businesses. Noise sources in the immediate project area impacting the project site includes traffic on Garvey Avenue adjacent to and south of the site, traffic on Brighton Avenue west of the site, traffic on Strathmore Avenue adjacent to and east of the site and traffic on Virginia Avenue adjacent to and north of the site. Daily activities of the commercial and residential uses west of the site, commercial uses south of the site and commercial and residential uses east of the site along with typical daily noise in the project area also generate noise on the project site and the general project vicinity. Although the commercial and residential uses adjacent to the site generate noise that extends onto the site, the greatest source of noise in the immediate project vicinity is traffic on Garvey Avenue adjacent to and south of the site.

Noise Compatibility Guidelines

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

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

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

Time variations in noise exposure are typically expressed in terms of a steady-state energy level equal to the energy content of the time varying period (called LEQ), or alternately, as a statistical description of the sound pressure level that is exceeded over some fraction of a given observation period. Finally,

[44] Noise Impact Analysis, Strathmore and Garvey Mixed-Use Project, Giroux & Associates, September 27, 2022.

because community receptors are more sensitive to unwanted noise intrusion during the evening and at night, state law requires that, for planning purposes, an artificial dB increment be added to quiet time noise levels in a 24-hour noise descriptor called the Ldn (day-night) or the Community Noise Equivalent Level (CNEL).

The City of Rosemead considers noise exposures for residential/transient lodging use to be "normally acceptable" if the maximum exterior noise level is 60 dBA CNEL or less. Exterior residential noise levels of up to 70 dBA CNEL are allowed if a noise analysis is conducted to identify possible noise reduction measures. Noise levels above 70 dBA CNEL are considered normally unacceptable, except in unusual circumstances for residential use. These standards apply to outdoor recreational uses such as backyards, patios, and balconies.

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

Noise Standards

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

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

The City's L50 noise standard for residential use is 60 dB during the day (7 a.m. – 10 p.m.), and 45 dB at night (10 p.m. – 7 a.m.). For commercial use, the L50 standard is 65 dB during the day (7 a.m. – 10 p.m.), and 60 dB at night (10 p.m. – 7 a.m.). These noise standards for residential and commercial uses are shown in Table 14 of this MND. Should the ambient noise level exceed any of the noise standards, the standards shall be increased to reflect the ambient noise level.

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

Table 14
Rosemead Noise Ordinance Limits (Exterior Noise Level Not to be Exceeded)

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

Source: Municipal Code Section 8.36.060

Baseline Noise Levels

Short-term (15-minute) baseline noise measurements were taken on Monday, September 19, 2022 at approximately 11 am at three locations to document the existing noise levels due to activities in the immediate project vicinity. The existing noise levels are shown in Table 15 of this MND. The measured noise levels provide a basis to calculate the noise levels that project residents would be exposed to with the existing noise generating activities in the area. The locations of the noise measurements are shown in Figure 16 of this MND.

Table 15
Short-Term Measured Noise Levels (dBA)

Site No.	Location	Leq	Lmin	Lmax
1	60-feet to Garvey Ave centerline	70	64	79
2	Along Strathmore on-site	64	58	71
3	Nearest home to the north	62	52	65

Based on previous noise monitoring experience, 24-hour weighted CNELs can be reasonably estimated from mid-day noise measurements. Thus, CNELs are approximately equal to Leq plus 2-3 dBA (Caltrans Technical Noise Supplement, 2009). This indicates a CNEL along the Strathmore Avenue project frontage of approximately 67 dBA CNEL and 73 dBA CNEL along the Garvey Avenue project frontage.

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

Noise impacts are considered significant if they result in:

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

Figure 16
Noise Measurement Locations

b. Generation of excessive ground borne vibration or ground borne noise levels.

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

STANDARDS OF SIGNIFICANCE

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

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

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

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

Sensitive Receptors

The closest sensitive receptors adjacent to the project include single-family detached residential units west of the site along the east side of Brighton Avenue and a single-family detached residence adjacent to and northeast of the project at the southwest corner of Strathmore Avenue and Virginia Avenue. Figure 17 of this MND shows the sensitive receptors near the site. There are also single-family residential units north of the site, north of Virginia Avenue that are near the project. Not including accessory structures, most of the residences west of the site have a 70-foot setback. However, one residence immediately adjacent to the site (Home 1) with a small parking lot to the east will remain. This home is approximately 10-feet to the shared property line and approximately 16 feet to the closest building façade of the proposed mixed-use building, including the planned landscaping strip.

Figure 17
Closest Noise Sensitive Land Uses

Temporary Noise Impacts

The existing noise levels on the site and the noise levels in the immediate vicinity of the site would increase temporarily during project construction. Short-term construction noise would be generated during demolition of the existing buildings and site improvements, grading and the construction of the proposed site improvements. Noise would also be generated by construction workers commuting to the site, the delivery of materials and supplies to the site and the operation of on-site construction equipment, etc.

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

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

Table 16 of this MND shows the construction fleet required to construct the project. The table is organized by construction activity and lists the equipment that is associated with each activity. Table 16 of this MND also shows the noise level for each individual piece of equipment at a reference 50-foot distance.

Table 16
Construction Equipment Noise Levels

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

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

The construction noise levels shown in Table 16 of this MND would be reduced at a rate of approximately 6 dBA per the doubling of the distance between the noise source and a receptor. Shielding by existing buildings and/or terrain often results in lower construction noise levels at distant receptors. The potential for project construction-related noise levels to impact adjacent and nearby residential receptors would depend on the location and proximity of the on-site construction activities to these off-site receptors.

Table 17 of this MND shows the adjusted maximal noise levels from the operation of on-site construction equipment at 50 feet to the closest noise sensitive receptors that are approximately 10 feet from the common property line of the project site with the construction of a proposed six-foot tall masonry wall along the project boundary adjacent to existing residential units. The noise levels in Table 17 of this MND take into account a 4 dBA reduction in noise levels associated with the construction of the six-foot tall masonry wall.

Table 17
Construction Noise Exposure at Adjoining Sensitive Noise Receptor (dBA Leq)

Phase Name	Equipment	Home 1	Home 2
Demo	Dozer	**88**	86
	Loader/Backhoe	84	82
Grading	Dozer	**88**	86
	Grader	**91**	89
	Loader/Backhoe	84	82
Building Construction	Forklift	70	76
	Loader/Backhoe	76	82
	Crane	75	81
	Welder	73	79
Paving	Paver	na	na
	Paving Equip	na	na
	Roller	na	na
	Loader/Backhoe	na	na

Home 1: West of site, homes taking access from Brighton, north of alley
Home 2: NE corner of site, Virginia/Strathmore

As shown in Table 17 of this MND, the operation of the dozer during project demolition and grading would exceed the City of Rosemead adopted 85 dBA Leq significance threshold if demolition equipment is operated directly adjacent to the shared property line with Home 1 and grading equipment is operated adjacent to Home 1 and Home 2. However, at 35-feet from both residential units the noise levels at those residential units would decrease to 81 dBA during the operation of the dozer during demolition to Home 1 and 84 dBA to Home 1 and Home 2 during grading. None of the other construction activities would exceed the adopted 85 dBA Leq significance threshold.

Some of the residents adjacent to and west and north of the project, north of Virginia Avenue, could experience noise nuisance during construction activity. However, the construction noise levels would be temporary and limited to the duration of the construction at any one location within the site and less than the City adopted 85 dBA Leq. The temporary noise impacts would cease once each component of construction is completed, which is scheduled to start in the second quarter of 2023 and be completed in the fourth quarter of 2024. The project is proposed to be constructed in a single phase so once construction is completed the construction noise levels would cease.

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

As shown in Table 15 of this MND the existing ambient noise level on the site at noise measurement site 1 was 70 dBA and greater than the city standard of 65 dBA. Therefore, the existing noise level at the project site due to traffic along the project frontage at Garvey Avenue currently exceeds the city daytime noise standard of 65 dBA.

Rosemead Municipal Code 8.36.060(B)(1) restricts interior noise levels of residential receptor properties to 45 dBA. As stated earlier, the noise levels in Table 16 of this MND take into account the proposed six-foot tall masonary wall along the project boundary adjacent to the existing residential units and would attenuate and reduce the exterior noise levels to the residential units adjacent to the site by approximately 6 dBA. Furthermore, typical residential construction materials and methods reduce exterior noise levels to interior noise levels by approximately 20-25 dBA. In this case, when taking the proposed six-foot wall

along the project boundary and typical residential construction materials and methods into account, the interior noise levels of the residential units adjacent to the project site would not exceed interior noise levels of 45 dBA as restricted by Rosemead Municipal Code 8.36.060(B)(1). Therefore, although off-site construction noise levels are calculated not to exceed 85 dBA except for the operation of dozers and graders in close proximity to Home 1 and Home 2 during project grading, interior noise levels would not exceed 45 dBA in compliance with Rosemead Municipal Code 8.36.060(B)(1).

In order to minimize construction noise levels to the residential units adjacent to the site the following noise measures are recommended:

Mitigation Measure No. 8 Dozers and graders shall not operate within 35 feet of any residential unit adjacent to the site. Grading within 35-feet of adjacent residential units shall use quieter equipment such as a loader/backhoe or rubber tired equipment.

Mitigation Measure No. 9 All construction equipment shall be equipped with mufflers and other suitable noise attenuation devices (e.g., engine shields).

Mitigation Measure No. 10 Grading and construction contractors shall use rubber-tired equipment rather than track equipment, to the maximum extent feasible.

Mitigation Measure No. 11 If feasible, electric hook-ups shall be provided to avoid the use of generators. If electric service is determined to be infeasible, only whisper-quiet generators shall be used (i.e., inverter generators capable of providing variable load.

Mitigation Measure No. 12 Electric air compressors and similar power tools rather than diesel equipment shall be used, where feasible.

Mitigation Measure No. 13 Generators and stationary construction equipment shall be staged and located as far from the adjacent residential structures as feasible.

Mitigation Measure No. 14 Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 5 minutes.

Mitigation Measure No. 15 A sign shall be posted in a readily visible location at the project site that shows the dates and duration of construction activities, as well as provide a telephone number where residents can enquire about the construction process and register complaints to an assigned construction noise disturbance coordinator.

Motor Vehicle Noise Impacts

Off-Site Project-Related Vehicular Noise Impacts

Long-term noise impacts to the proposed residential and commercial uses on the site would be due to off-site motor vehicle traffic on roadways adjacent to and in the project vicinity. The potential motor vehicle traffic noise impacts to the project were addressed using the California specific vehicle noise curves (CALVENO) in the federal roadway noise model (the FHWA Highway Traffic Noise Prediction Model, FHWA-RD-77-108). This model calculates the Leq noise level for a reference set of input

conditions, and then makes a series of adjustments for site-specific traffic volumes, distances, speeds, and noise barriers.

Table 18 of this MND summarizes the 24-hour CNEL noise at 50 feet from the roadway centerline along 11 roadway segments in the project vicinity. Four traffic scenarios were evaluated that included existing conditions and future conditions "with Project" and "without Project." Data from the traffic report was referenced for this noise analysis.

Table 18
Traffic Noise Impact Analysis
(dBA CNEL at 50 feet from centerline)

Segment		Existing No Project	Existing With Project	Future No Project	Future With Project
Virginia St/	E. of Strathmore	44.9	48.7	44.9	48.7
Strathmore/	Virginia to Site Entrance	44.9	48.7	46.3	49.4
	Site Entrance to Garvey	44.9	51.7	44.9	51.7
	S. of Garvey	52.1	52.1	52.1	52.1
Garvey/	W. of Brighton	70.6	70.7	71.1	71.2
	Brighton-Strathmore	70.7	70.8	71.2	71.2
	E. of Strathmore	70.7	70.8	71.2	71.3
	W. of San Gabriel	71.2	71.2	71.6	71.7
	E. of San Gabriel	70.9	70.9	71.3	71.4
San Gabriel/	N. of Garvey	71.6	71.6	72.1	72.1
	S. of Garvey	71.8	71.8	72.1	72.1

As shown, the noise levels on the larger roadways including Garvey Avenue and San Gabriel Boulevard for the project opening year and the future does not change significantly because the project traffic volumes are relatively small compared to the existing traffic volumes on those roadways. However, Strathmore Avenue and Virginia Street have considerably lower traffic volumes such that the addition of project traffic is potentially significant because the noise level would exceed the +3dBA threshold as shown in Table 19 of this MND. As shown in Table 20 of this MND, the roadway segments that experience the largest traffic noise increases of +3.1 dBA to +6.8 dBA due to project traffic the future CNELs, including project traffic, are calculated to be less than 52 dBA and less than the recommended significance guideline of 60-70 dBA CNEL for residential uses. Therefore, the noise level increase to off-site roadways due to project traffic is less than significant.

Table 19
Project Noise Level Impact (dBA CNEL at 50 feet from centerline)

Segment		Existing Impact*	Future Impact*
Virginia St/	E of Strathmore	**3.8**	**3.8**
Strathmore/	Virginia to Site Entrance	**3.8**	**3.1**
	Site Entrance to Garvey	**6.8**	**6.8**
	S of Garvey	0.0	0.0
Garvey/	W of Brighton	0.1	0.1
	Brighton-Strathmore	0.1	0.0

	E of Strathmore	0.1	0.1
	W of San Gabriel	0.0	0.1
	E of San Gabriel	0.0	0.1
San Gabriel/	N of Garvey	0.0	0.0
	S of Garvey	0.0	0.0

*bolded entries exceed the +3 dBA traffic noise increase threshold

Table 20
CNEL for Roadway Segments Exceeding +3 dBA Threshold
(dBA CNEL at 50 feet from centerline)

Segment		Existing Project Impact/ CNEL	Future Project Impact/ CNEL
Virginia St/	E of Strathmore	3.8 / 48.7	3.8 / 48.7
Strathmore/	Virginia to Site Entrance	3.8 / 48.7	3.1 / 49.4
	Site Entrance to Garvey	6.8 / 51.7	6.8 / 51.7

Site Operational Noise

There are three site entrances at Strathmore Avenue, Virginia Street and a public alley connecting to Brighton Street at the west side of the property. Approximately 60% of the project traffic is anticipated to use the Strathmore Avenue entrance, 35% would use the Virginia Street entrance and the remaining 5% of project traffic would use the Brighton Street entrance.

The traffic analysis calculates that 62 vehicles would enter and exit the site during the AM peak hour and 74 vehicles would enter and exit the site during the PM peak hour. Table 21 of this MND shows the calculated noise levels at each of the three project entrances during the PM peak hour which would have the highest number of motor vehicle trips.

Table 21
Peak Hour Traffic Noise at Site Access Points

Entrance Point	Number of Vehicles	Associated Noise Level
Strathmore Entrance	44	47 dBA Leq
Virginia St Entrance	26	44 dBA Leq
Alley Access	4	36 dBA Leq

The homes west of the site would be exposed to traffic noise from project traffic that uses the alley to enter and leave the site. This entrance is calculated to have a peak hour noise level of 36 dBA Leq. Homes north of the Virginia Street entrance is calculated to have a peak hour noise level of 44 dBA Leq. No sensitive land uses would be impacted by the Strathmore Avenue entrance.

The City of Rosemead Noise Ordinance limits noise from private property adjacent to a residential use to not exceed 60 dBA Leq at the property line from 7 AM to 10 PM, which is when peak hour traffic would occur. Therefore, project peak hour traffic entering and leaving the site would not exceed the daytime noise standards. The nocturnal noise standard is 45 dBA Leq, but as shown in Table 21 of this MND, the PM peak hour noise levels at the Virginia Street entrance would not exceed 44 dBA Leq. The measured ambient noise levels shown in Table 15 are higher than those shown in Table 21 and as a result the noise levels associated with project traffic entering and leaving the site during the peak hours would not be audible to area residents closest to the entrances.

On-Site Traffic Noise

The project site is bound by Garvey Avenue on the south, Strathmore Avenue on the east and Virginia Street on the north. Due to existing traffic volumes Garvey Avenue traffic would expose project residents to high noise levels. The first three levels of the project along Garvey Avenue include commercial use and a parking garage. Residential use is proposed for levels 4-7. The balconies are primarily recessed within the building façade and are therefore shielded from directional noise from adjacent streets. Most of the residential recreational space is provided by the two courtyards and the two community decks which are setback from the roadway, or interior to the building. The balconies of the residential units that front Garvey Avenue and Strathmore Avenue would not observe exterior traffic noise levels above 70 dBA CNEL.

Mechanical Equipment Noise

The project developer proposes to install air conditioners on the building rooftop. The air conditioners are proposed to be located away from the edge of the roof and screened to attenuate noise and provide aesthetic buffering to surrounding land uses. Because the air conditioners would be screened and not directly visible from surrounding land uses the operation of the air conditioners would not exceed the City's noise threshold of significance and noise impacts would be less than significant.

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

b) ***Generation of excessive ground borne vibration or ground borne noise levels?*** **Potentially Significant Unless Mitigation Incorporated.** There are residential homes adjacent to and north of the project, north of Virginia Street, adjacent to and west of the site, commercial use and single family detached residences east of the site, east of Strathmore Avenue and commercial use south of Garvey Avenue. The site is subject to occasional ground borne vibration due to heavy trucks that travel on Garvey Avenue adjacent to and south of the site. Any vibration levels on the site from the occasional passing of heavy trucks on Garvey Avenue are short-term in duration and cease once a heavy truck passes the site. The existing uses on the project site have been in their current locations for many years and the vibrations from Garvey Avenue do not significantly impact the existing on-site uses.

Construction activities generate ground-borne vibration when heavy equipment travels over unpaved surfaces or when it is engaged in the movement of soil during grading operations. The effects of ground-borne vibration include discernible movement of building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. Vibration related issues generally occur due to resonances in the structural components of a building because structures amplify ground borne vibration. Due to the "soft" sedimentary surfaces of soil that is present in Southern California the effects of ground vibration are quickly damped. Ground borne vibration is almost never annoying to people when they are outdoors (Federal Transit Administration [FTA] 2006).

A vibration descriptor commonly used to determine structural damage is the peak particle velocity (ppv), which is defined as the maximum instantaneous positive or negative peak of the vibration signal, usually measured in in/sec. The range of these such vibration is shown in Table 22 of this MND.

As shown in Table 23 of this MND and according to Caltrans and the FTA the threshold for structural vibration damage for modern structures is 0.5 in/sec for intermittent sources, which includes impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment. Older, typically historical residential structures have a 0.3 in/sec threshold. Below this level there is virtually no risk of building damage.

Table 22
Human Response To Transient Vibration

Average Human Response	ppv (in/sec)
Severe	2.000
Strongly perceptible	0.900
Distinctly perceptible	0.240
Barely perceptible	0.035

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

Table 23
FTA and Caltrans Guideline Vibration Damage Potential Threshold Criteria

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

To be conservative, the damage threshold of 0.3 in/sec for older residential structures was used for this vibration analysis. The calculated vibration levels generated by the operation of the construction equipment anticipated for use by the project are shown below in Table 24 of this MND.

Table 24
Estimated Vibration Levels During Project Construction

Equipment	PPV at 10 ft (in/sec)	PPV at 15 ft (in/sec)	PPV at 25 ft (in/sec)	PPV at 40 ft (in/sec)	PPV at 50 ft (in/sec)
Large Bulldozer	0.352	0.191	0.089	0.044	0.031
Loaded trucks	0.300	0.163	0.076	0.037	0.027
Jackhammer	0.138	0.075	0.035	0.017	0.012
Small bulldozer	0.012	0.006	0.003	0.001	<0.001

Source: FHWA Transit Noise and Vibration Impact Assessment

As shown in Table 24 of this MND, the calculated vibration levels generated by the operation of the construction equipment such as a large bulldozer could be above levels and have structural

damage to older residential structures (i.e., 0.3 in/sec) if the dozer operates closer than 15-feet to the property line.

Mitigation Measure No. 8 in Section "XIII. a." above of this MND requires that dozers and graders shall not operate within 35 feet of any off-site structure. This mitigation measure would also mitigate potential vibration impacts to existing structures adjacent to the site. The implementation of Mitigation Measure No. 8 would reduce potential vibration impacts to off-site structures to less than significant.

c) ***For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport, would the project expose people residing or working in the project area to excessive noise levels?*** **No Impact.** There are no private airstrips or public airports within the immediate project vicinity or the City of Rosemead. The closest airport to the project is the San Gabriel Valley Airport, which is approximately 4 miles northeast of the project. Current and on-going operations at the San Gabriel Valley Airport would not expose project employees, customers, or residents to excessive noise levels. The project would not be impacted by noise levels at the San Gabriel Valley Airport due to the distance of the airport from the project.

XIV. POPULATION AND HOUSING: Would the project:

***Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example through extension of roads or other infrastructure*)? Less Than Significant Impact.** The project proposes 35,105 square feet of non-residential use (retail/office/residential-work) and 93 residential units. Of the 93 residential units, 24 are live-work units, including 3 live-work units on the ground level, 1 live-work unit on both the second and third floors and 19 live-work units on the fourth floor. The project proposes 69 apartments on the fifth through seventh floors with 21 apartments on the fifth floor, 25 apartments on the sixth floor, and 23 apartments on the seventh floor.

The project is estimated to generate approximately 344 residents based on 3.7 persons per household and the average number of people for all household types in the City of Rosemead.[45] It is anticipated that the proposed live/work units and apartments would generate less than 3.7 persons per the average household in Rosemead, which includes single-family detached units, because the proposed units are largely one and two bedroom units. Therefore, the number of residents that would be generated by the project is anticipated to be less than 344 people. It is anticipated that many of the future project residents are existing Rosemead residents and currently live in Rosemead. Existing Rosemead residents that move to and relocate from their existing residence in Rosemead to the project would not increase the city's population. For those future project residents that currently live outside Rosemead and would move to the site, the city's population is not anticipated to increase significantly due to the project. The city's population growth from January 1, 2021, to January 1, 2022 decreased by 312 residents, or -0.6.[46] Thus, an incremental increase in the population by the project would not significantly impact the population of Rosemead.

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

b) ***Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*** **No Impact.** The project site is developed with commercial uses, and

[45] https://www.census.gov/quickfacts/fact/table/rosemeadcitycalifornia,CA/HSD310220.

[46] https://dof.ca.gov/wp-content/uploads/Forecasting/Demographics/Documents/E-1_2022PressRelease.pdf

it would not displace any existing residential units or residents. As a result, no existing residents would have to find replacement housing. The project would not have an impact to any existing residents.

XV. PUBLIC SERVICES:

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

i. ***Fire protection?*** **Less Than Significant Impact.** Fire protection services are provided by the Los Angeles County Fire Department. The construction of the proposed mixed-use building would be required to meet all applicable 2022 California Building and Fire Codes would minimize the need for fire protection service calls at the site by the Los Angeles County Fire Department. The project would not have any significant impacts to the Los Angeles County Fire Department.[47]

ii. ***Police protection?*** **Potentially Significant Unless Mitigation Incorporated.** Police protection services are provided by the Los Angeles County Sheriff Department. The Temple Sheriff's Station located at 8838 Las Tunas Drive serves the project site. The project would incrementally increase calls for police protection compared to the existing uses on the site.

The Sheriff's Department has a Crime Prevention Thru Environmental Design (CPTED) program that is recommended be implemented during project design. The goal of CPTED is to reduce opportunities for criminal activity by employing physical design features that discourage anti-social behavior, while encouraging the legitimate use of the site. The CPTED includes defensible space, territoriality, surveillance, lighting, landscaping, and physical security.[48]

The Sheriff's Department recommends that a Construction Traffic Management Plan be implemented during project construction to address construction-related traffic congestion and emergency project access. If temporary lane closures are required to install public utilities emergency access should be maintained at all times.[49]

The following measures are recommended to reduce potential police protection impacts to less than significant.

Mitigation Measure No. 16 Prior to the issuance of a building permit, the project developer shall contact the County of Los Angeles Sheriff's Department Temple Station and incorporate all applicable CPTED defensible space measures into the final project design to reduce criminal activity at the project.

Mitigation Measure No. 17 Prior to the issuance of a grading permit, the project developer shall submit a Construction Traffic Management Plan to the County of Los Angeles Sheriff's Department Temple Station that identifies the construction management measures that would be implemented during construction to minimize construction-related traffic congestion and emergency project access.

[47] Specialist Ronald Durbin, Los Angeles County Fire Department, letter dated, October 5, 2022.
[48] County of Los Angeles Sheriff's Department, Captain Mark Reyes, Temple Station, letter dated July 27, 2022.
[49] Ibid.

While the project would incrementally increase police service calls, the implementation of the recommended mitigation measures would reduce police protection impacts to less than significant.

iii. ***Schools?*** **Less Than Significant Impact.** The project is in the Garvey School District and serves students from pre-K to 8th grade. The project would generate students to schools in the Garvey School District. Students K-6 would attend Bitely Elementary School located at 7501 E. Fern Avenue and grades 7-8 would attend Garvey Intermediate School located at 2720 Jackson Avenue. The project is in the Alhambra Unified School District and students grades 9-12 would attend San Gabriel High School located at 801 S. Ramona Street in San Gabriel. The Alhambra Unified School District has capacity to serve the students generated by the project.[50]

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

iv. ***Parks?*** **Less Than Significant Impact.** The closest City of Rosemead public park to the project is Garvey Park that is located at 3233 Kelburn Avenue and approximately 0.2 miles north of the project. Garvey Park includes a water park, baseball fields, tennis courts, playground, an open field, bar-b-ques, picnic tables, gym, etc.

The project is required by the Garvey Avenue Specific Plan to provide 13,8006 square feet of common open space for the residential use and 2,646 square feet for the commercial use for a total of 16,446 square feet of common open space. The project proposes 4,235 square feet of common open space for the commercial use and 19,114 square feet for the residential use for a total of 23,379 square feet or 6,933 square feet more common open space than required by the Garvey Avenue Specific Plan.

The project is also required by the Garvey Avenue Specific Plan to provide 6,975 square feet of private open space and the project proposes 10,067 square feet of private open space, or 3,092 square feet more of private open space in the form of private decks and balconies than required by the Garvey Avenue Specific Plan. The project proposes more public and private open space than required for the site by the Garvey Avenue Specific Plan.

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

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

[50] George Murray, Alhambra Unified School District, letter dated July 14, 2022.

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

XVI. RECREATION

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

b) ***Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?*** **Less Than Significant Impact.** As discussed in Public Services Section "XV.a.iv" above of this MND, the project does not propose the construction of any on-site recreational facilities. However, as discussed in Public Services Section "XV.a.iv" above of this MND, the project would be required to pay the city-required development impact fees, including a park fee, as required by RMC Chapter 17.170.010. The park fee would be used by the City at its discretion to either expand existing recreational facilities or acquire new parkland. The project does not require the construction or the expansion of other recreational facilities that would impact the environment.

XVII. TRANSPORTATION: Would the project:

a) ***Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*** **Less Than Significant Impact.** A traffic report[51] was prepared for the project and is included in Appendix F.

Criteria for Requiring a Traffic Congestion Management Plan (CMP) Impact Analysis

The Los Angeles County 2010 CMP provides the following thresholds for requiring a CMP-compliant traffic impact analysis:

- All CMP arterial monitoring intersections, including monitored freeway on or off-ramp intersections, where the proposed project will add 50 or more trips during either the AM or PM weekday peak hours (of adjacent street traffic);
- If CMP arterial segments are being analyzed rather than intersections, the study area must include all segments where the proposed project will add 50 or more peak hour trips (total of both directions).
- Mainline freeway monitoring locations were the project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.

The project is calculated to generate approximately 62 AM peak hour trips and 74 PM peak hour trips, which are distributed to/from the project site. The intersections of Del Mar Avenue/Garvey Avenue and San Gabriel Boulevard/Garvey Avenue are not CMP intersections. The project would not add 150 or more peak hour trips to the I-10 Freeway since the project generates less than this threshold in total during each peak hour. Therefore, the project would not result in a CMP impact because it does not meet the thresholds requiring a traffic impact analysis for CMP purposes and no further CMP traffic analysis is warranted. Thus, the project would not impact the Los Angeles County 2010 CMP.

[51] Strathmore and Garvey Mixed Use Project Traffic Impact Analysis, Ganddini Group, Inc., September 9, 2022.

CMP TRANSIT IMPACT REVIEW

The Los Angeles County Metropolitan Transportation Authority 2010 Congestion Management Program uses a conversion factor based on the daily and AM and PM peak hour project trip generation to provide a transit analysis. The conversion is as follows:

- Multiply the total trips generated by 1.4 to convert vehicle trips to person trips;
- For each time period, multiply the result by one of the following factors:
  3.5% of Total Person Trips Generated for most cases, except:
  10% primarily Residential within 1/4 mile of a CMP transit center
  15% primarily Commercial within 1/4 mile of a CMP transit center
  7% primarily Residential within 1/4 mile of a CMP multi-modal transportation center
  9% primarily Commercial within 1/4 mile of a CMP multi-modal transportation center
  5% primarily Residential within 1/4 mile of a CMP transit corridor
  7% primarily Commercial within 1/4 mile of a CMP transit corridor
  0% if no fixed route transit services operate within one mile of the project

Accordingly, the proposed project-generated transit trips are calculated as follows:

- Daily: ((864 trips x 1.4) x 0.035) ≈ 42
- Morning Peak Hour: ((62 trips x 1.4) x 0.035) ≈ 3
- Evening Peak Hour: ((74 trips x 1.4) x 0.035) ≈ 4

The project is calculated to generate three (3) transit trips during the AM peak hour and four (4) transit trips during the PM peak hour. Based on the existing transit services available in the immediate project vicinity and the relatively low transit trip generation, the project would have an insignificant impact on transit demand and transit capacity.

Project Traffic

The project study area includes the following intersections within the City of Rosemead:

1. Del Mar Avenue (NS) at Garvey Avenue (EW) Rosemead
2. Brighton Street (NS) at Garvey Avenue (EW) Rosemead
3. Project Driveway (NS) at Virginia Avenue (EW) Rosemead
4. Strathmore Avenue (NS) at Virginia Street (EW) Rosemead
5. Strathmore Avenue (NS) at Project Driveway (EW) Rosemead
6. Strathmore Avenue (NS) at Garvey Avenue (EW) Rosemead
7. San Gabriel Boulevard (NS) at Garvey Avenue (EW) Rosemead

In accordance with the City of Rosemead transportation study requirements, the following scenarios are analyzed for weekday AM and PM peak hour traffic conditions:

- Existing (2022);
- Opening Year (2024) Without Project (Existing + Growth Factor + Cumulative Projects); and
- Opening Year (2024) With Project (Existing + Growth Factor + Cumulative Projects + Project)

Intersection Capacity Utilization (Signalized Intersections)

In compliance with the City of Rosemead transportation guidelines the analysis of signalized intersections is based on the Intersection Capacity Utilization (ICU) methodology. The ICU methodology compares the volume of traffic using the intersection to the capacity of the intersection. The resulting volume-to-

capacity (V/C) ratio represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity.

Level of Service (LOS) is used to qualitatively describe the performance of a roadway facility, ranging from LOS A (free-flow conditions) to LOS F (extreme congestion and system failure). In accordance with City of Rosemead transportation requirements this analysis uses the following input parameters for the ICU analysis: 1,800 vehicles per hour per lane for through and turn lanes, 3,240 vehicles per hour for dual left-turn lanes, and a total clearance time of 10 percent.

Intersection Delay Methodology (Unsignalized Intersections)

This methodology used to assess the performance of unsignalized intersections in the City of Rosemead and known as the intersection delay methodology based on the procedures contained in the Highway Capacity Manual. The methodology compares the traffic volume using the intersection to the capacity of the intersection to calculate the delay associated with the traffic control at the intersection.

Performance Standards

The City of Rosemead has established minimum acceptable LOS standards during peak hour conditions of LOS D or better for intersections. In accordance with the City of Rosemead guidelines, a project is considered to cause an adverse transportation effect if the project-related increase in the volume-to-capacity ratio equals or exceeds the threshold shown below in Table 25.

Table 25
Adverse Transportation Effect Threshold

Level of Service	Volume/Capacity (V/C)	V/C Incremental Increase
E/F	0.91 or more	+0.02 or more

Although the City does not specify an adverse transportation effect threshold for unsignalized intersections, the following criteria is commonly used to assess the need for improvements at unsignalized intersections:

a) The addition of project trips causes the intersection to degrade from an acceptable Level of Service (D or better) to deficient Level of Service (E or F), or

b) The project increases delay by two or more seconds at an intersection that is already operating at a deficient Level of Service (E or F) prior to the addition of project trips; and

c) Peak hour volumes satisfy the California Manual on Uniform Traffic Controls (CA MUTCD) peak hour traffic signal warrant.

Existing Intersection Level of Service

The LOS for the studied intersections for the existing conditions are shown in Table 26. As shown, the study intersections currently operate at an acceptable Levels of Service during the peak hours for the Existing conditions, except for the following study intersection that currently operates at an unacceptable Level of Service (E or F) during the PM peak hour:

- Strathmore Avenue (NS) at Garvey Avenue (EW) - #6 (PM-LOS E

Table 26
Existing Intersection Level of Service

Study Intersection	Traffic Control[1]	AM Peak Hour		PM Peak Hour	
		ICU or Delay[2]	LOS[3]	ICU or Delay[2]	LOS[3]
1. Del Mar Ave. at Garvey Ave.	TS	0.614	B	0.685	B
2. Brighton St. at Garvey Ave.	CSS	[14.7]	B	[16.9]	C
4. Strathmore Ave. at Virginia St.	CSS	[8.4]	A	[8.5]	A
6. Strathmore Ave. at Garvey Ave.	CSS	[30.2]	D	[37.9]	E
7. San Gabriel Blvd. at Garvey Ave.	TS	0.693	B	0.777	C

Notes:
(1) TS = Traffic Signal; CSS = Cross Street Stop
(2) ICU = Intersection Capacity Utilization. For unsignalized intersections, delay is shown in [seconds/vehicle]. For intersections with cross street stop control, delay and Level of Service are based on the worst individual minor street approach or major street left turn movement.
(3) LOS = Level of Service

Project Trip Generation

Table 27 shows the project trip generation based upon trip generation rates obtained from the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021). As shown, the project is forecast to generate approximately 864 daily trips, including 62 trips during the AM peak hour and 74 trips during the PM peak hour.

Table 27
Project Trip Generation

Land Use	Source[1]	Land Use Variable[2]	AM Peak Hour % In	AM Peak Hour % Out	AM Peak Hour Rate	PM Peak Hour % In	PM Peak Hour % Out	PM Peak Hour Rate	Daily Rate
Multifamily Housing (Mid-Rise, Not Close to Rail Transit)	ITE 221	DU	23%	77%	0.37	61%	39%	0.39	4.54
General Office Building	ITE 710	TSF	88%	12%	1.52	17%	83%	1.44	10.84
Strip Retail Plaza (<40k)	ITE 822	TSF	60%	40%	2.36	50%	50%	6.59	54.45

Trips Generated

Land Use	Source	Quantity	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Multifamily Housing (Mid-Rise, Not Close to Rail Transit)	ITE 221	93 DU	8	26	34	22	14	36	422
Internal Capture[3] (AM: 0% In, 4% Out; PM: 23% In, 21% Out)			*0*	*-1*	*-1*	*-5*	*-3*	*-8*	*-9*
Subtotal			8	25	33	17	11	28	413
General Office Building	ITE 710	12.801 TSF	17	2	19	3	15	18	139
Internal Capture[3] (AM: 12% In, 50% Out; PM: 33% In, 13% Out)			*-2*	*-1*	*-3*	*-1*	*-2*	*-3*	*-6*
Subtotal			15	1	16	2	13	15	133
Strip Retail Plaza (<40k)	ITE 822	6.040 TSF	9	6	15	20	20	40	329
Internal Capture[3] (AM: 11% In, 17% Out; PM: 20% In, 25% Out)			*-1*	*-1*	*-2*	*-4*	*-5*	*-9*	*-11*
Subtotal			*8*	*5*	*13*	*16*	*15*	*31*	*318*
TOTAL TRIPS GENERATED			31	31	62	35	39	74	864

Notes:
1. ITE = Institute of Transportation Engineers *Trip Generation Manual* (11th Edition, 2021); ### = Land Use Code. All rates based on General Urban/Suburban setting unless otherwise noted.
2. DU = Dwelling Units; TSF = Thousand Square Feet
3. Internal capture calculated using the NCHRP 684 Internal Trip Capture Estimation Tool included in the ITE *Trip Generation Handbook* (3rd Edition, 2017).

Other Factors Affecting Trip Generation

The traffic volumes shown in Table 27 consist of the total trips generated for each project land use. As a residential trip generated by the project may also interact with the commercial retail or office land uses within the project, a double counting of those trips occurs. To account for this internal interaction, the trips generated by the project were adjusted in accordance with procedures developed by the National Cooperative Highway Research Program 684 Internal Capture Estimation Tool as incorporated into the ITE Trip Generation Handbook (3rd Edition).

Project Trip Distribution and Assignment

Figure 18 shows the project trip distribution patterns for the project generated trips. The project trip distribution patterns are based on review of existing volume data, surrounding land uses, and the local and regional roadway facilities in the project vicinity.

Opening Year (2024) Without Project

Intersection Levels of Service for Opening Year (2024) Without Project conditions are shown in Table 28. As shown, the study intersections are forecast to operate at acceptable Levels of Service, except for the following study intersection:

- Strathmore Avenue (NS) at Garvey Avenue (EW) - #6 (AM-LOS E, PM-LOS F)

Table 28
Opening Year (2024) Without Project

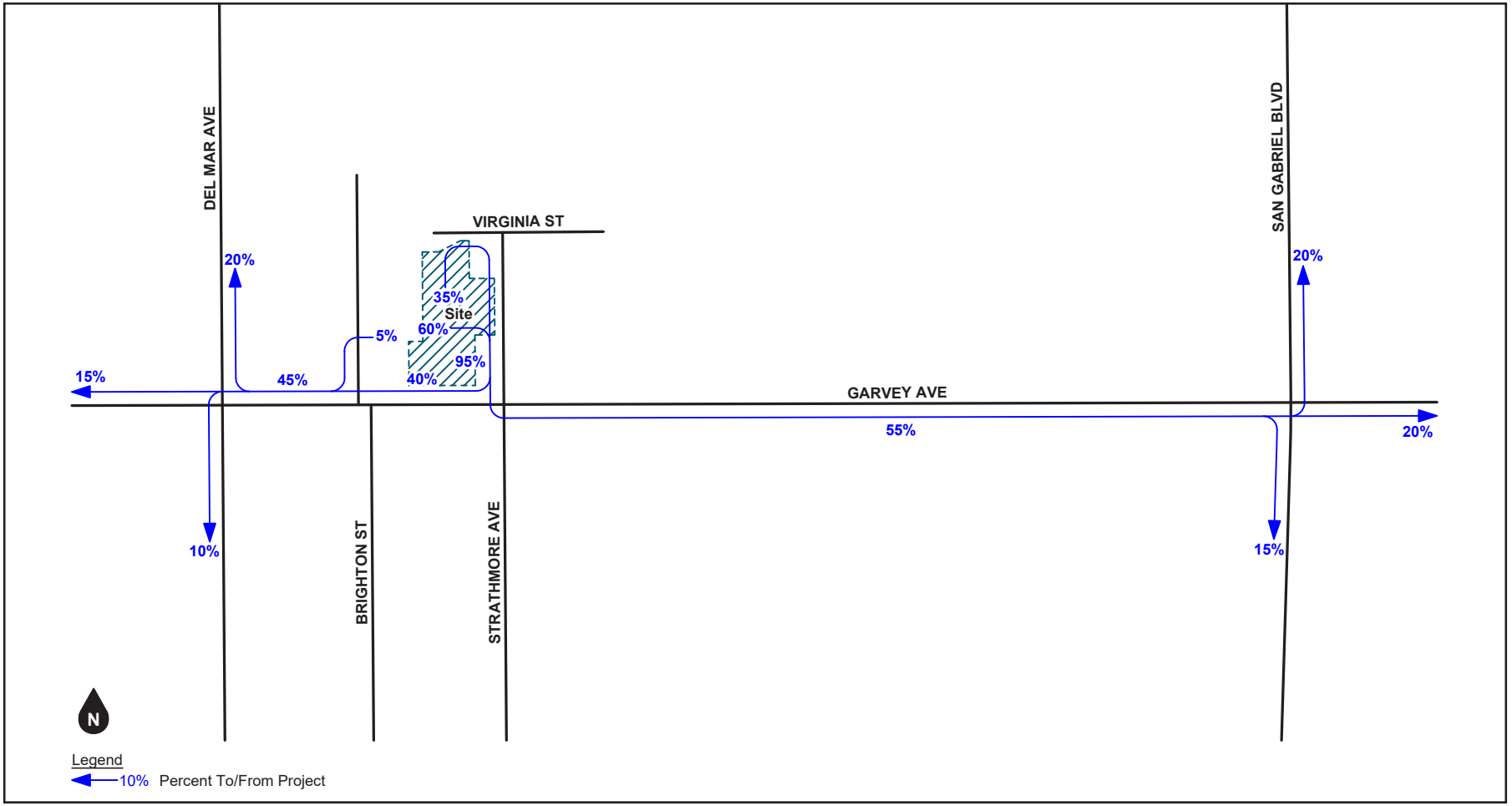
ID	Study Intersection	Traffic Control[1]	AM Peak Hour		PM Peak Hour	
			ICU or [Delay][2]	LOS[3]	ICU or [Delay][2]	LOS[3]
1.	Del Mar Ave at Garvey Ave	TS	0.655	B	0.744	C
2.	Brighton St at Garvey Ave	CSS	[15.9]	C	[18.8]	C
3.	Project Dwy at Virginia St	CSS	[0.0]	A	[0.0]	A
4.	Strathmore Ave at Virginia St	CSS	[8.4]	A	[8.5]	A
5.	Strathmore Ave at Project Dwy	CSS	[0.0]	A	[0.0]	A
6.	Strathmore Ave at Garvey Ave	CSS	[40.2]	E	[53.6]	F
7.	San Gabriel Blvd at Garvey Ave	TS	0.728	C	0.843	D

Notes:

(1) TS = Traffic Signal; CSS = Cross Street Stop

(2) ICU = Intersection Capacity Utilization. For unsignalized intersections, delay is shown in [seconds/vehicle]. For intersections with cross street stop control, delay and Level of Service are based on the worst individual minor street approach or major street left turn movement.

(3) LOS = Level of Service



Source: Ganddini Group, Inc.

Figure 18
Project Trip Distribution

Opening Year (2024) With Project

Intersection Level of Service

Intersection Levels of Service for Opening Year (2024) Without Project conditions are shown in Table 29. As shown, the study intersections are forecast to operate at acceptable Levels of Service during the peak hours, except for the following study intersection which is forecast to continue operating at an unacceptable Levels of Service:

- Strathmore Avenue (NS) at Garvey Avenue (EW) - #6 (AM-LOS E, PM-LOS F)

Table 29
Opening Year (2024) With Project

ID	Study Intersection	Traffic Control[1]	AM Peak Hour		PM Peak Hour	
			ICU or [Delay][2]	LOS[3]	ICU or [Delay][2]	LOS[3]
1.	Del Mar Ave at Garvey Ave	TS	0.661	B	0.753	C
2.	Brighton St at Garvey Ave	CSS	[15.8]	C	[19.1]	C
3.	Project Dwy at Virginia St	CSS	[0.0]	A	[0.0]	A
4.	Strathmore Ave at Virginia St	CSS	[8.7]	A	[8.7]	A
5.	Strathmore Ave at Project Dwy	CSS	[8.5]	A	[8.4]	A
6.	Strathmore Ave at Garvey Ave	CSS	[45.3]	E	[61.3]	F
	- With Improvements	CSS	[21.1]	C	[24.0]	C
7.	San Gabriel Blvd at Garvey Ave	TS	0.733	C	0.852	D

Notes:
(1) TS = Traffic Signal; CSS = Cross Street Stop

(2) ICU = Intersection Capacity Utilization. For unsignalized intersections, delay is shown in [seconds/vehicle]. For intersections with cross street stop control, delay and Level of Service are based on the worst individual minor street approach or major street left turn movement.

(3) LOS = Level of Service

The deficient Level of Service at the intersection of Strathmore Avenue/Garvey Avenue (#6) is associated with the northbound left turn movement. The major street approaches along Garvey Avenue are forecast to operate at Level of Service A and the southbound approach on Strathmore Avenue is forecast to operate at Level of Service C.

Traffic Signal Warrant Analysis

Since the currently unsignalized intersection of Strathmore Avenue/Garvey Avenue is forecast to operate at a deficient LOS, the need for installation of a traffic signal at this study intersection was evaluated based on the California Manual on Uniform Traffic Controls (CA MUTCD) peak hour volume traffic signal warrant. The installation of a traffic signal at the intersection of Strathmore Avenue/Garvey Avenue is not warranted based on the forecast AM and PM peak hour volumes for Opening Year (2024) With Project conditions.

Although not warranted by the project at this time as discussed above, the City expressed a concern for the need for a traffic signal at the Strathmore Avenue/Garvey Avenue intersection in the future after the project is occupied due to cumulative traffic. Therefore, the following mitigation measure is

recommended to address the City's concern for a traffic signal at the Strathmore Avenue/Garvey Avenue intersection in the future, if warranted.

Mitigation Measure No. 18 Approximately 12 months after the issuance of a Certificate of Occupancy, or the City Engineers discretion, the project developer shall conduct a traffic signal warrant at the Strathmore Avenue/Garvey Avenue intersection. If warranted, the project developer's fair-share of the cost of the construction of the traffic signal shall be paid from the Development Impact Fees collected from the developer.

Transportation Effect Assessment

Table 30 evaluates the project's transportation impact at the study intersections for Opening Year (2024) With Project conditions. As shown, the proposed project is forecast to result in no adverse transportation effects based on the established thresholds.

Table 30
Traffic Impact for Opening Year (2024) With Project

		AM Peak Hour						PM Peak Hour					
		Without Project		With Project				Without Project		With Project			
ID	Study Intersection	ICU or [Delay][1]	LOS[2]	ICU or [Delay][2]	LOS[2]	Project-Related Change	Adverse Effect?	ICU or [Delay][2]	LOS[2]	ICU or [Delay][2]	LOS[2]	Project-Related Change	Adverse Effect?
1.	Del Mar Ave at Garvey Ave	0.655	B	0.661	B	+0.006	No	0.744	C	0.753	C	+0.009	No
2.	Brighton St at Garvey Ave	[15.9]	C	[15.8]	C	-0.100	No	[18.8]	C	[19.1]	C	+0.300	No
3.	Project Dwy at Virginia St	[0.0]	A	[0.0]	A	0.0	No	[0.0]	A	[0.0]	A	0.0	No
4.	Strathmore Ave at Virginia St	[8.4]	A	[8.7]	A	+0.300	No	[8.5]	A	[8.7]	A	+0.200	No
5.	Strathmore Ave at Project Dwy	[0.0]	A	[8.5]	A	+8.500	No	[0.0]	A	[8.4]	A	+8.400	No
6.	Strathmore Ave at Garvey Ave	[40.2]	E	[45.3]	E	+5.100	No[3]	[53.6]	F	[61.3]	F	+7.700	No[3]
	- With Improvements[4]	-	-	[21.1]	C	-19.100	No	-	-	[24.0]	C	-29.600	No
7.	San Gabriel Blvd at Garvey Ave	0.728	C	0.733	C	+0.005	No	0.843	D	0.852	D	+0.009	No

Notes:

(1) ICU = Intersection Capacity Utilization; control delay for unsiganlized intersections shown as [seconds/vehicle].

(2) LOS = Level of Service

(3) AM and PM peak hour volumes are not forecast to satisfy the CA MUTCD peak hour traffic signal warrant; see Appendix E.

(4) Improvement reflects option to remove the raised median on the west leg of Garvey Avenue and replace it with a two-way left turn lane.

Although the proposed project is forecast to decrease the Level of Service at the intersection of Strathmore Avenue/Garvey Avenue, the peak hour volumes do not warrant installation of a traffic signal; therefore, the project's effect does not meet the established definition of an adverse effect at unsignalized intersections.

Notwithstanding the above, the following improvements were identified to address the deficient Level of Service at the study intersection of Strathmore Avenue/Garvey Avenue for Opening Year (2024) With Project conditions:

- Remove the raised median on the west leg of Garvey Avenue and replace it with a two-way left turn median, or
- Restrict the northbound approach to right turns only during the AM and PM peak hours.

Garvey Avenue Specific Plan Background

The project is in the Garvey Avenue Specific Plan (GASP) and requires a Specific Plan Amendment as discussed in Section "XI.b" above of this MND. The project proposes more development for the site than allowed by the Garvey Avenue Specific Plan. As a result, the traffic report compared the traffic of the proposed project to the traffic generated by the buildout of the GASP to determine if the project would result in new or significant traffic impacts than those identified by the GASP traffic report.

Garvey Avenue Specific Plan Baseline

Baseline traffic conditions for the project were obtained from the GASP EIR and supporting traffic analysis contained in Appendix G of the GASP EIR[52] The GASP EIR traffic report evaluated traffic impacts of the buildout of the GASP based on the year 2035 baseline. The traffic analysis for the proposed project is also based on the year 2035.

Affected Study Area

The GASP EIR traffic study included an intersection Levels of Service analysis at nine study intersections, two freeway mainline segments and six freeway ramp intersections. Based on the trip generation and assignment for the proposed project, the project is calculated to contribute more than 50 peak hour trips at the following three intersections that were evaluated in the GASP EIR:

- Del Mar Avenue at Garvey Avenue (City of Rosemead);
- Kelburn Avenue at Garvey Avenue (City of Rosemead); and
- San Gabriel Boulevard at Garvey Avenue (City of Rosemead)

The project trip contributions at the other roadway intersections, segments and freeway ramp intersections would not exceed the CMP criteria. Therefore, the project would have a negligible effect on those transportation facilities.

Relevant Thresholds of Significance

The GASP EIR uses the threshold shown in Table 31 to identify significant impacts at study intersections within City of Rosemead:

Table 31
Adverse Transportation Effect Threshold

Level of Service	Without Project Volume/Capacity (V/C)	Project Related V/C Increase
F	1.00 or more	Equal to or greater than 0.02

[52] Traffic Impact Analysis for the Garvey Avenue Specific Plan EIR (KOA Corporation, May 2016.

Project Traffic Impact Assessment

Table 32 shows the results of the traffic assessment of the potential traffic impacts of the proposed project. The ICU and Levels of Service for the project for the year 2035 were calculated by adding the calculated project trips to the GASP 2035 traffic volume. This is a conservative assessment since the project trips do not consider a credit for the net change in trips between the proposed project and the trips generated by the existing GASP zoning for the site. As shown, the traffic impacts of the proposed project are calculated to remain significant and unavoidable at the following two study intersections:

- Del Mar Avenue at Garvey Avenue (AM peak hour)
- San Gabriel Boulevard at Garvey Avenue (AM and PM peak hours)

Table 32
Significant Impact Assessment for the Proposed Project

		2035 Without GASP[1]		2035 With GASP[2]				2035 With SPA[3]			
Study Intersection	Peak Hour	ICU	LOS	ICU	LOS	Change in ICU	Significant Impact?	ICU	LOS	Change in ICU	Significant Impact?
Del Mar Ave at Garvey Ave	AM	0.829	D	1.054	F	+0.225	YES	1.061	F	+0.232	YES
	PM	0.810	D	0.938	E	+0.128	No	0.946	E	+0.136	No
Kelburn Ave at Garvey Ave	AM	0.553	A	0.812	D	+0.259	No	0.845	D	+0.292	No
	PM	0.589	A	0.686	B	+0.097	No	0.720	C	+0.131	No
San Gabriel Blvd at Garvey Ave	AM	0.812	D	1.153	F	+0.341	YES	1.161	F	+0.349	YES
	PM	0.895	D	1.072	F	+0.177	YES	1.079	F	+0.184	YES

Notes:

GASP = Garvey Avenue Specific Plan; ICU = Intersection Capacity Analysis; LOS = Level of Service

(1) Source: Draft Environmental Impact Report Garvey Avenue Corridor Specific Plan (May 2017); Table 13-3.

(2) Source: Draft Environmental Impact Report Garvey Avenue Corridor Specific Plan (May 2017); Table 13-8 (including mitigation).

(3) Source: Ganddini Group, September 2022; see Appendix G.

While the project traffic is calculated to remain significant and unavoidable and consistent with the land use proposed for the site by the GASP, the increase in the ICU's by the project would not exceed the threshold of significance (+0.02 at Level of Service F) compared to the buildout of the GASP. Relative to the GASP, the project would not result in new significant traffic impacts or require new mitigation compared to the GASP. In addition, the adopted traffic mitigation measures for the GASP to mitigate traffic impacts of the GASP would serve to mitigate the potential traffic impacts of the proposed project. Therefore, based on the above analysis the project would not have any significant traffic impacts.

b) ***Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?*** **Less Than Significant Impact.** CEQA Guidelines Section 15064.3, subdivision (b) addresses project vehicle miles traveled (VMT). The traffic study that was prepared for the project includes a VMT analysis.[53]

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

[53] Garvey Avenue Specific Plan Amendment 21-01 Project Transportation Assessment, Ganddini Group, Inc., October 5, 2021, p. 12.

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

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

The VMT analysis for the project is based on adopted City of Rosemead VMT guidelines.[54] Consistent with recommendations in the OPR Technical Advisory, the City of Rosemead established screening criteria for certain projects that may be presumed to have a less than significant VMT impact and includes projects located in low-VMT generating areas. The City's TIA Guidelines specify the following screening steps: 1) Project Type Screening; 2) Low VMT Area Screening; and 3) Transit Priority Areas Screening. Project Type Screening Some project types have been identified as having the presumption of a less than significant impact as they are local serving by nature, or they are small enough to not warrant assessment.

The project is located in a low-VMT generating area. Therefore, the project satisfies the screening criteria for low-VMT generating area and may be presumed to result in a less than significant VMT impact in accordance with City of Rosemead VMT guidelines.

The retail component of the project satisfies the City-established project type screening for local serving retail and may be presumed to result in a less than significant VMT impact. Transit Priority Area (TPA) Screening Projects located within a TPA (half mile area around an existing major transit stop or an existing stop along a high-quality transit corridor) may be presumed to have a less than significant impact absent substantial evidence to the contrary. There are currently no TPA areas within the City of Rosemead. Therefore, the project does not satisfy the City-established screening criteria for projects located within a TPA.

Low VMT Area Screening

Residential and office projects located within a low VMT generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary. In addition, other employment-related and mixed-use land use projects may qualify for the use of screening if the project can reasonably be expected to generate VMT per resident, per worker, or per service population that is similar to the existing land uses in the low VMT area. A low VMT area is defined as an individual traffic analysis zone (TAZ) where the total daily VMT is lower than 15% below the baseline total daily VMT.

According to the maps in Rosemead Resolution No. 2020-22 (June 9, 2020), the project is located in a low VMT area 15% or more below San Gabriel Valley Council of Governments (SGVCOG) average daily residential home-based VMT per capita for Rosemead (2012), in a low VMT area 15% or more below SGVCOG average daily home-based VMT per employee for Rosemead (2012) and in a low VMT area 15% or more below SGVCOG average daily VMT per service population for Rosemead (2012). The

[54] City of Rosemead Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment, October 2020.

project is located within all three low VMT areas and meets the 15% or more below SGVCOG baseline VMT criteria.

Transit Priority Area (TPA) Screening

Projects within a TPA (half mile area around an existing major transit stop or an existing stop along a high-quality transit corridor) may be presumed to have a less than significant impact absent substantial evidence to the contrary. Since there are currently no TPA areas within the City of Rosemead the project does not meet the City-established screening criteria for projects within a TPA.

As a result, the project is in three low-VMT generating areas and satisfies the screening criteria for a low-VMT generating area. Therefore, the project would have a less than significant VMT impact.

c) ***Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*** **Less Than Significant Impact.** Site access is provided by a driveway at the north end of the building at Virginia Street, a driveway on the east side of the building at Strathmore Avenue and a driveway on the west side of the building from a public alley. The driveways at the north and east sides of the building are 25-feet wide and the driveway at the west side of the building from the public alley is 22-feet wide. The height restriction for the north and east driveways is 12-feet and the height restriction for driveway on the west from the public alley is 10-feet. All delivery vehicles for the nonresidential space on the ground level would enter the site from Strathmore Avenue and park in a designated loading area on the ground level for site deliveries. The project would allow left and right turns from the driveways at Strathmore Avenue and the public alley at Brighton Street.

Truck Access and Circulation

Service trucks for the commercial uses would have site access from Strathmore Avenue by the driveway at the east side of the site. The height of the two-way driveway at Strathmore Avenue into the parking areas of the building is 12 feet and 25 feet wide and would allow access for project residents, employees, small delivery trucks, emergency personnel, and garbage trucks adequate access to the parking areas and trash receptacles within the building. Delivery trucks would be limited to a maximum height of 10 feet for access into the parking areas for trash pick-up and commercial use deliveries.

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

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

Sight Distance Analysis

A sight distance evaluation was prepared for the project driveways based on guidance from the American Association of State Highway and Transportation Officials (AASHTO) A Policy on Geometric Design of Highways and Streets (2018). The stopping sight distance was determined in accordance with Table 3-1 of the AASHTO Greenbook. Garvey Avenue has a posted speed limit of 35 miles per hour, which is the presumed design speed for this analysis and correlates to a stopping sight distance of 250 feet per AASHTO guidance. The AAHSTO Greenbook does not specify a location for the decision point (i.e., minor road driver's eye) since it depends on the placement of any marked stop line. In this case, there are marked stop lines on the southbound approaches of the minor street roads; therefore, the analysis is based on a point located 10-feet back from the stop line. This allows sufficient space for the driver on the minor road to wait without the front bumper intruding past the marked stop line on the major road.

Figure 19 shows the sight distance evaluation for southbound Brighton Street from both directions. Figure 20 shows the sight distance evaluation for southbound Strathmore Avenue from both directions. Each figure also shows recommended "no parking" zones to prevent on-street parking from obstructing the line of sight. As shown in Figure 19, "no parking" designation is recommended by installing red curb markings along the north side of Garvey Avenue from Brighton Street to approximately 76 feet west and 170 feet east. As shown in Figure 20, "no parking" designation is recommended by installing red curb markings along the north side of Garvey Avenue from Strathmore Avenue to approximately 66 feet west and 160 feet east. Figure 21 summarizes the recommended "no parking" designations for both intersections based on the sight distance analysis.

The following mitigation measure is recommended to reduce potential sigh distance impacts with stop sign controlled intersections from Brighton Street and Strathmore Street at Garvey Avenue.

Mitigation Measure No. 19 Red curbs shall be painted as shown in Figure 21 of this MND prior to the issuance of a building permit.

d) ***Result in inadequate emergency access?*** **Less Than Significant Impact.** The existing public streets and circulation system that serve the site would continue to provide adequate emergency vehicle access for the project. The proposed project driveways at the north project boundary at Virginia Street and Strathmore Avenue are both 25 feet wide and 12-foot high. The project driveway at the public alley on the west side of the building has a width of 22-feet and 10-feet high. Police, fire, paramedic/ambulance, and other emergency vehicles would have adequate site access to respond to on-site emergencies to the site via the proposed project driveways. As stated in Section "VII. c)" above of this MND, the proposed project driveways would be reviewed by the city, including the police and fire departments, to ensure the driveways have adequate widths, heights and turning radius for emergency vehicles to safely enter and exit the site prior to the issuance of a building permit. The project would not significantly impact emergency access to the site.

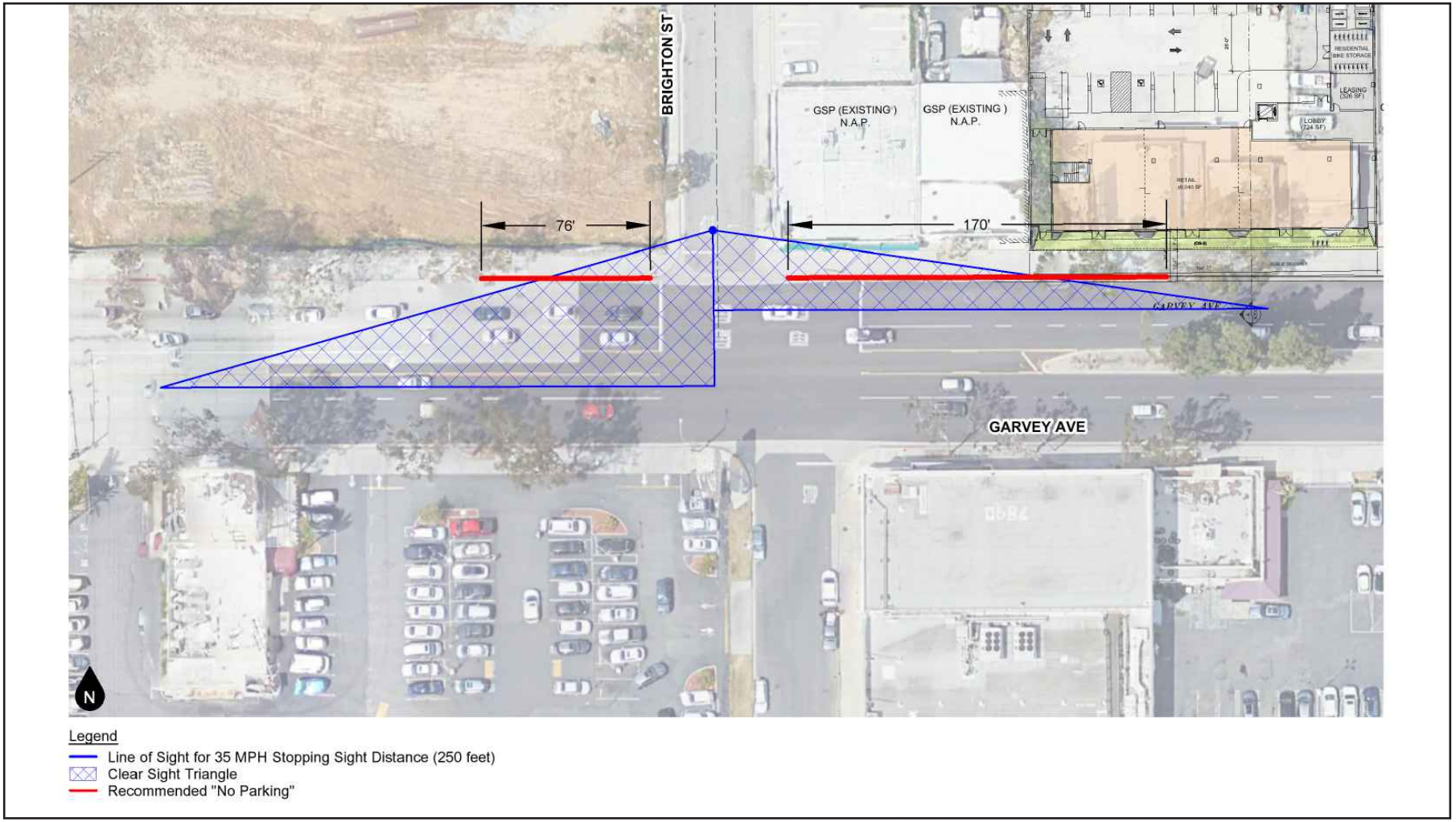
XVIII. TRIBAL CULTURAL RESOURCES: Would the project:

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

i. **Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1 (k). Potentially Significant Unless Mitigation Incorporated.** As required by AB 52, the City mailed letters to nine area Native American Indians that are on record with the City that may have cultural resources associated with the site. On July 11, 2022 the Gabrieleño Band of Mission Indians – Kizh Nation (Kizh Nation) submitted a letter to the City requesting consultation. The City consulted with Chairman Salas of the Kizh Nation on July 7, 2022.

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

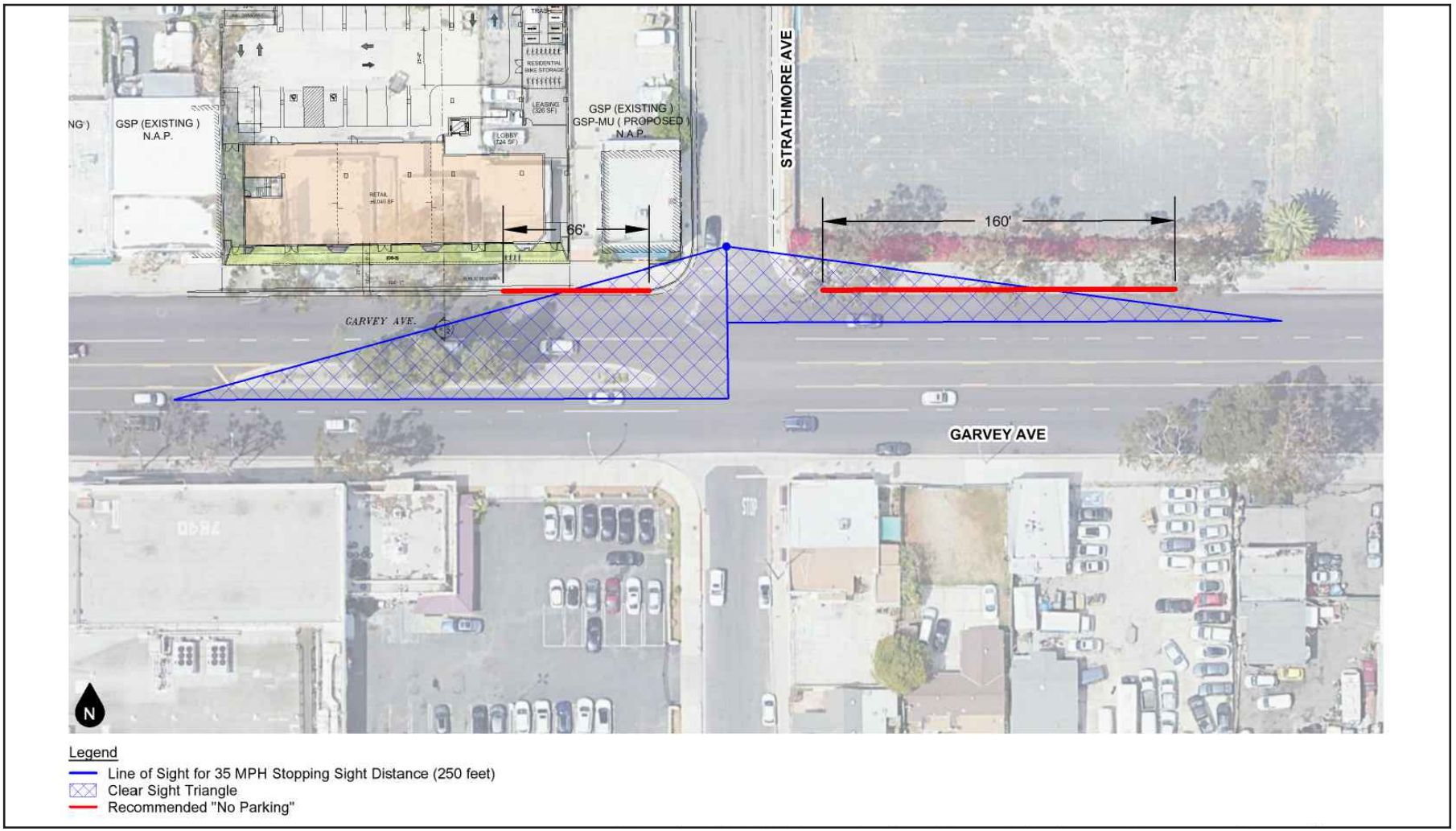
Mitigation Measure No. 20 Prior to the commencement of any ground disturbing activity at the project site, the project applicant shall retain a Native American Monitor approved by the Gabrieleño Band of Mission Indians-Kizh Nation. A



Source: Ganddini Group, Inc.

Figure 19

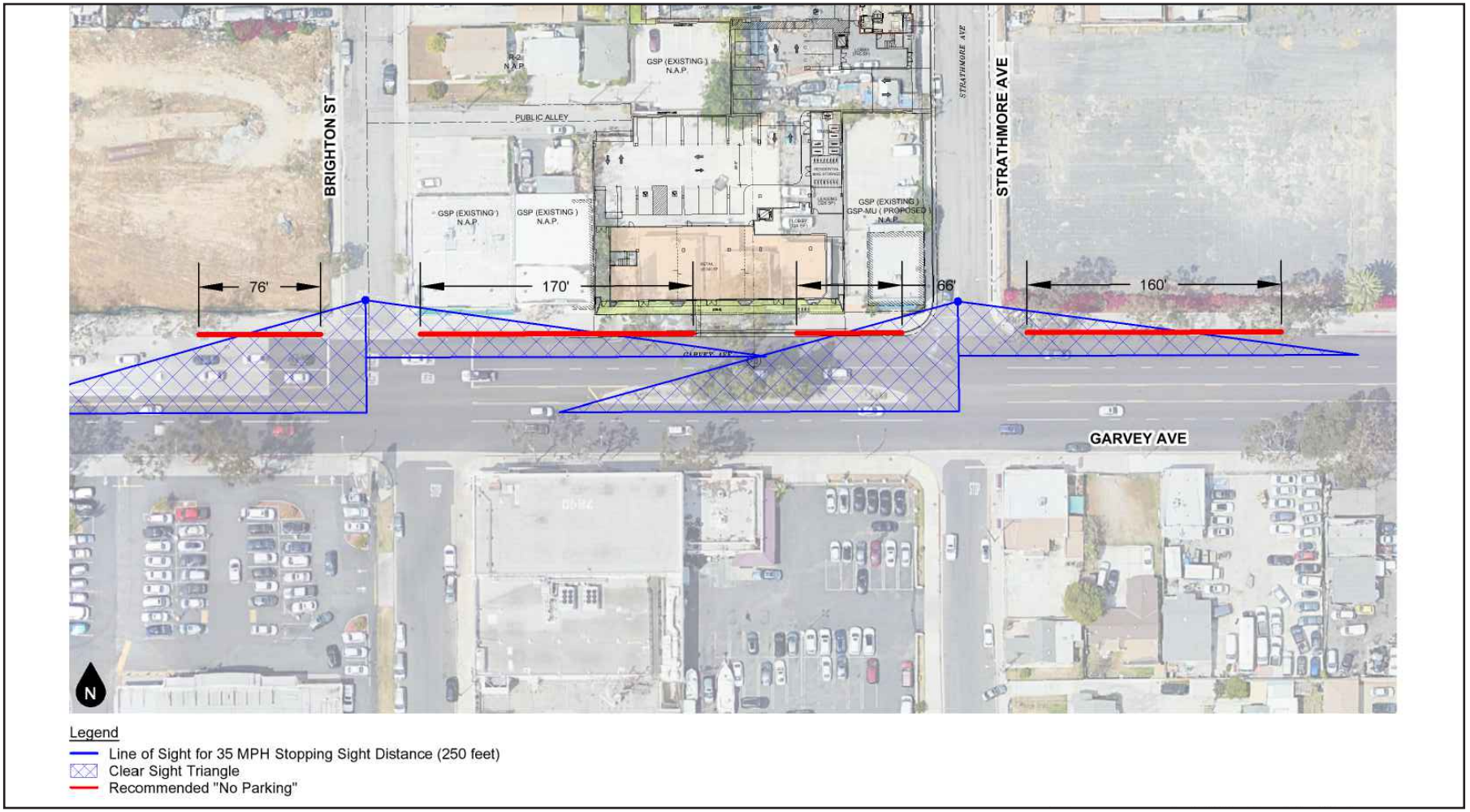
Stopping Sight Distance for Southbound Brighton Street



Source: Ganddini Group, Inc.

Figure 20

Stopping Sight Distance for Southbound Strathmore Avenue



Source: Ganddini Group, Inc.

Figure 21

Recommended "No Parking" Zones

copy of the executed contract shall be submitted to the City of Rosemead Planning and Building Department prior to the issuance of any permit necessary to commence a ground-disturbing activity. The Tribal monitor shall only be present on-site during the construction phases that involve ground-disturbing activities. Ground disturbing activities are defined by the Tribe as activities that may include, but are not limited to, pavement removal, potholing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor shall complete daily monitoring logs that shall provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when all ground-disturbing activities on the project site are completed, or when the Tribal Representatives and Tribal Monitor have indicated that all upcoming ground-disturbing activities at the project site have little to no potential to impact Tribal Cultural Resources.

Mitigation Measure No. 21 Upon discovery of any Tribal Cultural Resources, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 100 feet) until the find can be assessed. All Tribal Cultural Resources unearthed by project activities shall be evaluated by the qualified archaeologist and Tribal monitor approved by the Consulting Tribe. If the resources are Native American in origin, the Consulting Tribe shall retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural and/or historic purposes. If human remains and/or grave goods are discovered or recognized at the project site, all ground disturbance shall immediately cease, and the county coroner shall be notified per Public Resources Code Section 5097.98, and Health & Safety Code Section 7050.5. Human remains and grave/burial goods shall be treated alike per California Public Resources Code Section 5097.98(d)(1) and (2). Work may continue on other parts of the project site while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5[f]). If a non-Native American resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource," time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and PRC Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.

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

ii) **A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. Potentially Significant Unless Mitigation Incorporated.** As discussed in Section "XVIII.a.i." above of this MND, the project could significantly impact tribal resources if present. The implementation of the recommended mitigation measures would reduce potential impacts to tribal resources to less than significant.

XIX. UTILITIES AND SERVICE SYSTEMS: Would the project:

a) ***Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?*** **Less Than Significant Impact.** Water is currently provided to the project site by the Golden State Water Company. There is an existing 10-inch water main in Garvey Avenue adjacent to the site that would serve the project. The 12-inch water main in Garvey Avenue and an 8-inch water main in Strathmore Avenue adjacent to the site that could serve the project. An existing sewer line in the alley lead from Brighton Avenue adjacent to the site has existing capacity to serve the project. Wastewater in the existing sewer line flows east in Brighton Avenue south to Garvey Avenue and eventually connects to an existing 27-inch diameter sewer trunk line at the north terminus of Charlotte Avenue that is owned by the Los Angeles County Sanitation Districts. Wastewater in the 27-inch sewer line flows to the Whittier Narrows Water Reclamation Plant located in the City of South El Monte, which has capacity to treat the wastewater from the project.[55] All other utilities required to serve the project, including storm drainage, electricity, natural gas, and telecommunications are located in Strathmore and Garvey Avenues and have capacity to serve the project and would not have to be relocated. The project would not have any significant public utility impacts.

The project is estimated to consume approximately 36,161 gallons of water per day as shown in Table 30 of this MND. The project is estimated to generate approximately 24,792 gallons per day of wastewater.[56] The project water and wastewater needs can be accommodated by the existing facilities and construction of new or expanded water or wastewater facilities would not be required. The project would be required to install State mandated low flow water fixtures to minimize water consumption and wastewater generation. The project will not require the construction of any sewer or water lines and have any significantly environmental impacts.

Table 33
Estimated Project Water Consumption

Use	Units/Sq. Ft.	Consumption Rate	Consumption
Residential	93 units	324 gallons/day/unit[57]	30,132 gallons/day
Retail/Office/Residential-work	35,105sq. ft.	320 gallons/day/1,000 sq. ft.[58]	11,234 gallons/day
		Total	**41,366 gallons/day**

[55] Ms. Donna Curry, County Sanitation Districts of Los Angeles County, letter dated July 12, 2022.
[56] Ibid.
[57] Assumes 4 persons/apartment at 81 gallons/person/day equals 324 gallons/unit/day. Los Angeles County Public Works, October 27, 2022.
[58] City of Los Angeles, Bureau of Engineering.

b) ***Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?*** **Less Than Significant Impact.** Potable water is provided to the project site by the Golden State Water Company. As shown in Table 30 of this MND the project is estimated to consume approximately 20,909 gallons of water per day. Based on the Golden State Water Company, South San Gabriel Service Area 2020 Urban Water Management Plan, July 16, 2021, the Golden State Water Company has an adequate water supply to meet the demand of the project into the future. The project would have a less than significant impact on water supply.

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

d) ***Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*** **Less Than Significant Impact.** The project would generate more solid waste from the site than the current uses due to an increase in the amount of development proposed for the site compared to the existing development on the site. The solid waste from the project would be hauled to the Puente Hills Materials Recovery Facility (MRF) in the City of Whittier and operated by the Sanitation Districts of Los Angeles County. The MRF separates recyclable material from municipal solid waste and all residual waste is hauled to permitted landfills and all recovered recyclable materials are recycled. The Puente Hills MRF is permitted to accept up to 4,400 tons per day (8,800,000 pounds/day) of municipal solid waste.

The project is estimated to generate approximately 617[59] pounds per day of solid waste of which approximately 50% is recycled and the remaining 50% is hauled to a permitted landfill. The municipal solid waste generated by the project is not anticipated to significantly impact the permitted capacity of any Los Angeles County Sanitation Districts landfills. Solid waste collection will be required to conform to RMC 17.74.050(B)(7) in terms of collection hours, trash enclosures, screening, etc. The project will not have any significant solid waste impacts.

Once the project is constructed and operational, it is estimated to generate approximately 617 pounds of solid waste per day.[60] Of the 617 pounds, approximately 50%, or 309 pounds per day would be recycled and the balance of non-recycled material would be hauled to a permitted landfill. The 309 pounds of solid waste that is estimated to be generated by the project represents a nominal amount of the solid waste that would be hauled to a landfill that would serve the project. Therefore, the impact of the solid waste generated by the project would be less than significant.

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

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

a) **Substantially impair an adopted emergency response plan or emergency evacuation plan? No Impact.** The project does not propose any improvements that would impair or impact any emergency

[59] https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates, Residential - 4 pounds/day/unit, Commercial – 13 pounds/1,000 sq. ft/day

[60] https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates, Residential - 4 pounds/day/unit, Commercial – 13 pounds/1,000 sq. ft/day.

response or emergency evacuation plan associated with an emergency evacuation plan, including a response to a fire in the closest Local Responsibility Area (LRA) or State Responsibility Area (SRA) fire hazard zones as discussed in Section "XX. b." below of this MND.

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?*** **Less Than Significant Impact.** There are no moderate, high or very high fire hazard severity zones in an SRA within the City of Rosemead.[61] The closest SRA designated fire hazard zone to the project site is the open space in Turnball Canyon located approximately six miles southeast of the project and outside the City. There are also no Very High Fire Hazard Safety Zones in a LRA in the City of Rosemead. The closest LRA designated Very High Fire Hazard Safety Zone is the open space in the City of Whittier located approximately four miles southeast of the project. While the project is not within or adjacent to any LRA or SRA fire hazard areas, Santa Ana winds could expose project occupants and employees to smoke and other pollutants associated with wildfires located the LRA and SRA fire hazard areas southeast of the project. However, that exposure would not be site specific because much of the City of Rosemead and the general geographic area adjacent to Rosemead would also be exposed and not the project site specifically. The project would not expose project occupants or employees to significant pollutant concentrations from a wildfire due to slope, prevailing winds, or other factors.

c) ***Reguire the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*** **No Impact**. The project would be required by the 2022 CBC to install fire sprinklers. However, the project would not be required to install and maintain any roads, fuel breaks, emergency water sources, power lines or other utilities to protect the project and the immediate area from a wildfire because the project is not located in a Moderate, High or Very High fire hazard zone as discussed in Section "XX. a." above of this MND.

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

XXI. MANDATORY FINDINGS OF SIGNIFICANCE:

a) ***Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?*** **Less Than Significant Impact.** The 1.21-acre site is developed with commercial use. The site is sparely vegetated and the vegetation that is present includes introduced urban landscape materials. There are no rare, endangered, or sensitive plants or wildlife on the site that would be impacted by the project. The existing commercial buildings on the project site do not represent California history or prehistory that would be impacted by their demolition and removal. The project would not significantly impact biological resources and would have no historical resource impacts.

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***

[61] https://osfm.fire.ca.gov/media/6705/fhszs_map19.pdf

when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) **Less Than Significant Impact.** The City of Rosemead identified fourteen projects that, along with the proposed project, could have cumulative impacts. The cumulative projects are shown in Table 34 and their locations are shown in Figure 22.

Table 34
Cumulative Projects

Address	Proposed Project	Status
#1 - 7419-7459 Garvey Avenue	Residential/Commercial Mixed Use: • Phase I: 17,270 Sq. Ft. Commercial & 241 Apartments Units • Five to Six-Stories • Phase II: 120 Apartment Units • Five-Stories Total Residential Units: 361 Total Sq. Ft. of Commercial 17,270 Total Live/Work Units: 110	Plans Being Revised
#2 - 7801-7825 Garvey Avenue	Residential/Commercial Mixed Use: • 35,548 Sq. Ft. Commercial • 92 Residential Units (some live/work units) • Six-Stories	Building Plan Check
#3 - 8002 Garvey Avenue	Residential/Commercial Mixed Use: • 11,542 Sq. Ft. Commercial • 109 Residential Units (40 Live-Work Units)	Plans Being Revised
#4 - 8449 Garvey Avenue	Residential/Commercial Mixed Use: • 15,600 Sq. Ft. Commercial • 26 Residential Units • Four-Stories	Construction Completed – Certificate of Occupancy Issued
#5 - 8900 Glendon Way	Five story Hampton Inn & Suites Hotel with 123 guest rooms	Building Plans Approved
#6 - 3133-3141 Willard Avenue	31 residential units General Plan Amendment, Zone Change, & TTM	Construction Completed – Certificate of Occupancy Issued
#7 - 500 Montebello Boulevard	Six story Marriott Dual Hotel with 199 guest rooms	Entitlements Submitted – On Hold
#8 - 3035 San Gabriel Boulevard	Residential/Commercial Mixed Use: • 73,750 Sq. Ft. Commercial • 160 Residential Units (some live/work units) • Six-Stories	Site Plan Review – Plans being revised
#9 - 4316 Muscatel Avenue	10 condominiums – Small lot subdivision	Entitlements Submitted
#10 - 8399 Garvey Avenue	Proposed 15,000 sq. ft. medical clinic	Construction Completed – Certificate of Occupancy Issued
#11 – 3001 Walnut Grove Avenue	Residential/Commercial Mixed Use: • 17,394 Sq. Ft. Commercial • 42 Residential Condos (Seven-Low Income) • Four-Stories	Building Plan Check
#12 – 2562 River Ave	36,596 sq. ft. warehouse	Entitlements Submitted
#13 - 8601 Mission Drive	37 Residential Units General Plan Amendment, Zone Change, & TTM	Under Construction
#14- 7539 &7545 Garvey Avenue	Residential/Commercial Mixed Use: • 6,346 Sq. Ft. Commercial • 75 Apartment Units (some live/work units) • Seven-Stories	Entitled

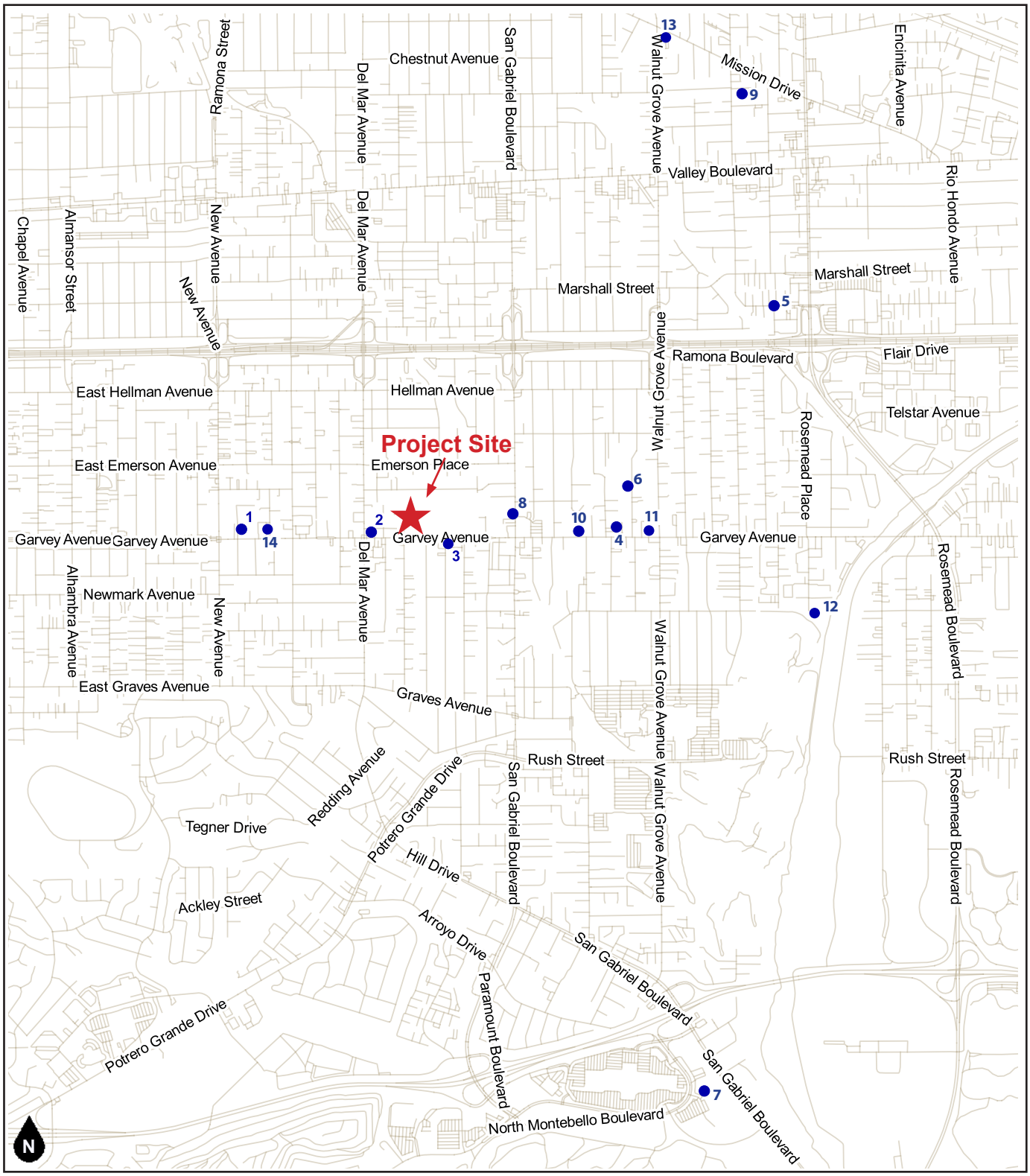


Figure 22

Cumulative Project Location Map

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

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