

**CATEGORICAL EXEMPTION
AND
ENVIRONMENTAL ASSESSMENT**

**ROSEMEAD TOWNHOMES
6540 ROSEMEAD BOULEVARD
PICO RIVERA, CALIFORNIA 90660**



LEAD AGENCY:

**CITY OF PICO RIVERA
COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT
6615 PASSONS BOULEVARD
PICO RIVERA, CALIFORNIA 90660**

REPORT PREPARED BY:

**BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING
2211 S. HACIENDA BOULEVARD, SUITE 107
HACIENDA HEIGHTS, CALIFORNIA 91745**

APRIL 11, 2024

PICO 049

THIS PAGE HAS BEEN INTENTIONALLY LEFT BLANK.

TABLE OF CONTENTS

1.0 INTRODUCTION	7
2.0 PROJECT LOCATION	7
3.0 ENVIRONMENTAL SETTING.....	8
<i>Exhibit 1 Regional Map</i>	<i>9</i>
<i>Exhibit 2 Citywide Map.....</i>	<i>10</i>
<i>Exhibit 3 Local Map.....</i>	<i>11</i>
<i>Exhibit 4 Aerial Photograph</i>	<i>12</i>
<i>Exhibit 5 On-Site Photographs</i>	<i>13</i>
4.0 PROJECT DESCRIPTION	14
<i>Exhibit 6 Site Plan.....</i>	<i>17</i>
<i>Exhibit 7 Building Elevations.....</i>	<i>18</i>
<i>Exhibit 8 Building Elevations</i>	<i>19</i>
<i>Exhibit 9 Building Elevations</i>	<i>20</i>
<i>Exhibit 10 Building Elevations.....</i>	<i>21</i>
<i>Exhibit 11 Building Elevations</i>	<i>22</i>
5.0 CATEGORICAL EXEMPTION FINDINGS	23
FINDING 5.1. - LAND USE COMPATIBILITY (CEQA SECTION 15332 (A)	24
FINDING 5.2 - PROJECT SITE SIZE (CEQA SECTION 15332 (B)	25
FINDING 5.3 - HABITAT VALUE (CEQA SECTION 15332 (C)	25
FINDING 5.4 - SIGNIFICANT EFFECTS (TRAFFIC, NOISE, AIR, PUBLIC SERVICES AND UTILITIES) (CEQA SECTION 15332 (D)	26
FINDING 5.5 - SIGNIFICANT EFFECTS ON UTILITIES AND PUBLIC SERVICES (CEQA SECTION 15332 (E).....	35
FINDING 5.6.1. - DISLOCATION	39
FINDING 5.6.2. - SENSITIVE ENVIRONMENTAL RESOURCES	39
FINDING 5.6.3. - SCENIC NATURAL VIEWS.....	40
FINDING 5.6.4. - CORTESE LISTING	40
FINDING 5.6.5. - HISTORIC RESOURCES	40
FINDING 5.6.6. - STATE TRUSTEE OR RESPONSIBLE AGENCY APPROVAL	41

APPENDICES (UNDER A SEPARATE COVER)

- Appendix A – Air Quality Report
- Appendix B – Noise Measurements
- Appendix C – Traffic Impact Study
- Appendix D – Phase I and II Environmental Site Assessment

THIS PAGE HAS BEEN INTENTIONALLY LEFT BLANK.

CATEGORICAL EXEMPTION

TO: Los Angeles County Registrar Recorder
Los Angeles County Clerk, Main Office
12400 Imperial Highway
Norwalk, California 90650

FROM: City of Pico Rivera
Community and Economic Development Department.
6615 Passons Boulevard
Pico Rivera, California 90660

NAME: Rosemead Townhomes.

ADDRESS: 6540 Rosemead Boulevard, Pico Rivera, California, 90660.

CITY/COUNTY: City of Pico Rivera, Los Angeles County.

APPLICANT: Chris Courtney, Brandywine Homes, 16580 Aston Road, Irvine, California 92606.

PROJECT: The City of Pico Rivera, in its capacity as a Lead Agency, is reviewing an application that would include a Conditional Use Permit and Vesting Tentative Tract Map that would include the construction of 95 townhome units within a 4.04-acre site located at 6540 Rosemead Boulevard. The site is currently occupied by a two level motel (the Knights Inn Hotel) consisting of 100 guest rooms and other amenities. The existing onsite improvements would be demolished to accommodate the proposed new residential development. The new residential development would consist of 16 new buildings including 7, five-plex buildings (each building would contain 5 residential units); 3, six-plex buildings (each building would contain 6 units); 3, eight-plex buildings (each building would contain 8 units); 2, nine-plex buildings (each building would contain 9 units); and an amenity building. The 15 residential buildings would contain 3 levels and the amenity building would consist of a single level. The 95-residential units would consist of four floor plans (referred to as Plan 1, Plan 2, Plan 3, and Plan 4). Plans 1 and 2 would consist of 2 bedrooms and 2 ½ baths, Plan 3 would consist of 3 bedrooms and 3 ½ baths, and Plan 4 would consist of 4 bedrooms and 3 ½ baths. The proposed project would provide a total of 202 parking spaces including 190 enclosed garage spaces for residents and 24 parking spaces for guests. Common open space would total 25,047 square feet. Vehicular access would be provided by a gated driveway with the west side of Rosemead Boulevard. The internal drive aisles are 26-feet in width and consists of two travel lanes. The project site's zoning designation is *General Commercial (G-C)*.

EXEMPTION: The project qualifies as exempt pursuant to CEQA Guidelines Section 15332 (Class 32 Infill Development Exemption).

STATUS: Ministerial (Section 21080 (b)(1); (Section No. _____));
 Declared Emergency (Section 21080 (b)(3); (Section No. _____));
 Emergency Project (Section 21080 (b)(4); (Section No. _____));
 Statutory Exemption (Section No. _____);
 Categorical Exemption Section No. 15332, Infill Exemption.
 The activity is not subject to CEQA (Section No. _____);
 Other.

CITY CONTACT Aneli Gonzalez, Assistant Planner
City of Pico Rivera Community and Economic Development Department
6615 Passons Boulevard
Pico Rivera, California. 90660

Signature _____ Date: _____

THIS PAGE HAS BEEN INTENTIONALLY LEFT BLANK.

1.0 INTRODUCTION

The City of Pico Rivera, in its capacity as a Lead Agency, is reviewing an application of a Conditional Use Permit and Vesting Tentative Tract Map that would involve the construction of 95 townhome units within the 4.04-acre site located at 6540 Rosemead Boulevard. The site is currently occupied by a two level motel (the Knights Inn Hotel) consisting of 100 guest rooms, a restaurant, and other amenities. The existing onsite improvements would be demolished to accommodate the proposed new townhome development. The new residential development would consist of 16 new buildings including 7, five-plex buildings (each building would contain 5 units); 3, six-plex buildings (each building would contain 6 units); 3, eight-plex buildings (each building would contain 8 units); 2, nine-plex buildings (each building would contain 9 units); and an amenity building. The 15 residential buildings would contain 3 levels and the amenity building would consist of a single level. The 95-residential units would consist of four floor plans (referred to as Plan 1, Plan 2, Plan 3, and Plan 4). Plans 1 and 2 would consist of 2 bedrooms and 2 ½ baths, Plan 3 would consist of 3 bedrooms and 3 ½ baths, and Plan 4 would consist of 4 bedrooms and 3 ½ baths. The proposed project would provide a total of 202 parking spaces including 190 enclosed garage spaces for residents and 24 parking spaces for guests. Common open space would total 25,047 square feet. Vehicular access would be provide by a gated driveway access with the east side of Rosemead Boulevard. The internal drive aisles would be 26-feet in width and consists of two travel lanes. The project site's zoning designation is *General Commercial (G-C)*. The project site's address is 6540 Rosemead Boulevard, in the City of Pico Rivera.¹

Pursuant to the California Environmental Quality Act (CEQA) Guidelines, a Notice of Exemption (NOE) may be filed if the City of Pico Rivera, in its capacity as the Lead Agency for the proposed project, determines that a proposed action or project is exempt from CEQA. According to the CEQA Guidelines, a NOE must contain the following information:

- A description of the proposed action or project;
- A finding that the proposed action or project is exempt, including a citation of the State CEQA Guidelines section or statute under which the project is found to be exempt; and,
- A brief statement in support of the finding.²

The analyses of potential impacts that support the Categorical Exemption's (CE's) findings are provided herein in Section 5.0, Findings Supporting the Applicable CEQA Exemption. This CE and the supporting environmental analysis represent the City's independent judgment and the position of the City of Pico Rivera, in its capacity as the Lead Agency. The project Applicant is Chris Courtney, Brandywine Homes, 16580 Aston Road, Irvine, California 92606.

2.0 PROJECT LOCATION

The project site is located within the central portion of the City of Pico Rivera. Pico Rivera is located in southeastern Los Angeles County, approximately 10 miles southeast of downtown Los Angeles. Pico Rivera is bounded by the City of Downey on the south, the City of Montebello on the west, the Whittier Narrows Regional Park on the north, and the City of Whittier and the City of Santa Fe Springs on the east.³ Major physiographic features in the surrounding area include the Rio Hondo River located approximately 4,000

¹ Danielian Associates Architects and Planners. *Brandywine Homes. 6540 Rosemead Boulevard*] *Architectural Site Plan*. January 1, 2023.

² CEQA Guidelines California Code of Regulations, Title 14, Division 6, Chapter 3, Article 19. Categorical Exemptions. (Section 15332).

³ United States Geological Survey. *Whittier 7½ Minute Quadrangle. Photo revised 1994.*

feet to the west, the San Gabriel River located approximately 1.06 miles to the east, the Montebello Hills located approximately 2.6 miles to the northwest, and the Puente Hills located approximately 4.5 miles to the northeast.⁴ The location of the City of Pico Rivera in a regional context, is shown in Exhibit 1. A citywide map is provided in Exhibit 2 indicating the site's location in the City.

The project site is located on the east side of Rosemead Boulevard. The site's address is 6540 Rosemead Boulevard. The Assessor's Parcel Number (APN) that is applicable to the project site is 6378-017-004. The project site is located approximately 1.17 miles south of Whittier Boulevard and 1,455 feet north of Washington Boulevard. The project site's latitude and longitude are 33°98'58.29"N; -118°09'40.81"N. A local map is provided in Exhibit 3. An aerial photograph of the project site is shown in Exhibit 4.

3.0 ENVIRONMENTAL SETTING

The project site is located on a developed property that is currently designated as *General Commercial (G-C)* which permits Multiple Family Residential developments under the City of Pico Rivera Zoning Ordinance. The site is currently occupied by a two level motel (the Knights Inn Hotel) that consists of 100 guest rooms and other amenities. Within the paved portions of the project site, surface water is collected in stormwater drains and culverts, and is diverted to the sanitary sewer. On the unpaved portions of the project site, surface runoff infiltrates (percolates) into the ground surface. Approximately 90% of the site is covered over in impervious surfaces (buildings and parking areas). An aerial photograph of the project site is provided in Exhibit 4. Photographs of the project site are provided in Exhibit 5. The surrounding land uses include the following:⁵

- *North of the Site:* A two level office building is located to the north of the site (6500 Rosemead Boulevard). This existing building is occupied by the United Auto Workers (UAW) Region 6. This area is zoned as *General Commercial (C-G)*.⁶
- *South of the Site:* A water well (Well No. 11) operated by Pico Water District, is located to the south of the site. A liquor store (6616 Rosemead Boulevard) is located on the northwest corner of Rosemead Boulevard and Carron Drive. Single-family homes are located further east, on the north side of Carron Drive. These homes have frontage along the north side of Carron Drive. This area is zoned as *Single-Family Residential (S-F)* and *General Commercial (C-G)*.
- *West of the Site:* The Rosemead Boulevard right-of-way (ROW) extends along the project site's west side. Various office uses and the Pico Rivera Gardens housing complex are located further west, along the west side of Rosemead Boulevard. This area is zoned as *Professional Administrative (P-A)*.⁷
- *East of the Site:* Single-family homes are located to the east of the site. These homes have frontage on Bequette Avenue. This area is zoned as *Single-Family Residential (S-F)*.⁸

⁴ Google Maps and City of Pico Rivera Zoning Map. Website accessed on March 11, 2024.

⁵ Ibid.

⁶ Ibid.

⁷ Ibid.

⁸ Ibid.

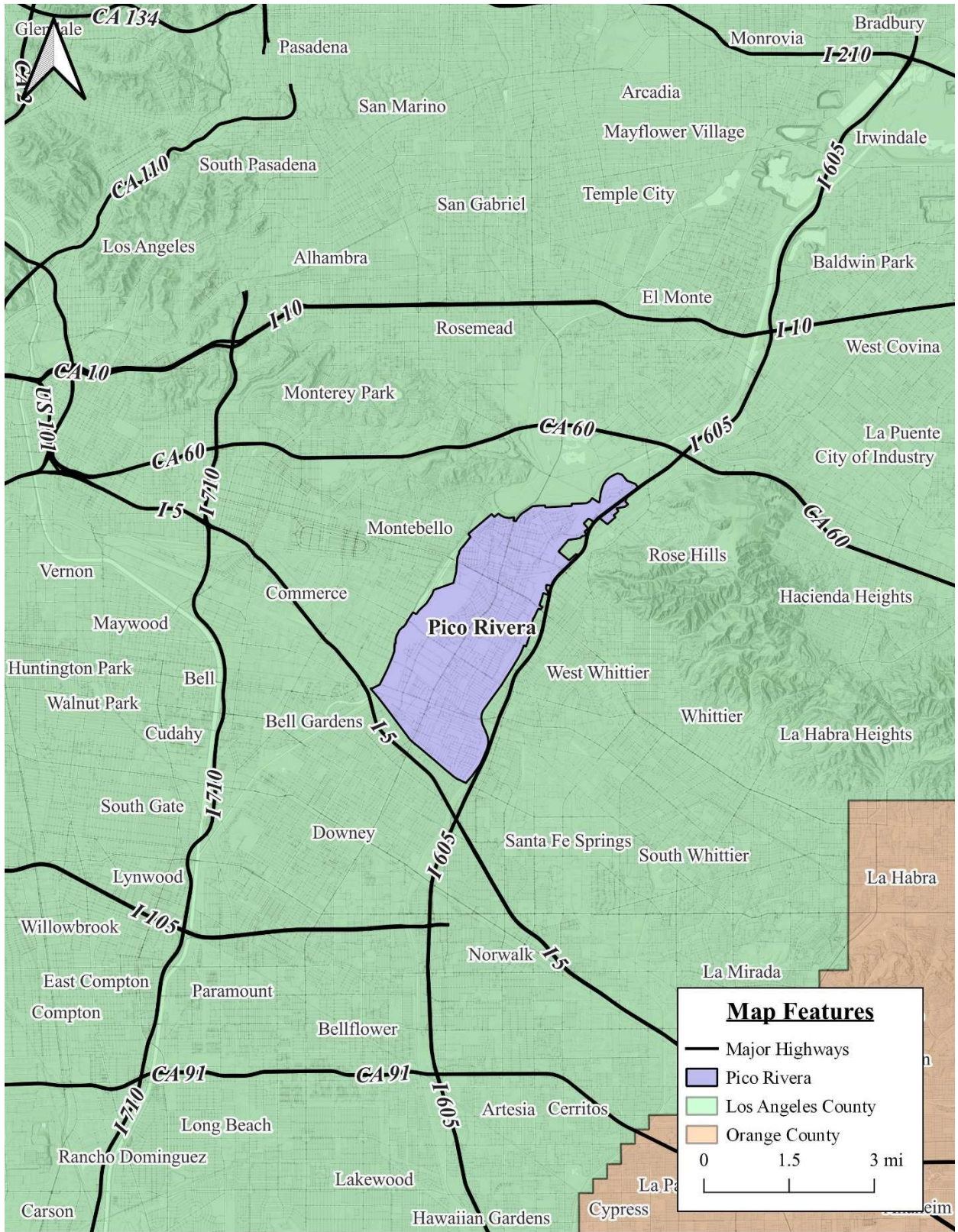


EXHIBIT 1 REGIONAL MAP
Source: Blodgett Baylosis Environmental Planning

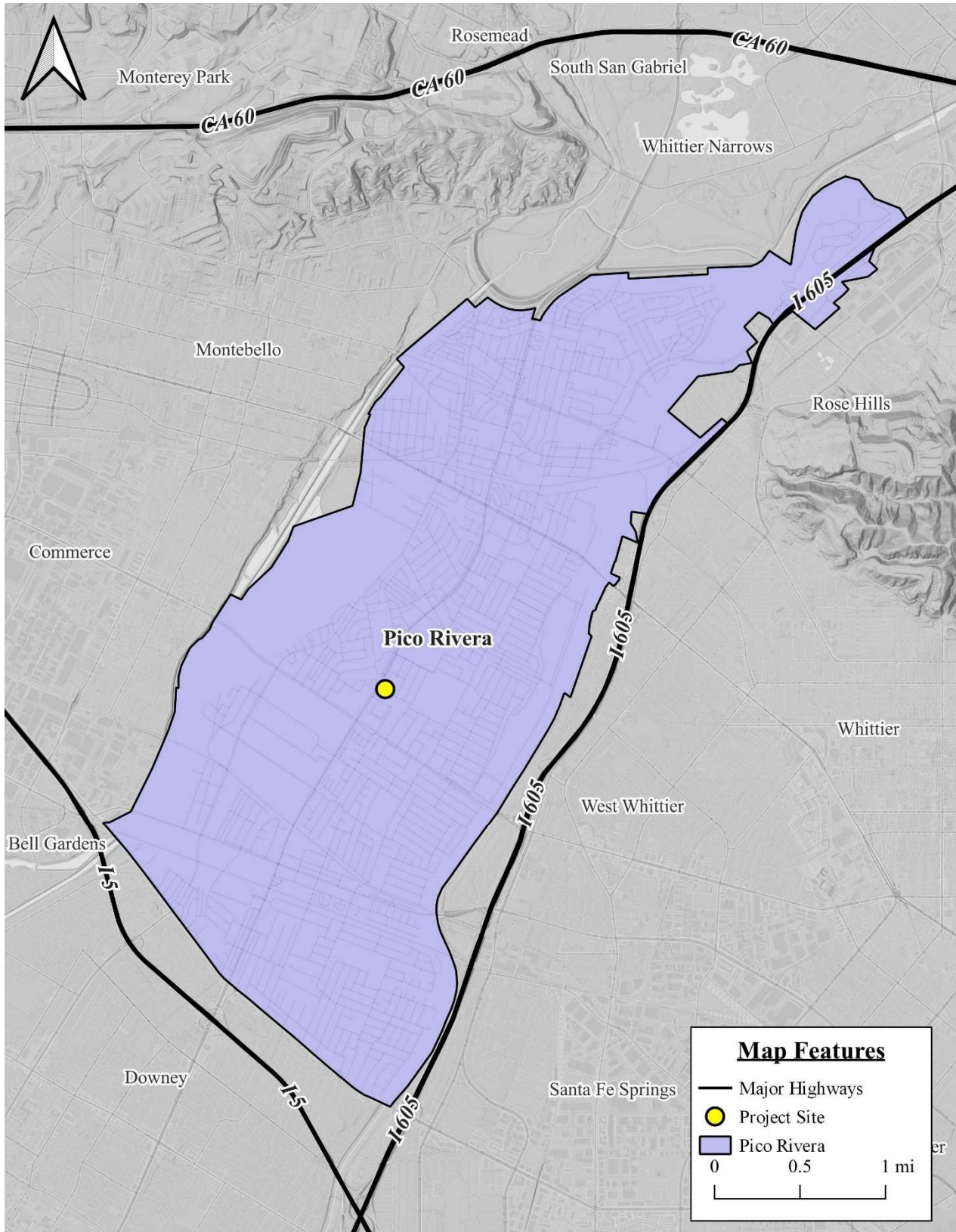


EXHIBIT 2 CITYWIDE MAP
Source: Blodgett Baylosis Environmental Planning

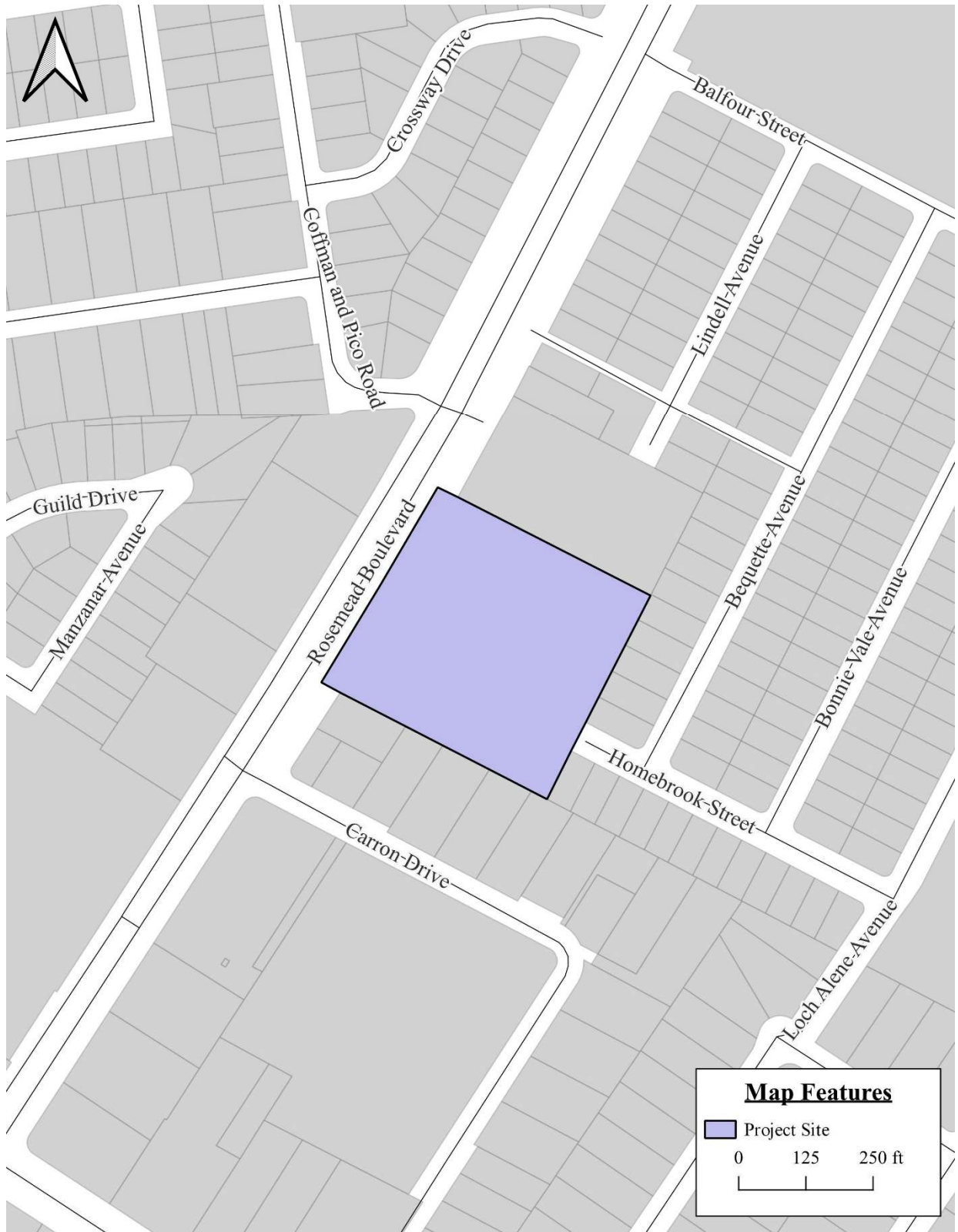


EXHIBIT 3 LOCAL MAP
Source: Blodgett Baylosis Environmental Planning



EXHIBIT 4 AERIAL PHOTOGRAPH
Source: Google Maps



Picture A



Picture F



Picture B



Picture E



Picture C



Picture D

EXHIBIT 5 ON-SITE PHOTOGRAPHS
Source: Blodgett Baylosis Environmental Planning

The environmental setting of the project site and the surrounding area are summarized in Table 1.

Table 1 Environmental Setting

Location	Existing Use	Zoning Designation
Project Site	Motel (Knights Inn Motel)	General Commercial (G-C)
North of the Site	Office Building (UAW Region 6).	General Commercial (G-C)
South of the Site	Market and Water Well No. 6. Single family homes (4 units).	General Commercial (G-C) and Single Family Residential (S-F)
West of the Site	Rosemead Blvd. Offices and Pico Rivera Gardens housing complex	Professional Administrative (P-A)
East of the Site	Single-family homes (10 units).	Single Family Residential (S-F)

Source: Blodgett Baylosis Environmental Planning

4.0 PROJECT DESCRIPTION

The site is currently occupied by a two level motel (Knights Inn Hotel) consisting of 100 guest rooms, a restaurant, and other amenities. The existing on-site improvements would be demolished to accommodate the proposed new townhome development. The proposed project would then involve the site’s development with 95-townhomes.⁹ The key project elements are summarized below:

- *Site Plan.* The proposed project would involve the construction of 95 townhome units within the 4.04-acre site located at 6540 Rosemead Boulevard. The new 95 townhome units would be located within 15 new, three level buildings. A single one-level building would be a clubhouse. The proposed project’s development density would be 23.5 units per acre. The proposed project’s lot coverage is 44%. The total floor area of the new buildings would be 227,861 square feet. The development’s floor area ratio (FAR) is 1.32.¹⁰
- *New Buildings.* The new residential development would consist of 16 new buildings including 7, five-plex buildings (each building would contain 5 units); 3, six-plex buildings (each building would contain 6 units); 3, eight-plex buildings (each building would contain 8 units); 2, nine-plex buildings (each building would contain 9 units); and an amenity building. The 15 residential buildings would contain 3 levels and the amenity building would consist of a single level. The maximum height of the three story townhome units would be 37 feet, 3-inches.¹¹ Each townhome unit would be provided a two-car enclosed garage. The characteristics are summarized in Table 2.

⁹ Danielian Associates Architects and Planners. *Brandywine Homes. 6540 Rosemead Boulevard] Architectural Site Plan.* January 1, 2023.

¹⁰ Ibid.

¹¹ Ibid.

Table 2 Description of New Buildings

Building Type	Description	Buildings
5 Plex Building	5 units/building	4,5,7,10,11,14,15
6-Plex Building	6 units /building	2,3,8
8-Plex Building	8 units/building	6,12,13
9-plex Building	9 units/building	1,9
Amenity Building	One level clubhouse	--

Source: Danielian Associates Architects

- Housing Units.* The 95-residential units would consist of four floor plans (referred to as Plan 1, Plan 2, Plan 3, and Plan 4). Plans 1 and 2 would consist of 2 bedrooms and 2 ½ baths, Plan 3 would consist of 3 bedrooms and 3 ½ baths, and Plan 4 would consist of 4 bedrooms and 3 ½ baths. The floor area of the proposed units would range from 1,396 square feet to 2,038 square feet. As indicated in Table 3, 43 units would consist of 2-bedrooms, 2 ½ bathrooms, 30 units would consist of 3 bedrooms, 3 ½ bathrooms, and 22 units would consist of 4 bedrooms and 3 ½ bathrooms. Each unit would have 150 square feet of ground level open space yard area and 100 square feet of open space on the upper level decks. Each townhome unit would be provided with a two-car enclosed garage. Table 3 summarizes the housing unit types.¹²

Table 3 Description of Unit Types

Unit Plan	Unit Type	Floor Area	# Units
Plan 1 (Tandem Garage)	2 bd., 2 ½ bath	1,396 sq. ft.	13 units
Plan 2 (Tandem Garage)	2 bd., 2 ½ bath	1,366 sq. ft.	30 units
Plan 3 (Side by Side Garage)	3 bd., 3 ½ bath	1,809 sq. ft.	30 units
Plan 4 (Side by Side Garage)	4 bd., 3 ½ bath	2,038 sq. ft.	22 units
Total	--	--	95 units

Source: Danielian Associates Architects

- Amenities.* This new development would include a one level 1,260 square foot clubhouse. The clubhouse would include a multi-purpose room, a covered patio, and a pool area. In addition to the common open space, each unit would have 150 square feet of ground level open space yard area and 100 square feet of open space on the upper level decks.¹³
- Parking and Access.* The proposed project would provide a total of 202 parking spaces including 190 spaces for residents and 24 parking spaces for guests. Each of the 95 units would be provided with two enclosed parking spaces in the garages. Of the total 190 enclosed parking spaces, 52 units would have side by side parking and 43 units would include tandem parking. Vehicular access would be

¹² Danielian Associates Architects and Planners. *Brandywine Homes. 6540 Rosemead Boulevard] Architectural Site Plan.* January 1, 2023.

¹³ Ibid.

provide by a gated driveway with the east side of Rosemead Boulevard. The gates are setback from the Rosemead Boulevard right-of-way (ROW) 46-feet. There is room for cars to turn-around in the event the resident is not home to open the gate. The internal drive aisles would be 26-feet in width and would consist of two travel lanes.¹⁴

- *Open Space and Landscaping.* Landscaping would be installed around the site’s perimeter and along the development’s Rosemead Boulevard frontage. Common open space would total 25,047 square feet.¹⁵

The proposed project is summarized below in Table 4.

Table 4 Project Summary

Project Element	Description	Total Floor Area
Site Area	4.04-acres	--
Building 1	9-plex (3 story residential bldg.)	22,564 sq. ft.
Building 2	6-plex (3 story residential bldg.)	14,591 sq. ft.
Building 3	6-plex (3 story residential bldg.)	14,591 sq. ft.
Building 4	5-plex (3 story residential bldg.)	12,282 sq. ft.
Building 5	5-plex (3 story residential bldg.)	12,282 sq. ft.
Building 6	8-plex (3 story residential bldg.)	17,622 sq. ft.
Building 7	5-plex (3 story residential bldg.)	12,282 sq. ft.
Building 8	6-plex (3 story residential bldg.)	14,591 sq. ft.
Building 9	9-plex (3 story residential bldg.)	22,564 sq. ft.
Building 10	5-plex (3 story residential bldg.)	12,282 sq. ft.
Building 11	5-plex (3 story residential bldg.)	12,282 sq. ft.
Building 12	8-plex (3 story residential bldg.)	17,622 sq. ft.
Building 13	8-plex (3 story residential bldg.)	17,662 sq. ft.
Building 14	5-plex (3 story residential bldg.)	12,282 sq. ft.
Building 15	5-plex (3 story residential bldg.)	12,282 sq. ft.
Building 16	Clubhouse	1,260 sq. ft.
Landscaping	25,047 sq. ft.	--
Parking	202 spaces	--

Danielian Associates Architects and Planners.

The proposed site plan is shown in Exhibit 6. Building elevations are provided in Exhibits 7 through 10.

¹⁴ Danielian Associates Architects and Planners. *Brandywine Homes. 6540 Rosemead Boulevard] Architectural Site Plan.* January 1, 2023.

¹⁵ Ibid.

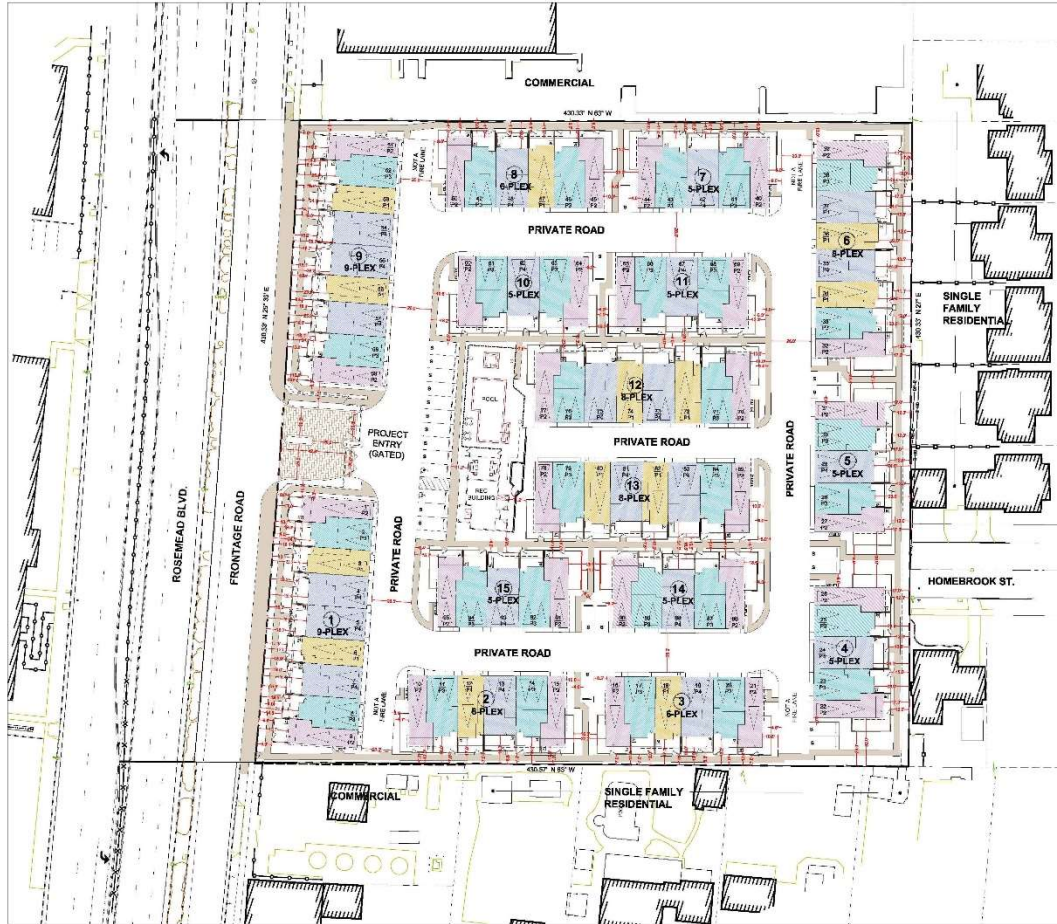
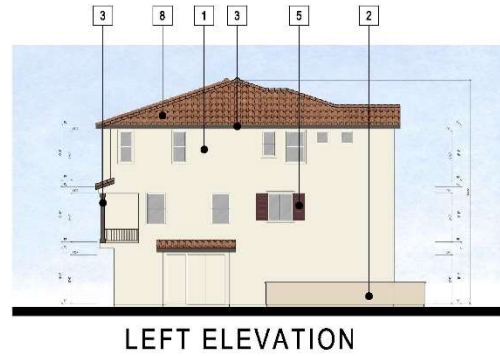


EXHIBIT 6 SITE PLAN
 Source: Danielian Associates Architects and Planners

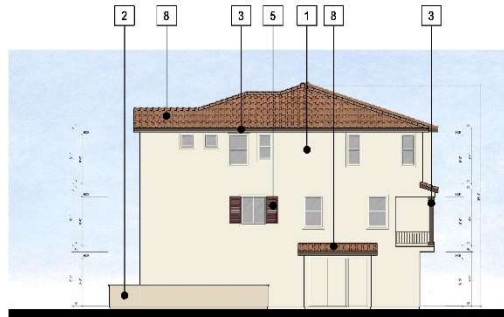
**CITY OF PICO RIVERA CATEGORICAL EXEMPTION AND ENVIRONMENTAL ASSESSMENT
ROSEMEAD TOWNHOMES • 6540 ROSEMEAD BOULEVARD • PICO RIVERA, CALIFORNIA**



LEFT ELEVATION



FRONT ELEVATION



RIGHT ELEVATION



REAR ELEVATION

PAD & FF ELEVATION VARIES
(BUILDING STEP OCCURS PER
GRADING PLAN)

PAD & FF ELEVATION VARIES
(BUILDING STEP OCCURS PER
GRADING PLAN)

FINISH FLOOR & PAD ELEVATION HEIGHTS:

BUILDING 4	185.10' PAD	185.77' FF	185.35' PAD	188.02' FF
BUILDING 5	185.25' PAD	185.92' FF	185.00' PAD	185.67' FF
BUILDING 7	186.81' PAD	187.48' FF	186.30' PAD	186.98' FF
BUILDING 10	187.31' PAD	187.98' FF	187.21' PAD	188.48' FF
BUILDING 11	186.36' PAD	186.98' FF	186.81' PAD	187.48' FF
BUILDING 14	185.51' PAD	186.18' FF	185.28' PAD	185.93' FF
BUILDING 15	186.09' PAD	186.76' FF	185.84' PAD	188.51' FF

MATERIALS LEGEND

- 1 STUCCO
SW 686 – Dover White
- 2 STUCCO
SW 699 – Sand Dollar
- 3 HASCA / PCIS / RAILINGS / GARAGE DOOR
SW 288 – RW Dark Brown
- 4 CLAY PILES
SW 686 – Tan Bark
- 5 FRONT DOOR / SHUTTERS
SW 795 – Sommer
- 6 FRONT DOOR / SHUTTERS
SW 616 – Garden Gate
- 7 FRONT DOOR
SW 620 – Rainstorm
- 8 ROOFING
Edge Roofing – Capistrano
35% Valencia
- 9 EXTERIOR LGH-RING



5-PLEX TOWNHOMES
6540 ROSEMEAD TOWNHOMES
PICO RIVERA, CA

PREPARED DATE: 11/17/2023
 REVISION DATE: 01/08/2023
EXTERIOR ELEVATIONS SHEET AB OF 46

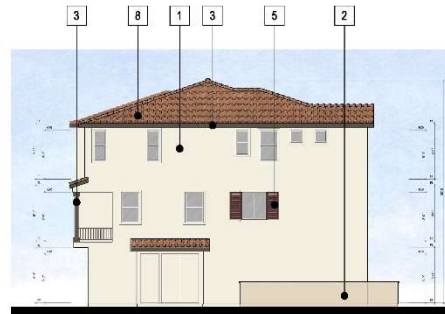
EXHIBIT 7 BUILDING ELEVATIONS
Source: Danielian Associates Architects and Planners



FRONT ELEVATION

MATERIALS LEGEND

1	STUCCO SW 635 – Dover White
2	STUCCO SW 609 – Sand Dollar
3	HASCO / POSTS / RAILINGS / GARAGE DOOR SW 288 – RW Dark Brown
4	CLAY PIPES SW 685 – Tan Bark
5	FRONT DOOR / SHUTTERS SW 799 – Sommelet
6	FRONT DOOR / SHUTTERS SW 616 – Garden Gate
7	FRONT DOOR SW 630 – Rainstorm
8	ROOFING Edge Roofing – Capistrano 350 Yosemite
9	EXTERIOR LIGHTING



LEFT ELEVATION

6-PLEX TOWNHOMES

6540 ROSEMEAD TOWNHOMES
 PICO RIVERA, CA



EXTERIOR ELEVATIONS SHEET A13 OF 46

PREPARED DATE: 11/17/2023
 REVISION DATE: 01/08/2023

SCALE: 1/2" = 1'-0"

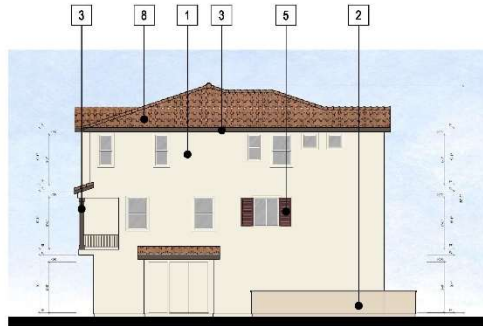
EXHIBIT 8 BUILDING ELEVATIONS
 Source: Danielian Associates Architects and Planners



FRONT ELEVATION

MATERIALS LEGEND

1	STUCCO SW 686 – Dover White
2	STUCCO SW 699 – Sand Dollar
3	FASCIA / POSTS / BALUNGS / GARAGE DOOR SW 208 – SW Dark Brown
4	CLAY PIPES SW 656 – Tan Bark
5	FRONT DOOR / S-HUTTERS SW 795 – Sommer
6	FRONT DOOR / S-HUTTERS SW 4-67 – Garden Gate
7	FRONT DOOR SW 630 – Rainstorm
8	ROOFING Eagle Roofing – Capistrano 326 Valencia
9	EXTERIOR LIGHTING



LEFT ELEVATION

8-PLEX TOWNHOMES

6540 ROSEMEAD TOWNHOMES
 PICO RIVERA, CA

EXHIBIT 9 BUILDING ELEVATIONS
 Source: Danielian Associates Architects and Planners

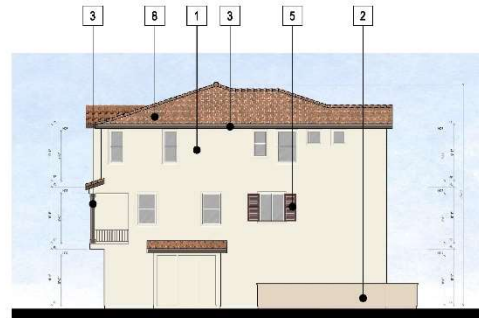
**CITY OF PICO RIVERA CATEGORICAL EXEMPTION AND ENVIRONMENTAL ASSESSMENT
ROSEMEAD TOWNHOMES • 6540 ROSEMEAD BOULEVARD • PICO RIVERA, CALIFORNIA**



FRONT ELEVATION

MATERIALS LEGEND

1	STUCCO SW 6385 – Dove White
2	STUCCO SW 6299 – Sand Doler
3	FASCIA / POSTS / RAILINGS / GARAGE DOOR SW 2828 – SW Dark Brown
4	CLAY PIPES SW 6681 – Tan Bark
5	FRONT DOOR / SHUTTERS SW 7593 – Sonomafer
6	FRONT DOOR / SHUTTERS SW 6167 – Garden Gate
7	FRONT DOOR SW 6230 – Italianum
8	ROOFING Eagle Roofing – Capistrano 3524 Valencia
9	EXTERIOR LIGHTING



LEFT ELEVATION

9-PLEX TOWNHOMES

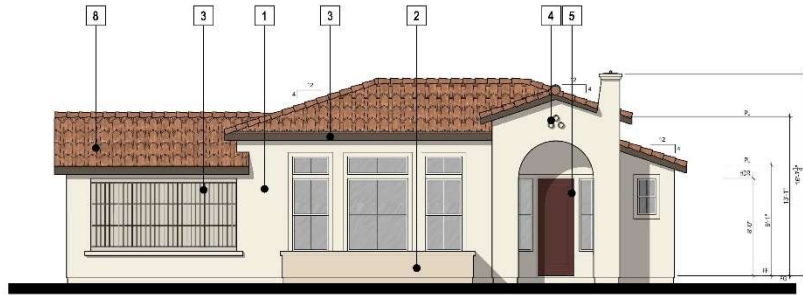
**6540 ROSEMEAD TOWNHOMES
PICO RIVERA, CA**



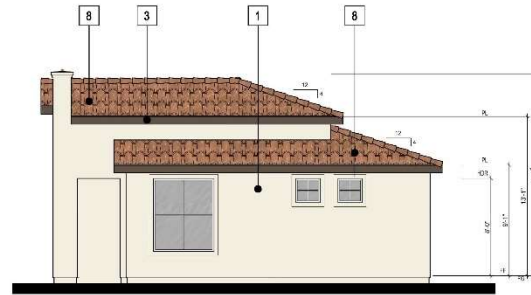
PREPARED DATE: 11/17/2023
 REVISION DATE: 01/08/2023
EXTERIOR ELEVATIONS SHEET A25 OF 46

EXHIBIT 10 BUILDING ELEVATIONS
Source: Danielian Associates Architects and Planners

**CITY OF PICO RIVERA CATEGORICAL EXEMPTION AND ENVIRONMENTAL ASSESSMENT
ROSEMEAD TOWNHOMES • 6540 ROSEMEAD BOULEVARD • PICO RIVERA, CALIFORNIA**



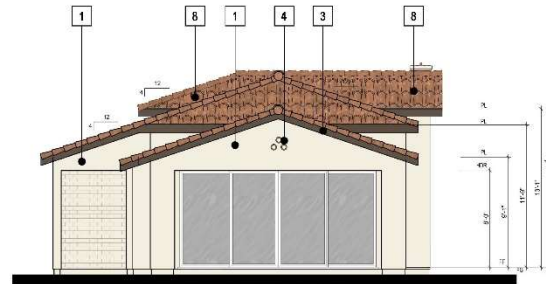
FRONT ELEVATION



RIGHT ELEVATION



REAR ELEVATION



LEFT ELEVATION

MATERIALS LEGEND

- 1 STUCCO
SW 6385 - Dover White
- 2 STUCCO
SW 6099 - Sand Dollar
- 3 FASCIA / POSTS / RAILINGS / GABAGE DOOR
SW 2858 - RW Dark Brown
- 4 CLAY PILES
SW 6065 - Tan Bulk
- 5 FRONT DOOR / SHUTTERS
SW 7593 - Sommerli
- 6 FRONT DOOR / SHUTTERS
SW 6143 - Garden Gate
- 7 FRONT DOOR
SW 4280 - Rainstorm
- 8 ROOFING
Edge Roofing - Capistrano
326 Valencia
- 9 EXTERIOR LIGHTING

FRONT BUILDING GRADES:

CLUBHOUSE
EXISTING GRADE: XXX.XX'
PROPOSED GRADE: XXX.XX'
FINISH FLOOR: XXX.XX'

EXHIBIT 11 BUILDING ELEVATIONS
Source: Danielian Associates Architects and Planners

5.0 CATEGORICAL EXEMPTION FINDINGS

The City of Pico Rivera is required to make the following environmental findings in support of this this Infill Exemption (refer to CEQA Guidelines §15332).¹⁶ The analysis in support of the findings is summarized under each finding and where required, a more detailed technical analysis is provided in the Appendices.

- *Section 15332 (a)*. The project must be consistent with the applicable General Plan designation and all applicable General Plan policies as well as with the applicable zoning designation and regulations (refer to Section 5.1).
- *Section 15332 (b)*. The proposed development site is located within the City limits on a project site of no more than five acres. The site is substantially surrounded by urban development (refer to Section 5.2).
- *Section 15332 (c)*. The project site has no value as habitat for endangered, rare or threatened species (refer to Section 5.3).
- *Section 15332 (d)*. The approval of the proposed project must not result in any significant effects relating to traffic, noise, air quality, or water quality (refer to Section 5.4).
- *Section 15332 (e)*. The approval of the proposed project must not result in any significant effects on utilities and public services. (refer to Section 5.5).
- *(Section 15300.2 [c][d][e])*. In addition to the above requirements, the proposed infill project must not result in any significant adverse impacts that would include any of the following impacts outlined herein in Section 5.6:
 - The approval of the proposed project must not result in any dislocation impacts (refer to Section 5.6.1).
 - The approval of the proposed project must not result in any impacts on sensitive environmental resources (refer to Section 5.6.2).
 - The project must not impact scenic natural views (refer to Section 5.6.3).
 - The project site is not located within an area, nor does it include a site, the Department of Toxic Substances Control (DTSC) and the Secretary for Environmental Protection has identified as being on a Cortese site. (refer to Section 5.6.4).
 - The proposed project would not result in any adverse impacts on historic resources (refer to Section 5.6.5).
- The proposed project would not require any permits or approvals from State responsible or trustee agencies (refer to Section 5.6.6).

¹⁶ CEQA Guidelines California Code of Regulations, Title 14, Division 6, Chapter 3, Article 19. Categorical Exemptions. (Section 15332).

FINDING 5.1. - LAND USE COMPATIBILITY (CEQA SECTION 15332 (A))

THRESHOLDS OF SIGNIFICANCE

To be categorically exempt, the proposed project must be consistent with the applicable City of Pico Rivera land use designations (General Plan and Zoning).

ENVIRONMENTAL ANALYSIS

The project site is located on a developed property that is currently designated as *General Commercial (G-C)* with a *Mixed-Use (M-U) Overlay* which permits Multiple Family Residential developments under the City of Pico Rivera Zoning Ordinance. The site is currently occupied by a two level motel (the Knights Inn Hotel) that consists of 100 guest rooms and other amenities. The project site's elevation is approximately 165 feet above mean sea level (amsl) with a slight gradient towards the east. The surrounding land uses include the following:¹⁷

- *North of the Site:* A two level office building is located to the north of the site (6500 Rosemead Boulevard). This existing building is occupied by the United Auto Workers (UAW) Region 6. This area is zoned *General Commercial (C-G)*.¹⁸
- *South of the Site:* A water well (Well No. 11) operated by Pico Water District, is located to the south of the site. A liquor store (6616 Rosemead Boulevard) is located on the northwest corner of Rosemead Boulevard and Carron Drive. Single-family homes are located further east, on the north side of Carron Drive. These homes have frontage along the north side of Carron Drive. This area is zoned as *Single-Family Residential (S-F)* and *General Commercial (C-G)*
- *West of the Site:* The Rosemead Boulevard right-of-way (ROW) extends along the project site's west side. Various office uses are located further west, along the west side of Rosemead Boulevard. This area is zoned as *Profession Administrative (P-A)*.¹⁹
- *East of the Site:* Single-family homes are located to the east of the site. These homes have frontage on Bequette Avenue. This area is zoned as *Single-Family Residential (S-F)*.²⁰

The project and its proposed residential use are consistent with the existing surrounding land uses. Pico Rivera's share of the applicable Regional Housing Needs Allocation (RHNA) for the 6th Cycle (2021-2029) planning period is as follows:

- | | |
|-----------------------------------|-----------|
| • Extremely Low Income Households | 150 Units |
| • Very Low Income Households | 299 units |
| • Low Income Households | 146 units |
| • Moderate Income Households | 149 units |

¹⁷ Website accessed on March 11, 2024. Ibid.

¹⁸ Ibid.

¹⁹ Ibid.

²⁰ Ibid.

- Above Moderate Income Households 430 units

The proposed 95 townhome units would enable the City to accommodate its current RHNA need for the above moderate housing units. *The project is consistent with this finding and the impacts would be less than significant.*

FINDING 5.2 - PROJECT SITE SIZE (CEQA SECTION 15332 (B))

THRESHOLDS OF SIGNIFICANCE

To be categorically exempt, the proposed project must be located within the City limits on a project site of no more than five acres. The site's land area is 4.04-acres.

ENVIRONMENTAL ANALYSIS

The proposed project site is located within the corporate boundaries of the City of Pico Rivera on a project site consisting of less than five acres. The site's land area is 4.04-acres (175,982 square feet). As indicated herein in Section 5.1, the site is surrounded by urban development. *Therefore, less than significant project impacts would result.*

FINDING 5.3 - HABITAT VALUE (CEQA SECTION 15332 (C))

THRESHOLDS OF SIGNIFICANCE

To be categorically exempt, the proposed project must be located on a site that has no value as habitat for endangered, rare or threatened species.

ENVIRONMENTAL ANALYSIS

The proposed project site in its entirety is fully developed with no areas of native and natural habitat. The site is covered-over in both impervious surfaces that includes the existing motel buildings and surface pavement and landscaped areas. The project site's isolation from other natural open space areas limits its utility as a habitat or an animal migration corridor. The project site and the surrounding areas are not conducive for the survival of any special status species due to the lack of suitable riparian and/or natural habitat. Constant disturbance from traffic and other human activity further limits the site's utility as a sensitive habitat or migration corridor.²¹ Since the site is located within an established urban area that extends along the Rosemead Boulevard corridor and lacks suitable habitat, the site's utility as a natural habitat and migration corridor is restricted. No natural habitat is present in the area. *Therefore, less than significant project impacts would result.*

²¹ Google Maps and City of Pico Rivera Zoning Map. Website accessed on July 29, 2022.

FINDING 5.4 - SIGNIFICANT EFFECTS (TRAFFIC, NOISE, AIR, PUBLIC SERVICES AND UTILITIES) (CEQA SECTION 15332 (D))

5.4.1 TRAFFIC

THRESHOLDS OF SIGNIFICANCE

To be categorically exempt, the proposed project must not result in any significant effects relating to traffic. A significant traffic impact will be first determined by the number of vehicle trips that will be generated by the proposed project and the attendant vehicle miles travelled (VMT) impacts.

ENVIRONMENTAL ANALYSIS

Traffic Generation

The proposed project will be replacing the currently operational Knights Inn Pico Rivera. Since the Knights Inn is currently operational, trip credits were taken to account for the trips from the existing land use. As such, trip generation for this existing motel was developed using driveway survey counts at the existing project driveway for typical weekdays. The surveys were conducted on August 23rd, 24th, 29th and 30th, 2023. As a conservative estimate, the lowest of the driveway survey counts were subtracted from the estimated trip generation of the proposed townhomes to develop the net new project trip generation (refer to Table 5). The trip generation for the proposed project has been developed using the rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition) for Land Use 220 – “Multifamily Housing (Low-Rise) Not Close to Rail Transit”, Setting/Location – “General Urban/Suburban”. Trip generation for the Knights Inn was subtracted from the proposed project trip generation to determine the net new trips for the project. The net new project trip generation is summarized in Table 5.

Table 5 Project Trip Generation Overall, an esitated

Land Use	ITE Code	Quantity	AM Peak Hour	PM Peak Hour	Average Daily Traffic (ADT)
Existing Trip Generation Rate					
Existing Hotel		100 rooms	13	25	461
Proposed Project Trip Generation Rate					
Proposed Low-rise Residential	ITE 220	95 Units	39	48	640
Net Difference (Existing – Proposed)					
	--	--	26	23	179

As shown in Table 5, the project is anticipated to generate 179 net new daily trips, with 26 net new trips occurring during the AM peak hour and 23 net new trips occurring during the PM peak hour. An estimated 40 average trips per hour would occur between 6:00 AM and 10:00 PM, excluding the AM and PM peak hours.

Project Driveway Sight Distance

A sight distance analysis was conducted at the project driveway along Rosemead Boulevard Frontage Road. Sight distance is the length of the visible roadway a driver can see approaching vehicles before their line of

sight is blocked by any object. For purposes of this analysis, only the stopping sight distance and corner sight distance have been evaluated. That is because those are the only two sight distance issues that would affect safe maneuver of ingress/egress traffic from the project driveway. The stopping sight distance was evaluated on the roadway abutting the project (i.e., Rosemead Boulevard Frontage Road). A 25-mph speed limit was considered for local streets with no posted speed limits. Therefore, for the purpose of this analysis, a 25 mph speed limit has been considered as the design speed for Rosemead Boulevard Frontage Road. As stated in Table 201.1 of the HDM, the minimum stopping sight distance is 150 feet for a design speed of 25 mph. Therefore, the minimum stopping sight distance has been considered as 150 feet for the Project Driveway along Rosemead Boulevard Frontage Road. Based on the requirements established in the HDM, it was determined that a minimum corner sight distance of 280 feet would be required for left-turn maneuvers and a minimum corner sight distance of 240 feet would be required for right-turn maneuvers. Since the corner sight distance required at the project driveway would be greater than the stopping sight distance, sight triangle figures were created using corner sight distance. As a conservative measure, left-turn corner sight distance were used for both right- and left-turn sight triangles for the project driveway. As a result, project driveway will provide adequate sight distance for left- and right-turn maneuvers onto Rosemead Boulevard Frontage Road.

Project Driveway and Intersection Spacing

The project driveway would be approximately 325 feet south of the intersection of Rosemead Boulevard Frontage Road/Coffman and Pico Road, respectively, and 410 feet north of the intersection of Rosemead Boulevard Frontage Road – Carron Road. As such, the driveway would not be within close proximity of any existing and future intersections, and there would be sufficient spacing between all existing and future intersections, including the project driveway intersection.

Project Parking

A total of 202 parking spaces is required for the project per City Code. Based on the current site plan, the project not only satisfies the City's parking requirements but also offers an additional surplus of 12 accessible parking spaces in the project site. As such, the project provides adequate parking per the City's parking requirements.

Vehicle Miles Travelled

The City has adopted thresholds of significance for determining impacts related to vehicle miles traveled (VMT) consistent with the California Office of Planning and Research's Technical Advisory. The City has also adopted the County of Los Angeles Transportation Impact Analysis Guidelines which are used to determine whether a project would adequately reduce total VMT, and as such, determined the following screening criteria for certain land development projects that may be presumed to result in a less than significant VMT impact:

- *Projects that result in a net increase of 110 or less daily vehicle trips.* As discussed in the previous section and shown in Table 5, the project is estimated to generate 179 net new daily trips. Therefore, the project does not satisfy this criterion.
- *Projects located in a High-Quality Transit Area (i.e., within half-mile distance of an existing rail transit station or located within half-mile of two or more existing bus routes with a frequency of service interval of 15 minutes or less during morning and evening peak hours).* Given the project

consists of only residential land use, the City's VMT per capita map was used to evaluate whether the project is in a low VMT Area. Based on the review of the City of Pico Rivera's Daily Home-Based VMT per Capita screening map (Figure 3 of the TIS Guidelines), the project is not located in a low VMT area; therefore, this criterion does not apply to the project.

- *Transit Proximity Area.* The project is not located within an existing Transit Priority Area (TPA) but is located within the future TPA which is the Eastside Transit Corridor Phase 2 project to be completed in 2035, as shown in Figure 1 of the TIS Guidelines. The TIS Guidelines recommends that projects located within the future Transit Priority Area that are estimated to be completed after the Eastside Transit Corridor Phase 2 is operational are eligible to be screened out. However, Eastside Transit Corridor Phase 2 is estimated to be completed by the year 2035, while the project is estimated to be completed by 2025. Therefore, this screening criteria does not apply to the project.
- *Project is locally serving retail (less than 50,000 square feet), including gas stations, banks, restaurants, shopping center.* The project consists of residential land uses only; therefore, this screening criteria does not apply to the project.
- *Local-serving community colleges, K-12 schools, local parks, daycare centers, etc.* The project consists of residential land uses only; therefore, this screening criteria does not apply to the project.
- *Residential projects with 100 percent affordable housing.* The project consists of market-rate residential land uses only; therefore, this screening criteria does not apply to the project.
- *Community institutions project (public library, fire station, local government).* The project consists of residential land uses only; therefore, this screening criteria does not apply to the project.
- *Local-serving hotels (e.g., non-destination hotels).* The project consists of residential land uses only; therefore, this screening criteria does not apply to the project.
- *Local-serving assembly uses (places of worship, community organizations).* The project consists of residential land uses only; therefore, this screening criteria does not apply to the project.
- *Public parking garages and parking lots.* The project consists of residential land use only; therefore, this screening criteria does not apply to the project.
- *Assisted living or senior housing projects.* The project consists of market-rate residential land uses only; therefore, this screening criteria does not apply to the project.
- *Affordable, supportive, or transitional housing projects.* The project consists of market-rate residential land use only; therefore, this screening criteria does not apply to the project.

Based on the City's Guidelines, if the project does not have a significant VMT impact under baseline scenario, and is consistent with the SCAG RTP/SCS, no further VMT analysis is necessary for the cumulative scenario evaluation. Since the project is consistent with the City's General Plan Land Use designation, it is consistent with the SCAG RTP/SCS. Accessible EV parking and the provision of charging for electric vehicles in the residential units will encourage the use of EVs. The latest California Green Building Standards (CALGreen), California Building Code, requires provision of infrastructure to accommodate electric vehicle chargers for new single family and attached dwelling units/town houses. With consideration of the project design features, the project VMT impact would be improved. *As a result, the trip generation, trip distribution, and site access impacts resulting from the proposed project would be less than significant.*

5.4.2 NOISE

THRESHOLDS OF SIGNIFICANCE

The approval of the proposed project must not result in any significant effects relating to noise. A significant noise impact would potentially result if the proposed project would potentially impact noise sensitive land uses in the area or create noise levels that would exceed located noise regulations. Consistent with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, a significant impact related to noise would occur if a proposed project were determined to result in any of the following impacts:

- *Noise and Land Use Compatibility.* The 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;
- *Ground-Borne Vibration Noise.* The generation of excessive ground-borne vibration or ground-borne noise levels; or
- *Aircraft/Airport Noise Exposure.* For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.

The most commonly used unit for measuring the level of sound is the decibel (dB). Zero on the decibel scale represents the lowest limit of sound that can be heard by humans. Noise levels may also be expressed as dBA where an “A” weighting has been incorporated into the measurement metric to account for increased human sensitivity to noise. The A-weighted measurements correlate well with the perceived noise levels at lower frequencies. Noise may be generated from a point source, such as a piece of construction equipment, or from a line source, such as a road containing moving vehicles. The eardrum may rupture at 140 dB. In general, an increase of between 3.0 dB and 5.0 dB in the ambient noise level is considered to represent the threshold for human sensitivity. In other words, increases in ambient noise levels of 3.0 dB or less are not generally perceptible to persons with average hearing abilities.²²

Noise may be generated from a point source, such as machinery, or from a line source, such as a roadway segment containing moving vehicles. Because the area of the sound wave increases as the sound gets further and further from the source, less energy strikes any given point over the surface area of the wave. This phenomenon is known as “spreading loss.” Due to spreading loss, noise attenuates (decreases) with distance. Stationary, or point, noise subject to spreading loss experiences a 6.0 dBA reduction for every doubling of the distance beginning with the initial 50-foot distance.²³ Based on the principles of spreading loss noise levels would decrease by 6.0 dBA for every doubling distance beginning with the first 50 feet for point sources (speakers, construction equipment) and approximately 4.5 dBA over a soft surface such as vegetation.²⁴ Meanwhile, line sources (roadways, railroads) experience a 3.0 dBA reduction for every doubling of the

²² Bugliarello, et. al., *The Impact of Noise Pollution*, Chapter 127, 1975.

²³ United States Department of Transportation – Federal Highway Administration. *Transit Noise and Vibration Impact Assessment Manual*. Report dated September 2018.

²⁴ Ibid.

distance. Objects that obstruct the line-of-sight between a noise source and a noise receptor reduce noise generated by or within the noise source. Operational noise is expected to decrease by an additional 6.0 dBA at the neighboring residential uses based on the principals of spreading loss.²⁵

ENVIRONMENTAL ANALYSIS

The project site is located in an urbanized setting that contains both commercial and residential uses. The predominant source of noise in the area is related to traffic travelling on Rosemead Boulevard. An *Extec* Digital Sound Meter was used to conduct the on-site noise measurements. The noise levels were measured using the decibel (dB) metric. The dBA metric uses an “A” frequency weighting to allow for increased sensitivity during the night-time and early morning periods. For purposes of this analysis, the decibel (dB) metric and dBA metric should be considered the same. The noise meter was calibrated using an “A” weighting with the slow response setting. A series of 100 discreet noise measurements were recorded on Friday, March 8th, 2024, at 9:00 AM within a 30-minute time period at the project site (6540 Rosemead Boulevard). The average ambient noise level was recorded at 64.4 dBA, with the main source of ambient noise coming from street traffic travelling on Rosemead Boulevard. Table 6 indicates the variation in noise levels over time during the measurement period. For example, the L₅₀ represents the noise levels that were exceeded during the measurement period 50 percent of the time (half the time the noise level exceeded this level and half the time the noise level was less than this level). The median ambient exterior noise level (L₅₀) was 64.0 dBA at the measurement location.

Table 6 Noise Measurement Results

Noise Metric	Noise Level (dBA)
L _{max} (Maximum Noise Level)	71.7 dBA
L ₉₉ (Noise levels <99% of time)	70.5 dBA
L ₉₀ (Noise levels <90% of time)	69.1 dBA
L ₇₅ (Noise levels <75% of time)	65.8 dBA
Median Noise Level	64.0 dBA
L _{min} (Minimum Noise Level)	59.4 dBA
Average Noise Level	64.4 dBA

Source: Blodgett Baylosis Environmental Planning

Noise and Land Use Compatibility Impacts.

The City of Pico Rivera has developed its own land use compatibility standards based on recommended parameters from the California Governor’s Office of Planning and Research (OPR) land use and noise compatibility guidelines. Based on these guidelines, the City has established interior and exterior noise standards for various types and/or categories of development. The City’s compatibility standards provide only for normally acceptable conditions based on State recommendations and City land use designations. For medium density residential development, the City’s noise compatibility standard is 45 dBA for interior noise

²⁵ United States Department of Transportation – Federal Highway Administration. *Transit Noise and Vibration Impact Assessment Manual*. Report dated September 2018.

exposure and 65 dBA for exterior noise exposure.²⁶ *The proposed project is consistent with this finding and the environmental impacts would be less than significant.*

Ground-Borne Vibration Noise

Composite construction noise is best characterized in a study prepared by Bolt, Beranek, and Newman.²⁷ In the aforementioned study, the noisiest phases of construction are anticipated to be 89 dBA as measured at a distance of 50 feet from the construction activity. In later phases during building erection, noise levels are typically reduced from these values and the physical structures further break up line-of-sight noise. The City's General Plan Noise Element Policy 11.3-1, Construction Noise, states that construction-related noise and vibration within 500 feet of noise-sensitive uses be limited to 7:00 a.m. to 7:00 p.m., and that haul truck deliveries be subject to the same hours specified for construction. The City does not have an established criterion for construction noise. The project contractors would be required to adhere to the City's Noise Ordinance. Construction noise would include noise emanating from equipment such as backhoes, dozers, or graders. This noise would be attenuated by the exterior walls of the adjacent sensitive receptors, which would contribute to a reduction of up to 20 dBA with closed windows and a reduction of 10 dBA with open windows.²⁸ In addition, the nearest sensitive receptor is approximately 20 feet south of the site. Adherence to the aforementioned Noise Ordinance requirements would ensure construction noise is kept to levels that are less than significant. Ground vibrations associated with construction activities using modern construction methods and equipment rarely reach the levels that result in damage to nearby buildings though vibration related to construction activities may be discernible in areas located near the construction site.

The interior noise levels would be reduced by complying with the California Green Building code, which requires the use energy efficient windows and insulation which would further reduce interior noise levels. Insulation would be placed between the joists and studs and would serve as an additional buffer which, when combined with stucco and drywall, would reduce interior noise levels by a minimum of 10.0 dBA. Once occupied, the overall increase in the ambient noise levels would not be readily apparent to an individual with normal hearing. In addition, the project would not result in the exposure of nearby residents to the generation of excessive ground-borne noise due to the nature of the proposed use (no heavy machinery or equipment is anticipated to be in operation once the project is complete). The proposed project's future residents would be required to adhere to all pertinent City noise regulations. Furthermore, the traffic associated with the proposed project would not be great enough to result in a measurable or perceptible increase in traffic noise (it typically requires a doubling of traffic volumes to increase the ambient noise levels to 3.0 dBA or greater). As indicated previously, the proposed residential use would not result in a doubling of traffic volumes on Rosemead Boulevard. *As a result, the traffic noise impacts resulting from the proposed project would be less than significant. The proposed project is consistent with this finding and the environmental impacts would be less than significant.*

Aircraft/Airport Noise Exposure

There are no airports or airfields that are located in the City of Pico Rivera. The project site is not located within two miles of a public airport. The closest airport to the project site is the San Gabriel Valley Airport,

²⁶ City of Pico Rivera General Plan Noise Element. Table N-3.

²⁷ USEPA, Protective Noise Levels. 1971.

²⁸ California Department of Transportation. *Technical Noise Supplement to the Traffic Noise Analysis Protocol – Table 7-1 FHWA Building Noise Reduction Factors*. Report dated 2013.

located more than 8 miles to the northeast in the City of El Monte.²⁹ As a result, the project will not expose people working in the project area to excessive noise levels and no impacts will occur. *The proposed project is consistent with this finding and the environmental impacts would be less than significant.*

5.4.3 AIR QUALITY

THRESHOLDS OF SIGNIFICANCE

The approval of the proposed project must not result in any significant effects relating to air quality. The *South Coast Air Quality Management District (SCAQMD)* has jurisdiction over a 10,743 square-mile area that includes Orange County, Los Angeles County (except for Antelope Valley), the non-desert portion of western San Bernardino County, and western Riverside County. The SCAQMD is responsible for the implementation of the protocols of the Federal Clean Air Act. In addition, the SCAQMD is responsible for ensuring that the more stringent California Clean Air standards are met. The SCAQMD is responsible for the formulation and implementation of a long-range plan referred to as the Air Quality Management Plan or AQMP that indicates how these objectives would be met. Projects in the South Coast Air Basin (SCAB) generating construction-related emissions that exceed any of the following emissions thresholds are considered to be significant under CEQA:

- 75 pounds per day of reactive organic compounds;
- 100 pounds per day of nitrogen dioxide;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of PM₁₀;
- 55 pounds per day of PM_{2.5}; or,
- 150 pounds per day of sulfur oxides.

The proposed project would have a significant long-term impact on air quality if any of the operational emission significance thresholds for criteria pollutants are exceeded:

- 55 pounds per day of reactive organic compounds;
- 55 pounds per day of nitrogen dioxide;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of PM₁₀;
- 55 pounds per day of PM_{2.5}; or,
- 150 pounds per day of sulfur oxides.³⁰

ENVIRONMENTAL ANALYSIS

The analysis of daily construction and operational emissions was prepared utilizing the California Emissions Estimator Model (CalEEMod V.2022.1.1.22). As shown in Table 7, the daily construction emissions would not exceed the SCAQMD significance thresholds. The analysis of daily construction emissions has been prepared utilizing the California Emissions Estimator Model (CalEEMod V.2022.1.1.22) developed for the SCAQMD (these CalEEMod computer worksheets are attached as an Appendix to this CE. The project's construction period would include the demolition of the existing motel, the construction of the 95 townhome

²⁹ Google Earth. Website accessed October 18, 2021.

³⁰ South Coast Air Quality Management District. *Final 2016 Air Quality Plan [AQMP]*. Adopted March 2017.

units, and the finishing of the project (paving, painting, and the planting of landscaping). The Applicant has indicated the construction period would be 32 months. As shown in Table 7, daily construction emissions would not exceed the SCAQMD’s significance thresholds and represents a maximum-case scenario. Therefore, the maximum daily construction-related emissions would be less than significant. The Applicant would be required to ensure that the contractors adhere to all pertinent provisions of SCAQMD Rule 403 pertaining to the generation of fugitive dust during grading and/or the use of equipment on unpaved surfaces. The contractors would be responsible for being familiar with and implementing any pertinent best available control measures. As a result, the project would not result in significant impacts in this regard.

Table 7 Estimated Daily Construction Emissions (lb/day)

Construction Phase	ROG	NO_x	CO	SO₂	PM₁₀	PM_{2.5}
Building Demolition (1 month)	2.4	22.2	19.9	0.03	0.92	0.84
Site Preparation (1 month)	3.31	31.6	30.2	0.05	21.07	11.36
Building Construction (10 months)	1.13	10.4	13.0	0.02	0.43	0.40
Paving (1 month)	1.0	7.12	9.94	0.01	0.32	0.29
Architectural Coatings (1 months)	32.72	0.86	1.13	--	0.02	0.02
Maximum Daily Emissions	32.8	31.7	31.2	0.05	21.3	11.4
Daily Thresholds	75	100	550	150	150	55
Significant Impact?	No	No	No	No	No	No

Source: CalEEMod V.2022.1.1.22.

Long-term emissions refer to those air quality impacts that would occur once the proposed project has been constructed and is operational. These impacts would continue over the operational life of the project. The two main sources of operational emissions include area emissions and on-site emissions related to the production and consumption of energy. Table 8 depicts the estimated project operational emissions related to the project’s operation. As indicated in Table 8 the projected maximum long-term emissions are below thresholds considered to represent a significant impact.

Table 8 Estimated Operational Emissions (lb/day)

Emission Source	ROG	NO_x	CO	SO₂	PM₁₀	PM_{2.5}
Mobile	2.09	1.52	15.4	0.03	3.06	0.78
Area	2.82	0.05	5.38	--	--	--
Energy	0.39	0.17	--	--	0.03	0.03
Total	4.93	1.91	21.0	0.04	3.06	0.82
Daily Thresholds	55	55	550	150	150	55
Significant Impact?	No	No	No	No	No	No

Source: CalEEMod V.2022.1.1.22.

Sensitive receptors refer to land uses and/or activities that are especially sensitive to poor air quality and typically include residences, board and care facilities, schools, playgrounds, hospitals, parks, childcare centers, and outdoor athletic facilities, and other facilities where children or the elderly may congregate. These population groups are generally more sensitive to poor air quality. The nearest noise sensitive receptors to the project site are the single-family homes that extend along the project site’s southerly and easterly sides. The SCAQMD requires that CEQA air quality analyses indicate whether a proposed project

would result in an exceedance of *localized emissions thresholds* or LSTs. LSTs only apply to short-term (construction) emissions at a fixed location and do not include off-site or area-wide emissions. The pollutants that are the focus of the LST analysis include the conversion of NO_x to NO₂; carbon monoxide (CO) emissions from construction; PM₁₀ emissions from construction; and PM_{2.5} emissions from construction. For purposes of the LST analysis, the receptor distance used was 25 meters since the nearest sensitive receptor abuts the project site on the south and east sides.

Table 9 Local Significance Thresholds Exceedance SRA 5 for 5-acre sites

Emissions	Project Emissions (lbs./day)	Type	Allowable Emissions Threshold (lbs./day) and a Specified Distance from Receptor (in meters)				
			25	50	100	200	500
NO _x	31.7/1.91	Construction/Operation	172	165	176	194	244
CO	31.2/21.0	Construction/ Operation	1,480	1,855	2,437	3,867	9,312
PM ₁₀	21.3*	Construction	14	42	60	95	203
PM ₁₀	3.06	Operation	4	10	15	23	49
PM _{2.5}	11.4*	Construction	7	10	15	30	103
PM _{2.5}	0.82	Operation	2	3	4	8	25

Source: CalEEMod V.2022.1.1.22

* = Does not include implementation of other SCAQMD Standard Conditions. The adherence to standard regulations would reduce fugitive dust emissions by 50%.

As shown in the Table 9, the proposed project would not result in an exceedance in LSTs. *Therefore, project impacts would be less than significant. The proposed project is consistent with this finding and the environmental impacts would be less than significant.*

5.4.4 WATER QUALITY

THRESHOLDS OF SIGNIFICANCE

The approval of the proposed project must not result in any significant effects relating to water quality. A significant water quality impact would potentially result if the proposed project would result in water pollution impacts on-site or offsite during construction or operations.

ENVIRONMENTAL ANALYSIS

The proposed project’s construction would not violate any water quality standards, waste discharge requirements, or otherwise degrade surface or groundwater quality. Construction of the proposed project would not include any significant new include grading, excavation, and other earthmoving activities that have the potential to cause erosion that would subsequently degrade water quality and/or violate water quality standards. As required by the Clean Water Act, the contractors/developer must comply with the Santa Ana Municipal Separate Storm Sewer (MS4) National Pollution Discharge Elimination System (NPDES) Permit. The NPDES MS4 Permit Program, which is administered in the project area by the County of Los Angeles Regional Water Quality Control Board (RWQCB), regulates storm water and urban runoff discharges from developments to natural and constructed storm drain systems in the City. The contractor/developer would be required to obtain coverage under the General Permit for Discharges of Stormwater Associated with

Construction Activity. The implementation of the proposed project would not result in a violation in water quality standards or discharge requirements because the project contractors would be required to implement the operational Best Management Practices (BMPs) identified in the Erosion and Sediment Control Plan during construction and the operational BMPs identified in the Non-priority Water Quality Management Plan (NP-WQMP), for reducing runoff and potential contaminants. *Adherence to the aforementioned City mandated requirements ensure that impacts remain less than significant. The project is consistent with this finding and the environmental impacts would be less than significant.*

FINDING 5.5 - SIGNIFICANT EFFECTS ON UTILITIES AND PUBLIC SERVICES (CEQA SECTION 15332 (E))

5.5.1 UTILITIES

THRESHOLDS OF SIGNIFICANCE

The approval of the proposed project must not result in any significant effects relating to utilities. A significant impact on utilities would potentially result if the proposed project would require new utilities or service systems to accommodate potential demand.

ENVIRONMENTAL ANALYSIS

Sewers and Wastewater Treatment

There would be a total of 95 town home units. The proposed project is anticipated to generate 19,000 gallons per day (gpd) of wastewater. The City of Pico Rivera’s Sewer Division is responsible for the collection of wastewater within the City’s limits and delivery to the trunk sewer mains of Los Angeles County Sanitation District (LACSD). The collected wastewater flows south towards the Los Coyotes Water Reclamation Plant of LACSD in the city of Cerritos. The LACSD is responsible for all trunk sewer line and treatment. The Los Coyotes Water Reclamation Plant has a design capacity of 37.5 mgd. The projected sewer demand of 32,398 gpd represents approximately 0.507 percent of the wastewater treatment plant’s design capacity. As such, the proposed project would not result in or require the construction of new or expanded wastewater treatment facilities. The proposed project would connect to an existing 8-inch sewer line located in the project site. The existing and future sewage consumption for the existing use and the proposed project are indicated in Table 10.

Table 10 Projected Effluent Generation (in gallons/day)

Project Element (Use)	Unit of Measure	Usage Factor	Consumption
Existing Motel	100 guest Rooms	125 gals./room	12,500 gals./day
Proposed Project	95 Townhomes	200.0 gals./day/unit	19,000 gals./day
Proposed Project			6,500 gals./day

Source: Blodgett Baylosis Environmental Planning.

The existing and proposed sanitary sewer lines can accommodate the sewage flows from the proposed 95 units. *Therefore, project impacts would be less than significant. The proposed project is consistent with this finding and the environmental impacts would be less than significant.*

Water

The proposed project would provide additional onsite domestic water connections onsite to accommodate the additional 95 townhome units. No off-site upgrades will be required. The estimated daily water consumption per unit is 300 gallons per day. Based on these rates, the proposed project would consume a total of 28,500 gallons per day. The proposed project would connect to an existing 12-inch water main along the project’s west side. The existing and future water consumption for the existing use and the proposed project are indicated in Table 11.

Table 11 Projected Water Consumption (in gallons/day)

Project Element (Use)	Unit of Measure	Usage Factor	Consumption
Existing Motel	100 guest Rooms	187 gals./day/room	18,700 gals./day
Proposed Project	95 Townhomes	300.0 gals./day/unit	28,500 gals./day
Total			9,800 gals./day

Source: Blodgett Baylosis Environmental Planning

Therefore, project impacts would be less than significant. The proposed project is consistent with this finding and the environmental impacts would be less than significant.

Stormwater

The project site is located in an urbanized setting that contains commercial and residential uses. Overall, the amount of impervious surfaces would not measurably change. The existing storm drain system in the project site area includes a parkway culvert storm drain system in Rosemead Boulevard that collects existing street drainage flows from the roadway as well as on-site runoff and off-site adjacent properties runoff. The proposed project would include a storm drain system to collect, treat, and convey stormwater into the existing storm drain system and introduce pervious landscaping on the project site. Therefore, the proposed project would result in a less than significant impact and no mitigation measures are required.. *Therefore, project impacts would be less than significant.*

Solid Waste Collection

The proposed project is expected to generate 636 pounds of conventional solid waste per day. This figure assumes a generation rate of 12.23 pounds of waste per day per unit. The existing and future solid waste generation for the existing use and the proposed project are indicated in Table 12.

Table 12 Projected Solid Waste Generation (in pounds [lbs]/day)

Project Element (Use)	Unit of Measure	Usage Factor	Generation
Existing Motel	100 guest Rooms	6.0 lbs./day/room	600 lbs./day
Proposed Project	95 Townhomes	12.23 lbs/day/units	1,162 lbs./day
Total			562 lbs./day

Source: Los Angeles County Sanitation Districts

Therefore, project impacts would be less than significant. The proposed project is consistent with this finding and the environmental impacts would be less than significant.

5.5.2 PUBLIC SERVICES

THRESHOLDS OF SIGNIFICANCE

The approval of the proposed project must not result in any significant effects relating to public services. A significant impact on public services would potentially result if the proposed project would require new facilities or increased services to accommodate potential demand.

ENVIRONMENTAL ANALYSIS

Fire Department

Fire protection and emergency medical services in the city of Pico Rivera are provided by the Los Angeles County Fire Department (LACFD). Services include fire suppression, emergency medical, rescue and fire prevention, and hazardous materials coordination services. There are three existing fire stations within two miles of the project site. The first response station is Fire Station 103, located at 7300 S. Paramount Boulevard. The proposed project would not negatively impact fire protection services since the new units would be constructed in accordance with current fire and building codes.³¹ As part of the project review process, the LACFD would review the new housing development and make recommendations for fire protection services. The buildings' construction, height, and use would not require any special equipment or apparatus in the event of a fire or emergency. The proposed project's population and housing is consistent with the growth projections for the city of Pico Rivera. Further, the operation of the proposed project would contribute to property taxes that would help fund LACFD and hire more personnel, if needed. Development of the project would not result in the need for construction associated with an expansion of existing or development of a new fire station. Therefore, the project would result in less than significant impacts related to fire protection services. *The proposed project is consistent with this finding and the environmental impacts would be less than significant.*

Law Enforcement

Pico Rivera policing services are provided by the Los Angeles County Sheriff's Department (LASD). The closest Sheriff's station is the Pico Rivera Sheriff's Station located at 6631 Passons Boulevard, 0.8 miles from the project site (see Figure 11). According to the LASD, the Pico Rivera Sheriff's Station typically has a daily

³¹ Los Angeles County Fire Department. *Fire Stations*.

staffing between 4-7 cars and 1-3 motorcycles. The LASD current response time within the service area is 34.5 minutes for routine calls, 9.3 minutes for priority calls, and 3.6 minutes for emergency calls, which is within policy standards. There are no existing deficiencies in police protection services within the City.

The proposed project may lead to an increase in demand for police protection services, such as increase in service calls and traffic enforcement, by adding new residents to the area, such an increase is within the projected growth for the City of Pico Rivera, and LASD has indicated that there are no existing deficiencies. The proposed project would also include design elements that would discourage criminal activity, such as security gates, and residents-only key cards for the residential areas, as well as security lighting. LASD indicates that its primary source of funding for this station is through its contract with the city of Pico Rivera. The proposed project would be required to pay all applicable impact fees and would contribute to applicable taxes to continue funding the police station. These fees are in place to address any incremental development project impact and are to be used for infrastructure improvements and services. The proposed project would not result in the need for new or physically altered police protection facilities. *The proposed project is consistent with this finding and the environmental impacts would be less than significant.*

Schools

The El Rancho Unified School District (District) would serve the proposed project. The District serves grades kindergarten through 12, with one Elementary School, one Middle School, and two High Schools. The proposed project would be required to pay all development fees required pursuant to Assembly Bill 2926 and Section 17620 of the California Government Code. The Applicant would be required to pay \$2.63 per square foot to the El Rancho School District to offset the impact to school services. Therefore, impacts associated with schools would be less than significant and no mitigation would be required. The payment of the aforementioned school impact fees to the applicable school district is considered to be full mitigation for project-related impacts. The proposed project's school enrollment impacts would be offset by the school fees that would be paid by the developer. *Therefore, project impacts would be less than significant. The proposed project is consistent with this finding and the environmental impacts would be less than significant.*

Parks and Recreation

The City of Pico Rivera has approximately 102 acres of developed park and recreation facilities. The nearest park to the project site is Smith Park located approximately 1,500 feet to the north of the project site. This new development would include a one level 1,260 square foot clubhouse. The clubhouse would include a multi-purpose room, a covered patio, and a pool area. In addition to the common open space, each unit would have 150 square feet of ground level open space yard area and 100 square feet of open space on the upper level decks. The proposed project may be subject to the Quimby Act or pay in-lieu fees for park improvements. Pursuant to the Quimby Act, the Applicant would pay its fair share of in-lieu fees based on the number and type of dwelling units. *Therefore, project impacts would be less than significant. The proposed project is consistent with this finding and the environmental impacts would be less than significant.*

FINDING 5.6 - SIGNIFICANT EFFECTS RELATED TO INFILL DEVELOPMENT PROJECTS CEQA SECTION 15300 (C)(D)(E)

FINDING 5.6.1. - DISLOCATION

THRESHOLDS OF SIGNIFICANCE

The approval of the proposed project must not result in any significant effects relating to the displacement or dislocation of an existing population group. The emphasis is on the displacement of housing, especially affordable housing.

ENVIRONMENTAL ANALYSIS

The project site is currently occupied by an existing motel. This motel is a commercial development and is not being used for interim or supportive housing. The proposed project would be limited to the project site and no dislocation of off-site structural improvements would be required to accommodate the proposed project. *Therefore, no project impacts would result. The proposed project is consistent with this finding and there would be no environmental impacts.*

FINDING 5.6.2. - SENSITIVE ENVIRONMENTAL RESOURCES

THRESHOLDS OF SIGNIFICANCE

To be categorically exempt, the proposed project must be located on a site that has no impact on sensitive environmental resources.

ENVIRONMENTAL ANALYSIS

The project site is located in an urbanized setting that contains commercial and residential uses. The proposed project site in its entirety is fully developed with no areas of native and natural habitat. The site is covered over in both impervious surfaces that includes the existing buildings and surface pavement and landscaped areas. The project site's isolation from other natural open space areas limits its utility as a habitat or an animal migration corridor. The project site and the surrounding areas are not conducive for the survival of any special status species due to the lack of suitable riparian and/or natural habitat. Constant disturbance from traffic, especially on Rosemead Boulevard, and other human activity further limits the site's utility as a sensitive habitat or migration corridor.³² Since the site is within an established urban area that extends along the Rosemead Boulevard corridor and lacks suitable habitat, the site's utility as a natural habitat and migration corridor is restricted. *Therefore, no project impacts would result. The proposed project is consistent with this finding and there would be no environmental impacts.*

³² Google Maps and City of Pico Rivera Zoning Map. Website accessed on March 11, 2024.

FINDING 5.6.3. - SCENIC NATURAL VIEWS

THRESHOLDS OF SIGNIFICANCE

The approval of the proposed project must not result in any significant effects relating to a significant impact on a scenic vista. A scenic vista is a viewpoint that provides expansive views of a highly valued landscape for the benefit of the public.

ENVIRONMENTAL ANALYSIS

The project site is located in an urbanized setting that contains commercial and residential uses. No scenic natural resources or scenic corridor would be affected by the proposed project. Because of the nature of the proposed project, no alteration of the views would occur. *Therefore, no project impacts would result. The proposed project is consistent with this finding and there would be no environmental impacts.*

FINDING 5.6.4. - CORTESE LISTING

THRESHOLDS OF SIGNIFICANCE

The approval of the proposed project must not be located on a property that has been identified by the Department of Toxic Substances Control (DTSC) and the Secretary for Environmental Protection as being located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5

ENVIRONMENTAL ANALYSIS

Government Code Section 65962.5 refers to the Hazardous Waste and Substances Site List, commonly known as the Cortese List. The Cortese List is a planning document used by the State and other local agencies to comply with CEQA requirements that require the provision of information regarding the location of hazardous materials release sites. A search was conducted through the California Department of Toxic Substances Control Envirostor website to identify whether the project site is listed in the database as a Cortese site.³³ The search indicates the project site is not located on a Cortese site. *Therefore, no project impacts would result. The proposed project is consistent with this finding and there would be no environmental impacts.*

FINDING 5.6.5. - HISTORIC RESOURCES

THRESHOLDS OF SIGNIFICANCE

The approval of the proposed project must not result in any significant effects relating to the historic resources. According to CEQA, a project may be deemed to have a significant adverse impact on cultural resources if it results in any of the following:

³³ California, State of. Department of Toxic Substances Control. <https://www.envirostor.dtsc.ca.gov/public/map/>

- The proposed project would cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5.
- The proposed project would cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5.
- The proposed project would disturb any human remains, including those interred outside of formal cemeteries.

Historic structures and sites are defined by local, State, and Federal criteria. A site or structure may be historically significant if it is locally protected through a General Plan or historic preservation ordinance. In addition, a site or structure may be historically significant according to State or Federal criteria even if the locality does not recognize such significance. The California Register of Historical Resources (CRHR) is a listing of all properties considered to be significant historical resources in the state. The California Register includes all properties listed or determined eligible for listing on the National Register, including properties evaluated under Section 106, and State Historical Landmarks No. 770 and above. The California Register statute specifically provides that historical resources listed, determined eligible for listing on the California Register by the State Historical Resources Commission, or resources that meet the California Register criteria are resources which must be given consideration under CEQA. Other resources, such as resources listed on local registers of historic resources or in local surveys, may be listed if they are determined by the State Historic Resources Commission to be significant.

ENVIRONMENTAL ANALYSIS

The project site is not included on the City’s list of designated historic resources. *Thus, no project impacts would result. The proposed project is consistent with this finding and there would be no environmental impacts.*

FINDING 5.6.6. - STATE TRUSTEE OR RESPONSIBLE AGENCY APPROVAL

THRESHOLDS OF SIGNIFICANCE

The approval of the proposed project must not require any approvals from a State responsible or trustee agency.

ENVIRONMENTAL ANALYSIS

The proposed project would not require any review by a state trustee or responsible agency. No encroachment permit to a State Highway would be required as part of the proposed project’s implementation. *Therefore, no project impacts would result. The proposed project is consistent with this finding and there would be no environmental impacts.*

CONCLUSIONS

Based on the analysis provided in this Categorical Exemption, the project meets and complies with the conditions and requirements of Class 32 (Infill Exemption) and would not have any significant environmental impacts.