

July 2022 | Initial Study

# THE MERCURY PROJECT

City of Pico Rivera

*Prepared for:*

**City of Pico Rivera**

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## Abbreviations and Acronyms

AAQS	ambient air quality standards
AB	Assembly Bill
ACM	asbestos-containing materials
ADT	average daily traffic
amsl	above mean sea level
AQMP	air quality management plan
ASTM	American Society of Testing and Materials
AST	aboveground storage tank
BAU	business as usual
bgs	below ground surface
BMP	best management practices
CAA	Clean Air Act
CAFE	corporate average fuel economy
CalARP	California Accidental Release Prevention Program
CalEMA	California Emergency Management Agency
Cal/EPA	California Environmental Protection Agency
CAL FIRE	California Department of Forestry and Fire Protection
CALGreen	California Green Building Standards Code
Cal/OSHA	California Occupational Safety and Health Administration
CalRecycle	California Department of Resources, Recycling, and Recovery
Caltrans	California Department of Transportation
CBC	California Building Code
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDE	California Department of Education
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
cfs	cubic feet per second
CGP	Construction General Permit
CGS	California Geologic Survey
CMP	congestion management program
CNDDB	California Natural Diversity Database
CNEL	community noise equivalent level

## Abbreviations and Acronyms

CO	carbon monoxide
CO <sub>2</sub> e	carbon dioxide equivalent
Corps	US Army Corps of Engineers
CSO	combined sewer overflows
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
dB	decibel
dba	A-weighted decibel
DOC	California Department of Conservation
DPM	diesel particulate matter
DTSC	California Department of Toxic Substances Control
EIR	environmental impact report
EPA	United States Environmental Protection Agency
EPCRA	Emergency Planning and Community Right-to-Know Act
ESA	Environmental Site Assessment
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FMMP	Farmland Mapping and Monitoring Program
FTA	Federal Transit Administration
GHG	greenhouse gases
gpd	gallons per day
GWP	global warming potential
HCM	Highway Capacity Manual
HQTA	high quality transit area
HVAC	heating, ventilating, and air conditioning system
in/sec	inches per second
IPCC	Intergovernmental Panel on Climate Change
L <sub>dn</sub>	day-night noise level
L <sub>eq</sub>	equivalent continuous noise level
LACSD	Los Angeles County Sanitation District
LBP	lead-based paint
LCFS	low-carbon fuel standard
LID	low-impact development



## Abbreviations and Acronyms

LOS	level of service
LST	localized significance thresholds
MBTA	Migratory Bird Treaty Act
M <sub>w</sub>	moment magnitude
MCL	maximum contaminant level
MEP	maximum extent practicable
mgd	million gallons per day
MMT	million metric tons
MPO	metropolitan planning organization
MT	metric ton
MWD	Metropolitan Water District of Southern California
NAHC	Native American Heritage Commission
NO <sub>x</sub>	nitrogen oxides
NPDES	National Pollution Discharge Elimination System
O <sub>3</sub>	ozone
OES	California Office of Emergency Services
OSHA	United States Occupational Safety and Health Administration
PM	particulate matter
POTW	publicly owned treatment works
ppm	parts per million
PPV	peak particle velocity
RCNM	Roadway Construction Noise Model
RCRA	Resource Conservation and Recovery Act
REC	recognized environmental condition
RHNA	Regional Housing Needs Assessment
RMP	risk management plan
RMS	root mean square
RPS	renewable portfolio standard
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison

## Abbreviations and Acronyms

SIP	state implementation plan
SLM	sound level meter
SoCAB	South Coast Air Basin
SoCalGas	Southern California Gas
SO <sub>x</sub>	sulfur oxides
SQMP	stormwater quality management plan
SRA	source receptor area [or state responsibility area]
SUSMP	standard urban stormwater mitigation plan
SWP	State Water Project
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminants
TDM	transportation demand management
TNM	transportation noise model
tpd	tons per day
TRI	toxic release inventory
TTCP	traditional tribal cultural places
USDOT	United States Department of Transportation
USGS	United States Geological Survey
UST	underground storage tank
UWMP	urban water management plan
V/C	volume-to-capacity ratio
VdB	velocity decibels
VHFHSZ	very high fire hazard severity zone
VMT	vehicle miles traveled
VOC	volatile organic compound
WQMP	water quality management plan
WRD	Water Replenishment District of Southern California
WSA	water supply assessment

# 1. Introduction

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The project applicant, Mercury Bowl, LLC: Green Rivera, LLC, is seeking approval from the city of Pico Rivera for implementation of The Mercury Specific Plan (Specific Plan) that includes the development of a three to six-story mixed-use building with a 6.5-level parking structure in the core, including 1 level of subterranean parking, ground-floor retail and residential uses, and residential uses in floors two through six (proposed project) on a 2.85-acre site in Pico Rivera.

In compliance with the California Environmental Quality Act (CEQA), the city of Pico Rivera, as lead agency, is preparing the environmental documentation for the proposed project to determine if approval of the requested discretionary actions and subsequent development would have a significant impact on the environment. As defined by Section 15063 of the CEQA Guidelines, an initial study is prepared primarily to provide the lead agency with information to use as the basis for determining whether an environmental impact report, negative declaration (ND), or mitigated negative declaration (MND) would provide the necessary environmental documentation and clearance for the proposed project. This initial study has been prepared to support the adoption of an MND.

## 1.1 PROJECT LOCATION

The project site is located at 8825 Washington Boulevard (APN: 6370-027-018) in the central part of Pico Rivera, Los Angeles County, California (see Figure 1, *Regional Location*). The project site in the city of Pico Rivera is surrounded by the city of Downey to the south, city of Montebello to the west, and city of Santa Fe Springs to the southeast. Regional access to the project site is via Interstate 605 (I-605), the San Gabriel River Freeway, 1.2 miles to the east, and Interstate 5 (I-5)/ Santa Ana Freeway, 2.0 miles to the south (see Figure 2, *Local Vicinity*). Rosemead Boulevard also provides regional access and is located approximately 500 feet to the east. The project site is bounded by Washington Boulevard to the south and adjacent commercial uses to the north, east, and west. A single-family residential neighborhood borders the project site to the northwest (see Figure 3, *Aerial Photograph*).

## 1.2 ENVIRONMENTAL SETTING

### 1.2.1 Existing Land Use and Zoning

The 2.85 acres project site is currently vacant and fenced off with no public access. It was previously developed with a commercial building that operated as a nightclub until March 2015 and was subsequently demolished in 2020. The project site is paved and contains ornamental landscaping, including palm trees.

The proposed project would be adjacent to, and become part of the Pico Rivera Marketplace, a larger commercial site with a broad range of retail services including a fitness center, restaurants, and bank. The project site is currently zoned General Commercial (C-G) with a general plan land use designation of Mixed-

## 1. Introduction

Use/Housing Element Site Opportunity Area 8 (the Rosemead Boulevard and Washington Boulevard Opportunity Area) (Pico Rivera 2014). The housing element identifies adequate sites within the city that would be able to accommodate the City's Regional Housing Needs Assessment (RHNA). The project site is within the housing element's Area 11 with a proposed zoning of Mixed-Use (Pico Rivera 2041b).

### 1.2.2 Surrounding Land Uses and Zoning

The project site is primarily surrounded by commercial and residential uses and is separated from the residential uses by a block wall (see Figure 3). The Pico Rivera Marketplace, which is currently owned by the project applicant, borders the site to the north and east; a single-family residential neighborhood borders to the northwest; and commercial uses border to the west and south across Washington Boulevard. The commercial properties immediately bordering the project site to the east and west are zoned General Commercial, and the commercial uses across Washington Boulevard are zoned Specific Plan (Pico Rivera 2021). The Pico Rivera Marketplace has a general plan land use designation of Commercial, and the commercial uses to the west of the project site along Washington Boulevard have a general plan land use designation of Mixed-Use/Housing Element Site Opportunity Area 8. Commercial uses to the south of the project site have a general plan land use designation of Specific Plan (Pico Rivera 2014). The single-family neighborhood to the northwest is zoned Single-Family Residential (S-F) with a general plan land use designation of Low Density Residential (Pico Rivera 2021, 2014).

### 1.2.3 Local and Regional Access

Regional access to the project site is provided by I-605 and I-5, approximately 1.2 miles to the east and 2 miles to the south, respectively. Rosemead Boulevard also provides regional access and is located approximately 500 feet to the east. Washington Boulevard provides direct access to the project site from the south. One driveway from Washington Boulevard leads directly to the project site, and two vehicle access points along the northeastern and eastern boundary of the project site provide access from the Pico Rivera Marketplace property. The curb cut for the existing westerly driveway on Washington Boulevard would remain; however, no vehicle access would be provided from this driveway.

The Montebello/Commerce Metrolink Station is approximately 2 miles northwest connecting downtown Los Angeles and Riverside counties, and the Commerce Metrolink Station is approximately 2.6 miles west connecting downtown Los Angeles and Orange counties. Local bus service is provided along Rosemead Boulevard and Paramount Boulevard (LA Metro bus lines 266 and 265, respectively). Montebello Bus Line, Route 50, also runs along Washington Boulevard in the vicinity of the project site. The closest Route 50 and bus stop line 266 to the project site are located on the intersection of Washington Boulevard and Rosemead Boulevard, approximately 460 feet to the east. The closest bus stop line 265 is located on the intersection of Washington Boulevard and Paramount Boulevard, approximately 0.4 miles to the west. None of these bus lines provide 15-minute headways during peak hours.

Regional bike paths are located along the San Gabriel River, approximately one mile east of the project site, and along the Rio Hondo Channel, approximately 0.8 mile west of the project site. Based on the City's

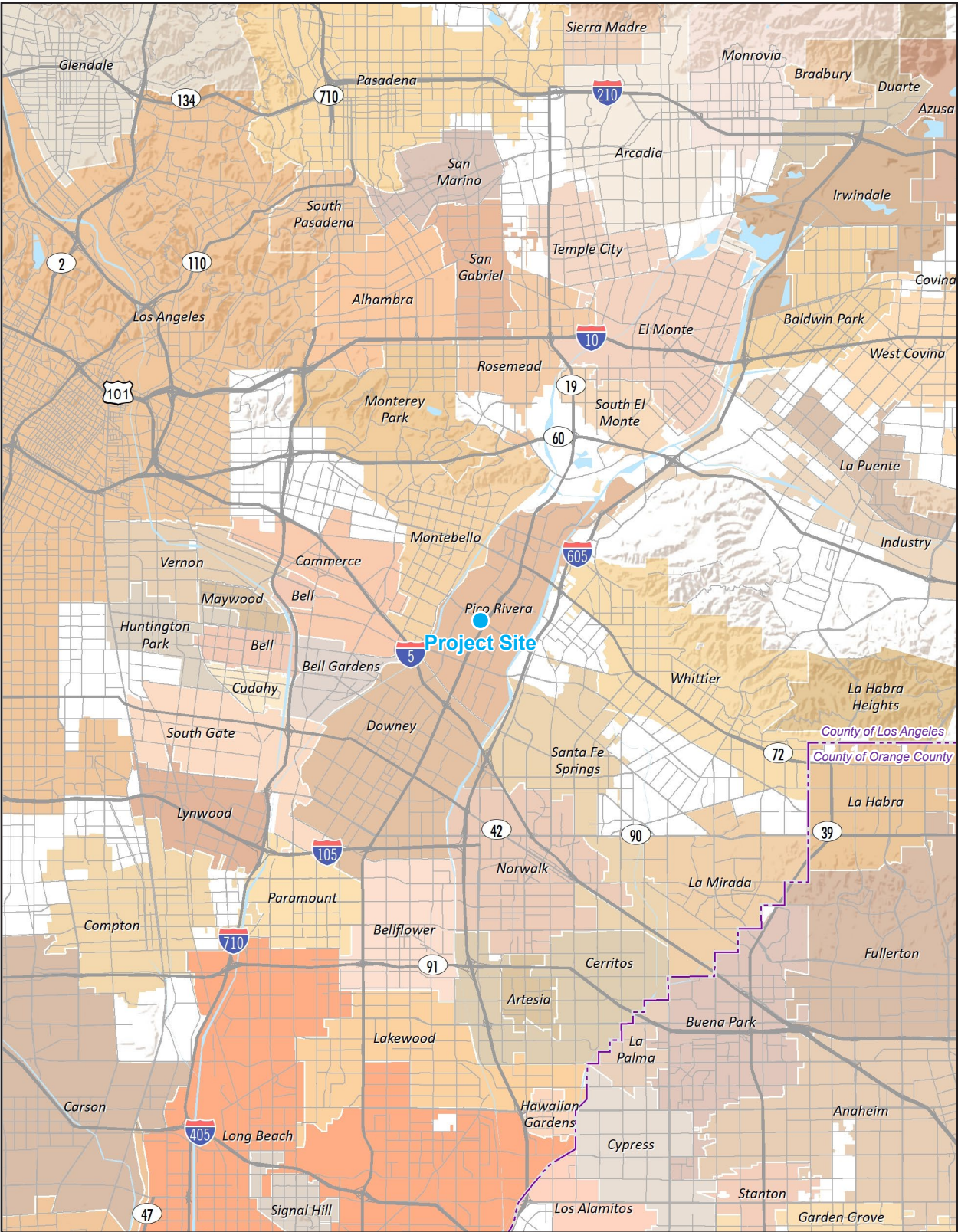
## 1. Introduction

circulation element, Rosemead Boulevard and Washington Boulevard are identified as proposed Class II bike lane and proposed Class III bike route, respectively (Pico Rivera 2014c).

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Figure 1 - Regional Location



Note: Unincorporated county areas are shown in white.  
Source: ESRI, 2021

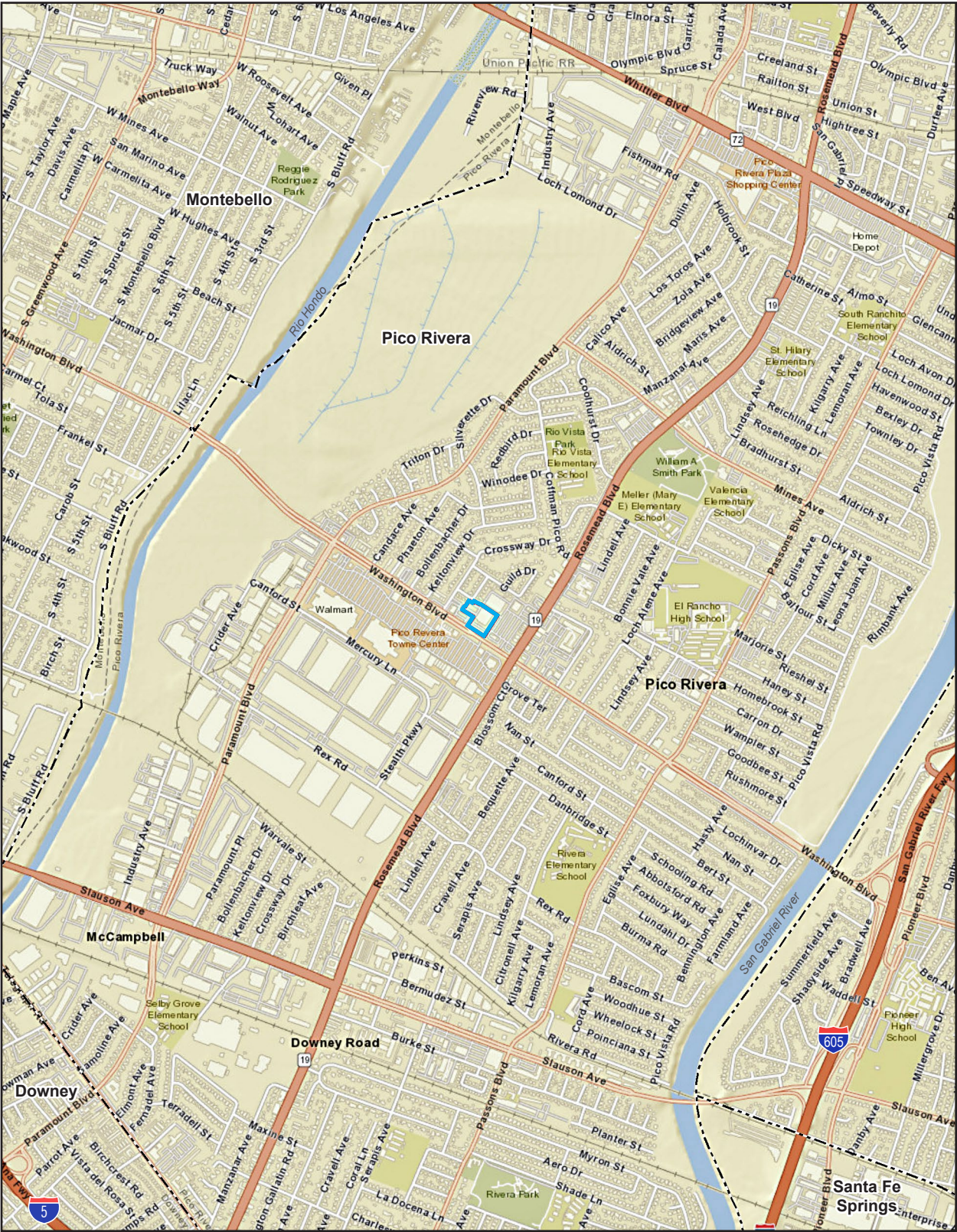


## 1. Introduction

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Figure 2 - Local Vicinity



— Project Boundary  
- - - City Boundary

Source: ESRI, 2021

0 2,000  
Scale (Feet)



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Figure 3 - Aerial Photograph



— Project Boundary

0 135  
Scale (Feet)



Source: Nearmap, 2021

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## 1. Introduction

## 1.3 PROJECT DESCRIPTION

## 1.3.1 Proposed Land Uses

The proposed development as defined in the Specific Plan includes a three to six-story mixed-use building with subterranean parking, ground-floor retail and residential uses, and residential uses in floors two through six (see Figure 4, *Site Plan*).

The building would have a wrap-style design, i.e., the commercial space and apartments “wrap” around the internal parking structure (see Figure 5, *Site Plan*). As shown in Table 1, *Project Summary*, the proposed project would develop 255 dwelling units consisting of a mix of studios, one-bedrooms, two-bedrooms, and three-bedrooms; up to 5,730 square feet of retail; up to 1,750 square feet of ground-floor lobby/leasing space; up to 17,010 square feet of rooftop pool/community recreation; and up to 190,000 square feet of parking. The first floor of the proposed building is a mix of retail, residential, public seating areas, and a main lobby/leasing office. Floors two through six include residential units, parking, and related residential amenities such as a small flex amenity space for residents. Parking levels would extend from all floors interior to the building and one level of subterranean parking. The roof deck of the parking structure would include a pool and recreation facilities such as a gym and clubhouse for use by residents only. Detailed descriptions for each of these uses are provided below.

**Table 1 Project Summary**

Proposed Uses	Units/Square Feet	Floor(s)
Residential (Studio, one-bedrooms, two-bedrooms, and three-bedrooms)	255 units (13 affordable units)	Floors 1-6
Retail	5,730 square feet	Floor 1 (Ground Floor)
Lobby & Leasing Office	1,750 square feet	Floor 1 (Ground Floor)
Residential recreational Amenities	17,010 square feet	Rooftop Pool/Community Recreation
Parking	190,000 square feet	Floors 1-6 & Subterranean 1 Level

## 1.3.1.1 RESIDENTIAL

Residential uses consist of studio, junior studio, one, two and three-bedroom apartments for rent, ranging in size from studios with balconies equaling approximately 540 square feet, to three-bedroom apartments with balconies equaling approximately 1,500 square feet as shown in Table 2, *Summary of Residential Uses*. Thirteen units would be dedicated as affordable. Approximately 258,720 square feet of residential uses is proposed.



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**Table 2 Summary of Residential Uses**

Unit Type	Square Feet	Number of Units
Studio	540	35
Junior One-Bedroom	570	48
One-Bedroom	590-620	111
Two-Bedroom	940-1,040	57
Three-Bedroom	1,500	4
<b>Total</b>		<b>255</b>

Based on the project applicant's standard lease agreement, the project applicant will limit the number of tenants per unit to two persons per bedroom and one person per living room. Table 3, Residential Population, below summarizes maximum tenants allowed per dwelling unit type. As shown in Table 3, the proposed project would have a maximum residential tenant population of 812 persons.

**Table 3 Residential Population**

Unit Type	Maximum Occupancy	Number of Units	Population
Studio and Junior One-Bedroom	2	83	166
One-Bedroom	3	111	333
Two-Bedroom	5	57	285
Three-Bedroom	7	4	28
<b>Total</b>			<b>812</b>

## 1.3.1.2 COMMERCIAL

### Retail Uses

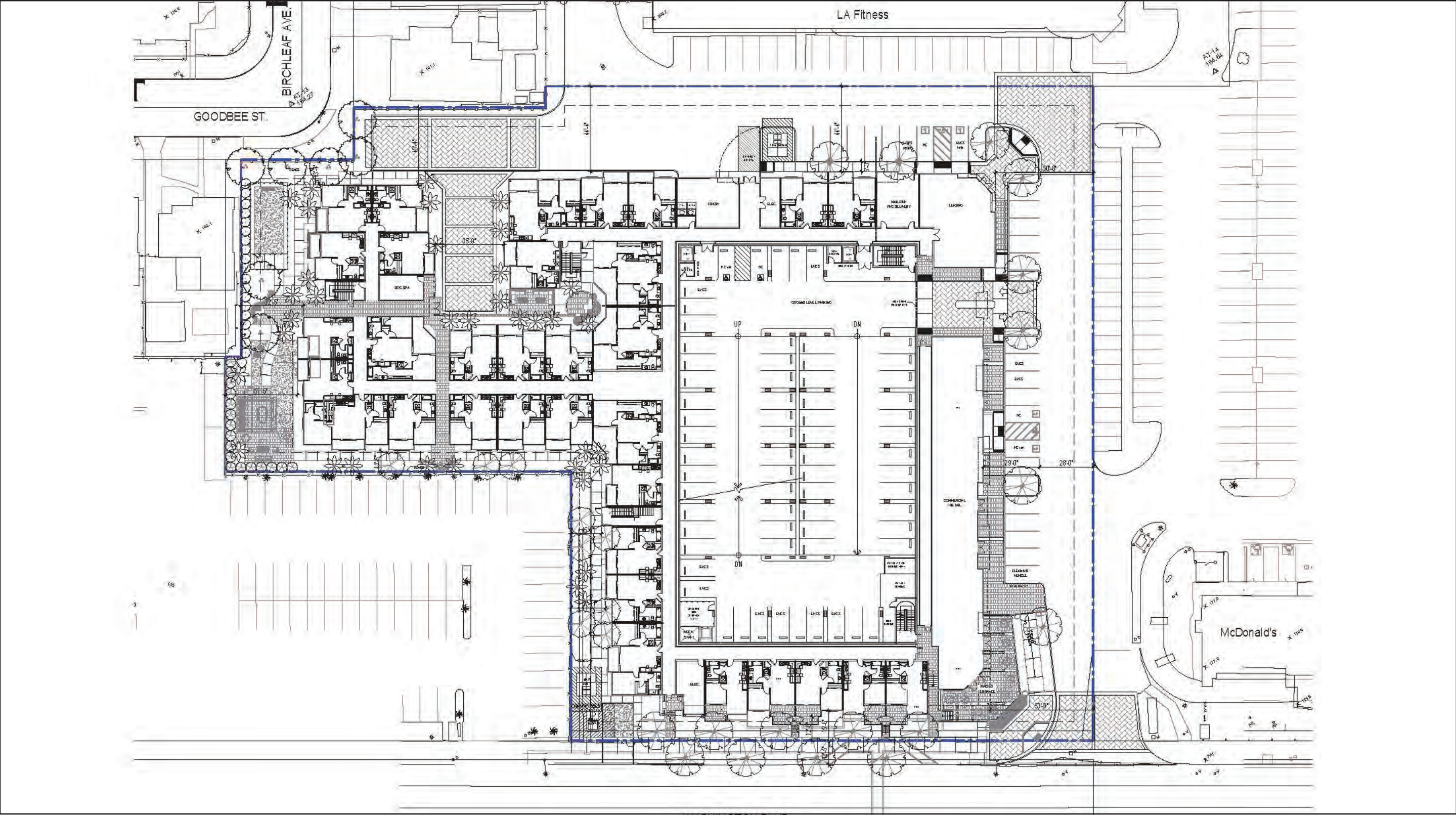
Retail uses would be located at the ground floor and are focused on the easterly edge that faces the existing commercial retail and parking on Rosemead Boulevard. Local serving retail would consist of up to approximately 5,730 square feet of small business spaces to provide services to the local community. Small businesses may include services such as coffee shops, print shops, laundry, or tailoring services to serve the needs of the local community and future residents. The uses would operate during typical commercial hours that would vary by use, but could generally operate Monday through Sunday from 9 a.m. to 5 p.m.

## 1.3.1.3 RECREATIONAL AMENITIES AND OPEN SPACE

As shown in Figure 5, *Open Space and Rooftop Recreation Concept*, the proposed project includes public and private recreational uses and open space. On the ground floor, the proposed project would include a total of 28,770 square feet of public and private open space in the form of passive plaza-type green spaces. Residents would be provided residential amenity space on the rooftop and in community rooms (17,010 square feet). Rooftop recreational uses would include a swimming pool, jacuzzi, poolside cabanas, clubhouse, gym, barbecue area, and garden/green areas. Additionally, private balconies or patio areas would be provided for each residential unit which would provide a total of approximately 20,693 square feet of private open space.



Figure 4 - Site Plan



Property Line      Setback

0 50  
Scale (Feet)



Source: Danielian Associates, 2022

## 1. Introduction

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Figure 5 - Open Space and Rooftop Recreation Concept



Source: Danielian Associates, 2022

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### 1.3.2 Project Access and Parking

#### 1.3.2.1 PROJECT SITE ACCESS

Vehicular access to the project site would be provided by one existing driveway from Washington Boulevard to the south and two vehicle access points (drive aisles) from Rosemead Boulevard to the east. The existing westerly project driveway on Washington Boulevard would be restricted to only emergency vehicle access. The other existing access points along Washington Boulevard and Rosemead Boulevard would remain. The existing driveway on Washington Boulevard is located on the north side of Washington Boulevard along the easterly property boundary directly west of the existing McDonalds restaurant. This driveway currently serves the existing McDonald's restaurant adjacent to the project site. The site driveway would provide access to the main internal roadway surrounding the proposed building and to the subterranean parking entrance for the proposed project. The driveway would continue to accommodate left-turn ingress and right-turn ingress and egress traffic movements (i.e., no left-turns out). No physical modifications are proposed at this driveway. The existing Rosemead Boulevard driveway is located on the west side of Rosemead Boulevard north of Washington Boulevard. This signalized driveway currently serves the existing Pico Rivera Marketplace and would also serve the proposed project. The driveway would continue to accommodate full access (i.e., left-turn and right-turn ingress and egress traffic movements).

Within the project site, vehicular circulation would be accommodated by a drive aisle which is adjacent to the east and north sides of the proposed building. The drive aisle would be no less than 28 feet wide in order to accommodate Fire Department access to the project site.

#### 1.3.2.2 PROJECT PARKING

The Specific Plan would allow for a minimum of 420 total parking spaces, which is 149 parking spaces less than required by the Pico Rivera Municipal Code. The proposed project is planned to provide a total of 464 vehicular parking spaces on-site, including 437 spaces within the new parking garage and 27 on-site surface parking spaces. The new parking structure is planned to provide 390 residential spaces (i.e., 358 resident parking spaces and 32 spaces for residential guest parking) and 74 parking spaces for non-residential uses. Refer to Table 4, *Summary of Parking Spaces*.

As part of the parking spaces provided, a total of 19 Americans with Disability Act (ADA) accessible spaces would be provided on-site, of which 16 spaces are allocated for residential use and three (3) spaces are allocated for the commercial use. In addition, 47 electric vehicle charging station (EVCS) ready spaces would be provided on-site (i.e., 44 residential spaces and 3 commercial spaces). Bicycle parking and storage would also be provided for the project, with a minimum of 12 long-term bicycle spaces for residents and a minimum of four (4) short-term bicycle spaces. Short-term bicycle parking typically consists of bicycle racks. Long-term bicycle parking would be fully enclosed spaces and would typically consist of bicycle lockers, bicycle rooms, or bicycle cages.

Residents would be required to provide the make, model, and year of their vehicle(s) during lease execution and subsequently would be issued an access card or key for entry into the parking garage. All resident and employee parking policies would be outlined in the lease/rental agreement. "No Overnight Parking" signs would be posted within the existing shopping center to prohibit tenants from parking in the center overnight

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and would be enforced by security staff monitoring the center on a 24-hour basis. The signage would also include verbiage that notes that any violations of the parking restriction are subject to towing. hour basis. The signage would also include verbiage that notes that any violations of the parking restriction are subject to towing.

The project applicant (or successor owner/s) will identify a Community Liaison/Parking Ombudsman in order to keep nearby residential communities informed on various matters and provide an open line of communication. The Community Liaison/Parking Ombudsman will efficiently manage parking and enforce changes that the project management team will make to prevent local neighborhood parking intrusion. The Parking Ombudsman would be responsible for enforcing resident and employee parking rules and will address any complaints from the public regarding neighborhood parking intrusion. The telephone number of the Parking Ombudsman would be disseminated to the surrounding communities. For example, should a community member notice a resident or employee parking in the general neighborhood, they would be able to notify the Ombudsman of the intrusion, as well as request enforcement if it was determined that the motorist parking was attributable to the proposed project. All verifiable violations would be documented for monitoring and reporting purposes and warnings and fines/penalties would be issued. A resident or employee that has been determined by the parking ombudsman to have violated the lease agreement policy (i.e., no on-street parking within the neighborhood) would receive a verbal warning upon their first violation. An employee with a second violation will receive a formal written warning that includes a restatement of the policy along with a notification that the employee's supervisor/manager has been informed of the multiple violations. A resident with a second violation would receive a formal written warning that includes a restatement of the policy to be included in the resident's file. Should a subsequent employee violation occur, it would result in the preparation of a formal letter to the project applicant's Human Resources department to be included in the employee's file and the employee's supervisor/manager would again be notified in order to determine the appropriate penalty. Should a subsequent resident violation occur, it would result in the issuance of a lease termination/non-renewal letter for violation of the terms outlined in the lease/rental agreement.

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**Table 4 Summary of Parking Spaces**

Unit Type	No. of Units/Sq. ft.	Spaces to be Required by Specific Plan	Spaces Required by Municipal Code	Spaces Provided
Studio	35 units	35	70	390
1 Bedroom	159 units	223	318	
2 Bedroom	57 units	92	114	
3 Bedroom	4 units	8	8	
Guest	255 unit <sup>1</sup>	32	32	
Leasing	1,750 s.f.	7	7	74
Retail	5,730 s.f.	22	23	
USPS	1	1	1	
Additional Secured Parking				
<b>Total Parking</b>		<b>420</b>	<b>573</b>	<b>464</b>

Notes:

<sup>1</sup> The number of guest spaces are based on the total number of units for the proposed project.

Source: Pico Rivera Municipal Code Table 18.44.040

### 1.3.3 Pedestrian Improvements

Pedestrian paths on-site would connect to the sidewalk along Washington Boulevard on the southern side of the project site, run along the eastern side of the project site, and connect to an existing pedestrian path at the northeast side of the project site near the existing fitness building within the Pico Rivera Marketplace. Pedestrian access to the project site would be provided via the existing public sidewalks and pedestrian facilities along Washington Boulevard and Rosemead Boulevard. A handicap accessible ramp would be installed at the west corner driveway at Washington Boulevard. Pedestrian access within the project site would be accommodated by an ADA compliant walkway that would connect the building entrance and retail frontages to the public right-of-way. This walkway would provide exclusive pedestrian and bicycle access from the public sidewalks to the proposed project site, thus minimizing the extent of pedestrian and bicycle interaction with vehicles at the site and providing a comfortable, convenient, and safe environment for pedestrians and bicyclists to access the proposed project from the public rights-of-way. Pedestrian pathways would also be constructed surrounding the proposed building and would connect to the existing shopping center pedestrian facilities, as shown in Figure 6, *Pedestrian and Bicycle Access within the Project Site*.

### 1.3.4 Architectural Design

The building would have a wrap-style design (i.e., the commercial space and apartments “wrap” around the internal parking structure) (see Figure 5, *Site Plan*). The proposed project would use a variety of colors and materials to provide an articulated architectural design, including manufactured stone veneer, balcony railings, cement plaster in various finish colors, cementitious vertical siding, and metal railings (see Figure 7, *Articulation Concepts*). Setbacks would vary around the perimeter of the development and are shown in Figure 8, *Proposed Setbacks*. The proposed building height (at the top of the sixth floor) would be 70 feet. Additional rooftop elements, such as recreation facilities, would be allowed up to an additional 11 feet (excluding roof parapet or screens around of mechanical equipment). The building height would step down to three stories at the



## 1. Introduction

northwest corner of the project site near the residential community. As shown in Figure 9, *Walls and Screening Concept*, block walls would be included where the project site boundary meets with residential uses to the northwest of the project site and where the project site meets with the existing bank parking lot to the west. Additional green wall screening and an evergreen privacy hedge would separate residential uses from the block walls.

### 1.3.4.1 LANDSCAPING

There are non-native mature palm trees and ornamental landscaping located onsite and these would be removed by the project development/developer. The proposed project would include the planting of ornamental trees around the southeast, southwest and northwest sides of the building, street trees along Washington Boulevard, and accent patio trees along the western portion of the building. Landscaping would surround the proposed building. The landscape features for the proposed project would/will include fencing with synthetic lawn dog runs, evergreen privacy hedges, raised planter walls, and water features (See Figure 10, *Landscape Concept*). The proposed landscaping would soften transitions from ground plane to vertical plane and provide screening to the adjacent neighborhood as well as shading at the ground floor perimeter of the building.

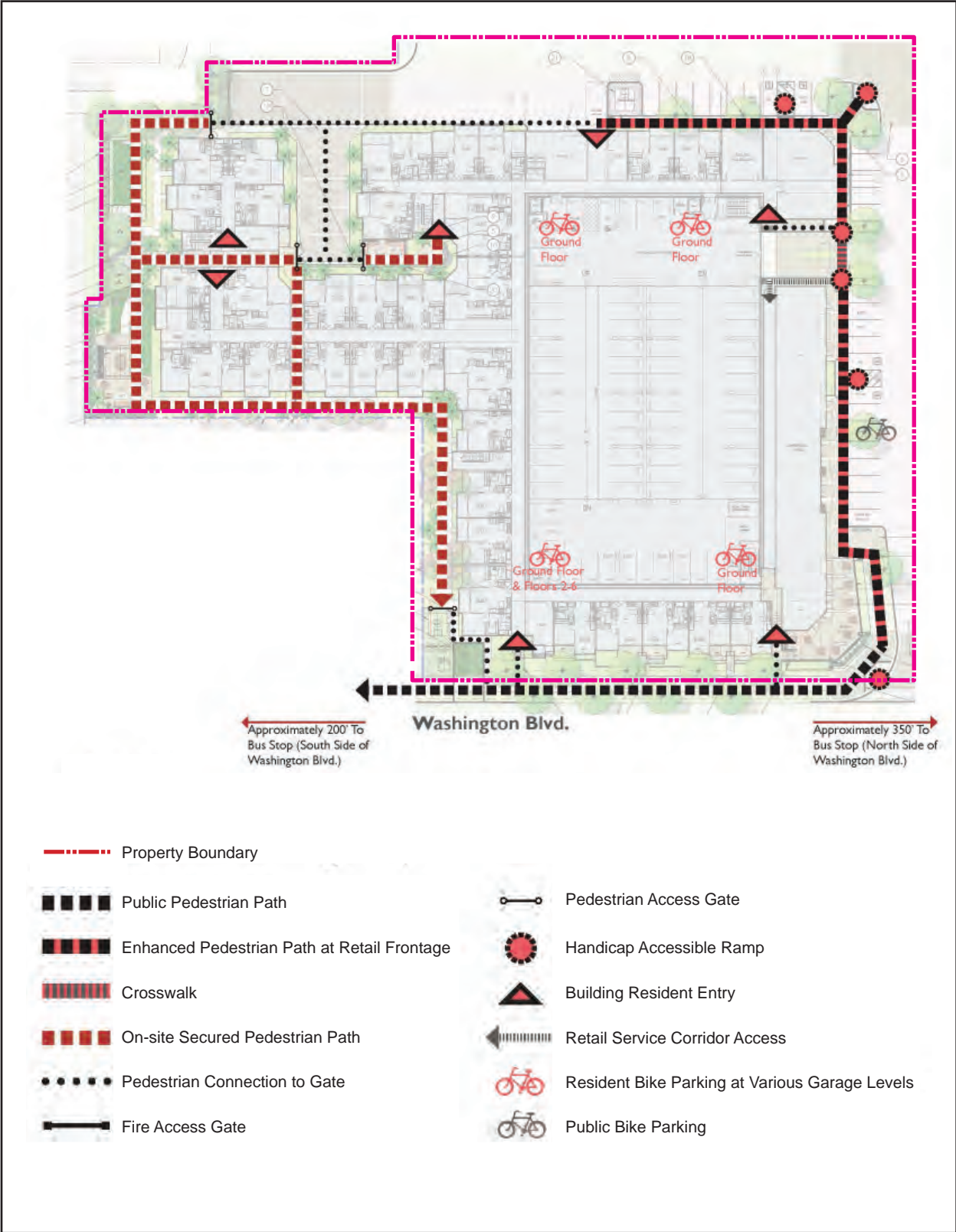
### 1.3.4.2 LIGHTING

The lighting for the proposed project would include safety and security lighting, primarily along walkways, outdoor parking areas, and steps for pedestrian safety at the ground level, and accent lighting on the building and landscaping. String lighting and LED accent lighting would be included on the rooftop recreation area.

### 1.3.4.3 SIGNAGE PROGRAM

The proposed project would include a signage program to provide regulation for the quantity, size, placement, and material of signs on the project site. Retail tenants would be allowed to use their own corporate fonts, colors and logos on signs. The signage program would be used to inform guests of the proposed project's many retail offerings and locations, as well as provide way finding. The guidelines of the program would be designed to complement the architectural elements of the building and coordinate the type, placement, and physical dimensions of all signage. Letter height and logo height shall not exceed 14 inches and each tenant is allowed a maximum of 20 square feet per location.

Figure 6 - Pedestrian and Bicycle Access within the Project Site



0 80  
Scale (Feet)



Source: Danielian Associates, 2022

## 1. Introduction

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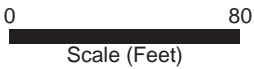
Figure 7 - Articulation Concepts



## 1. Introduction

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Figure 8 - Proposed Setbacks



Source: Danielian Associates, 2022

## 1. Introduction

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Figure 9 - Walls and Screening Concept



- Project Boundary
- Walls
- Screening
- Pedestrian Fence & Gates
- Building Footprint
- Project Parking Garage

0 80  
Scale (Feet)



## 1. Introduction

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Figure 10 - Landscape Concept



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## 1. Introduction

### 1.3.5 Infrastructure Plan

Existing sewer, storm drain, and water lines would connect to the existing infrastructures along Washington Boulevard. All infrastructure improvements would comply with City and building code requirements.

#### 1.3.5.1 POTABLE WATER

The Pico Water District provides water to the project site. The existing water system consists of an 8-inch steel water line along the north side of Washington Boulevard, and this water line currently provides the domestic water and fire water connections to the project site. A second existing 8-inch water line that connects to Washington Boulevard and extends throughout the existing retail center parking lot area provides fire water service for the project site. This fire water line is located in the parking lot drive aisle on the east and north sides of the project site and would continue to provide fire water service to the proposed project. During construction, portions of the existing water line and fire water line may be removed and replaced as required. The proposed project would connect to the 8-inch water line in Washington Boulevard. New water meters and backflow would be installed to meet project demand, and a new fire double detector check valve would be installed for the fire line. Two new fire hydrants would also be installed on-site.

#### 1.3.5.2 SEWER

The existing sewer system consists of an 8-inch vitrified clay pipe (VCP) sewer line within Goodbee Street and extends west into and through the project site in a 15-foot-wide sewer easement. The existing sewer is in the northwest corner of the project site and continues along the northern boundary of the project site in the parking lot area that is shared with the adjacent property. The project site is served by a lateral that connects to the existing 8-inch sewer line. The proposed project would provide sewer connection to the existing 8-inch line in the northwest corner of the project site and/or the sewer line along the northern border of the project site. Portions of the sewer line may be removed and replaced during construction as needed.

#### 1.3.5.3 STORMWATER

The project site is largely paved with impervious surfaces. The existing storm drain system in the project site area includes a parkway culvert storm drain system on the north side of Washington Boulevard, adjacent to the project site, that collects existing street drainage flows from Washington Boulevard as well as onsite runoff and surrounding properties runoff. The stormwater is collected via surface gutters that are directed to the low point in Washington Boulevard, where the water enters the parkway culvert system from both the west and east, flows south in a storm drain culvert beneath Washington Boulevard, and discharges into a 48-inch storm drain line south of Washington Boulevard that extends through the project site in a public storm drain easement.

The proposed project would construct a new storm drain system on the project site that would collect, treat, and convey stormwater to the existing storm drain system in Washington Boulevard to the south of the project site. The on-site stormwater system would collect all runoff from the site, convey the stormwater through existing underground storm drain systems to a proposed retention and/or water quality treatment system(s) for infiltration and/or water quality treatment before discharging back to the public system. The proposed water quality system may include infiltration and bio-filtration systems that would filter the water through

## 1. Introduction

special soil media. Any off-site surface flows that enter the site would be bypassed through the proposed storm drain system or would sheet flow to existing cross gutters.

### 1.3.5.4 DRY UTILITIES

Southern California Edison (SCE) provides electricity to the project site, and Southern California Gas (SoCalGas) provides natural gas services to the project site. The proposed project would require an Edison primary feed to multiple transformers based on electrical load estimates. This new electrical service would be underground and connect from an existing feed point in Washington Boulevard. SoCalGas and all-new communication services would run in a joint trench where possible, and all services would be underground.

### 1.3.5.5 SOLID WASTE

Solid waste would be contracted by the project applicant or owner-operator with a private waste hauler that meets State standards for recycling. Residential access to trash and recycling chutes would be located on all floors and terminate at ground floor trash room. At ground level, there would be separate trash holding area for commercial tenants, that would be transferred to the main trash room and compacted for pick up. The trash room would be provided at the rear of the proposed project site (see Figure 4, *Site Plan*).

## 1.3.6 Project Construction

Proposed project construction would occur over approximately 23 months. Construction would include the following activities: grading and excavation, trenching for site utilities and irrigation, building construction, architectural coatings, driveway and walkway construction, landscaping, and street connection improvements.

## 1.3.7 Project Approvals

Implementation of the proposed project would require the following discretionary and ministerial project approvals from the city of Pico Rivera:

### 1.3.7.1 DISCRETIONARY APPROVALS REQUESTED

- **Specific Plan approval** - seeks adoption by ordinance to facilitate the implementation of the proposed uses and provide regulatory standards, zoning, and guidelines for the development.
- **Zone reclassification** - seeks to change the current zoning designation of General Commercial (GC) to Specific Plan (SP).
- **Zone code amendment** - seeks to add SP for this area to the Zoning Map
- **General Plan amendment** - seeks to change the current General Plan land use designations of Mixed-Use/Housing Element Site Opportunity Area 8 to Specific (SP)
- **Conditional use permit** to allow for the proposed project.

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### 1.3.7.2 OTHER AGENCY ACTION REQUESTED

#### REGIONAL AGENCIES

- Los Angeles Regional Water Quality Control Board (NPDES permit; construction stormwater runoff permits, Storm Drain MS4 Permit)
- South Coast Air Quality Management District – Rule 201: Permit to construct
- Los Angeles County Fire Department (for emergency site access review)

#### LOCAL AGENCIES

- City of Pico Rivera Public Works/Engineering (for grading permit)

## 1. Introduction

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## 2. Environmental Checklist

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### 2.1 PROJECT INFORMATION

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1. **Project Title:** The Mercury Project Initial Study

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2. **Lead Agency Name and Address:**

City of Pico Rivera  
Community & Economic Development  
6615 Passons Boulevard  
Pico Rivera, CA 90660

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3. **Contact Person and Phone Number:**

Julia Gonzalez, Deputy Director  
562.942.2000  
juliagonzalez@pico-rivera.org

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4. **Project Location:**

The project site is located at 8825 Washington Boulevard (APN: 6370-027-018) in the central part of the city of Pico Rivera, Los Angeles County, California. Regional access to the project site is via Interstate 605 (I-605), the San Gabriel River Freeway, 1.23 miles to the east, and Interstate 5 (I-5)/the Santa Ana Freeway, 2.0 miles to the south. Rosemead Boulevard also provides regional access and is located approximately 500 feet to the east. The project site is bounded by Washington Boulevard to the south and adjacent commercial uses to the north, east, and west. A single-family residential neighborhood borders the project site to the northwest.

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5. **Project Sponsor's Name and Address:**

Kamyar Shabani  
Mercury Bowl, LLC: Green Rivera, LLC  
1801 Century Park East, Suite 2100  
Los Angeles, CA 90067-2323

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6. **General Plan Designation:**

Mixed-Use/Housing Element Site Opportunity Area 8 (the Rosemead Boulevard and Washington Boulevard Opportunity Area).

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7. **Zoning:** General Commercial (C-G).

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8. **Description of Project:**

The proposed project involves development of a three to six-story mixed-use building with a 6.5-level parking structure in the core, 1 level of subterranean parking, ground-floor retail and residential uses, and residential uses in floors two through six on a 2.85-acre site. The building is a wrap-style with parking levels extending all floors interior to the building. The proposed project would develop 255 dwelling units

## 2. Environmental Checklist

consisting of a mix of studios, junior studios, one-bedrooms, two-bedrooms, and three-bedrooms, with 13 units set aside as affordable housing units. Up to 5,730 square feet of retail space, up to 1,750 square feet of ground-floor lobby/leasing space, up to 17,010 square feet of rooftop pool/community recreation, and up to 190,000 square feet of parking are included as part of the proposed project. The first floor of the proposed building would include a mix of retail, residential, public seating areas, and a main lobby/leasing office. Floors two through six include residential units, parking, and related residential amenities. The roof deck of the parking structure would include a pool and recreation facilities such as a gym and clubhouse for use by residents and their guests only. Implementation of the proposed project would require a General Plan amendment, zone code amendment, zone reclassification, conditional use permit, and approval of a Specific Plan.

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### 9. Surrounding Land Uses and Setting:

The project site is primarily surrounded by commercial and residential uses. The commercial properties immediately bordering the project site to the east and west are zoned General Commercial, and the commercial uses across Washington Boulevard are zoned Specific Plan. The Pico Rivera Marketplace has a general plan land use designation of Commercial, and the commercial uses to the west of the project site along Washington Boulevard have a general plan land use designation of Mixed-Use/Housing Element Site Opportunity Area 8. Commercial uses to the south of the project site have a general plan land use designation of Specific Plan. The single-family neighborhood to the northwest is zoned Single-Family Residential (S-F) with a general plan land use designation of Low Density Residential.

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### 10. Other Public Agencies Whose Approval Is Required (e.g., permits, financing approval, or participating agreement):

- Los Angeles Regional Water Quality Control Board (NPDES permit; construction stormwater runoff permits, Storm Drain MS4 Permit)
- South Coast Air Quality Management District – Rule 201: Permit to construct
- Los Angeles County Fire Department (for emergency site access review)
- City of Pico Rivera Public Works/Engineering (for grading permit)

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### 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.?

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 5097.94 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.

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The city of Pico Rivera invited California Native American tribes that are traditionally and culturally affiliated with the project area to consult on the proposed project via email and certified mail. Seven tribes were contacted consistent with Assembly Bill (AB) 52 and Senate Bill (SB) 18. The letters were sent to six tribes on May 14, 2021, and the letter was sent to Soboba Band of Luiseno Indians on June 17, 2021. The City received one request to consult from the Gabrieleño Band of Mission Indians – Kizh Nation. The tribe was subsequently contacted by City staff within 30 days of the request. The City held a consultation call with the Gabrieleño Band of Mission – Kizh Nation on March 15, 2022. The City also received a response from the Soboba Band of Luiseno Indians, which recommended that the City contact the Gabrieleño/Tongva San Gabriel Band of Mission Indians. The Gabrieleño/Tongva San Gabrieleño Band of Mission Indians was on the list provided by Native American Heritage Commission (NAHC) and received a tribal consultation letter. No response was received from this tribe. The City followed up with all tribes on NAHC list and did not receive additional responses as of June 9, 2022.

## 2. Environmental Checklist

### 2.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

- |  |   |   |
|--|---|---|
| <input type="checkbox"/> Aesthetics                      | <input type="checkbox"/> Agriculture / Forestry Resources | <input checked="" type="checkbox"/> Air Quality               |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources    | <input type="checkbox"/> Energy                               |
| <input type="checkbox"/> Geology/Soils                   | <input type="checkbox"/> Greenhouse Gas Emissions         | <input type="checkbox"/> Hazards and Hazardous Materials      |
| <input type="checkbox"/> Hydrology/Water Quality         | <input type="checkbox"/> Land Use / Planning              | <input type="checkbox"/> Mineral Resources                    |
| <input checked="" type="checkbox"/> Noise                | <input type="checkbox"/> Population / Housing             | <input type="checkbox"/> Public Services                      |
| <input type="checkbox"/> Recreation                      | <input type="checkbox"/> Transportation                   | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities / Service Systems     | <input type="checkbox"/> Wildfire                         | <input type="checkbox"/> Mandatory Findings of Significance   |

### 2.3 DETERMINATION (TO BE COMPLETED BY THE LEAD AGENCY)

On the basis of this initial evaluation:

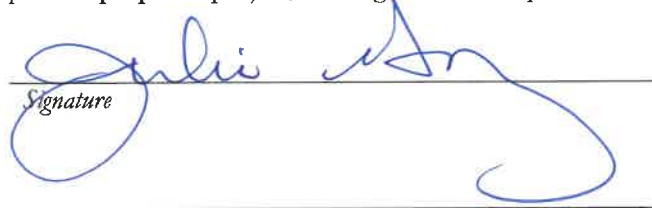
☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

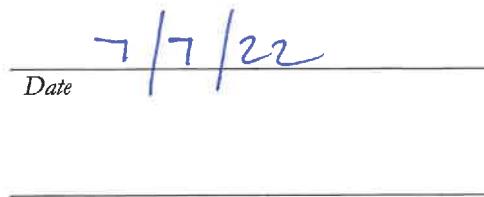
☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

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

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

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

  
Signature

  
Date



## 2. Environmental Checklist

### 2.4 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 would 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.
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 Analyses 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.

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

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>I. AESTHETICS.</b> Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?				<b>X</b>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				<b>X</b>
c) In nonurbanized 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?			<b>X</b>	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			<b>X</b>	
<b>II. AGRICULTURE AND FORESTRY RESOURCES.</b> In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				<b>X</b>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				<b>X</b>
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))?				<b>X</b>
d) Result in the loss of forest land or conversion of forest land to non-forest use?				<b>X</b>

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Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				<b>X</b>
<b>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:</b>				
a) Conflict with or obstruct implementation of the applicable air quality plan?			<b>X</b>	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?		<b>X</b>		
c) Expose sensitive receptors to substantial pollutant concentrations?			<b>X</b>	
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			<b>X</b>	
<b>IV. BIOLOGICAL RESOURCES. Would the project:</b>				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				<b>X</b>
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?				<b>X</b>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				<b>X</b>
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?		<b>X</b>		
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				<b>X</b>
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?				<b>X</b>
<b>V. CULTURAL RESOURCES. Would the project:</b>				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?				<b>X</b>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		<b>X</b>		
c) Disturb any human remains, including those interred outside of dedicated cemeteries?		<b>X</b>		

## 2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VI. ENERGY. Would the project:</b>				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?				X
<b>VII. GEOLOGY AND SOILS. Would the project:</b>				
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.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?			X	
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?			X	
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?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	
<b>VIII. GREENHOUSE GAS EMISSIONS. Would the project:</b>				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	
<b>IX. HAZARDS AND HAZARDOUS MATERIALS. Would the project:</b>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
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?			X	

## 2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				X
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X
<b>X. HYDROLOGY AND WATER QUALITY. Would the project:</b>				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
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 a substantial erosion or siltation on- or off-site;			X	
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;			X	
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			X	
iv) impede or redirect flood flows?			X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				X
<b>XI. LAND USE AND PLANNING. Would the project:</b>				
a) Physically divide an established community?				X
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?			X	



## 2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XII. MINERAL RESOURCES. Would the project:</b>				
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?				<b>X</b>
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?				<b>X</b>
<b>XIII. NOISE. Would the project result in:</b>				
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>X</b>		
b) Generation of excessive groundborne vibration or groundborne noise levels?		<b>X</b>		
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				<b>X</b>
<b>XIV. POPULATION AND HOUSING. Would the project:</b>				
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>X</b>	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				<b>X</b>
<b>XV. PUBLIC SERVICES. Would the project:</b>				
a) 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?			<b>X</b>	
Police protection?			<b>X</b>	
Schools?			<b>X</b>	
Parks?			<b>X</b>	
Other public facilities?			<b>X</b>	
<b>XVI. RECREATION.</b>				
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>X</b>	

## 2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X	
<b>XVII. TRANSPORTATION. Would the project:</b>				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			X	
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?			X	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
d) Result in inadequate emergency access?			X	
<b>XVIII. TRIBAL CULTURAL RESOURCES.</b>				
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 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				X
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 § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		X		
<b>XIX. UTILITIES AND SERVICE SYSTEMS. Would the project:</b>				
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?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c) Result in a determination by the waste water 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?			X	

## 2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	
<b>XX. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:</b>				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
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?				X
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?				X
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				X
<b>XXI. MANDATORY FINDINGS OF SIGNIFICANCE.</b>				
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?			X	
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.)			X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

## 3. Environmental Analysis

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Section 2.4 provided a checklist of environmental impacts. This section provides an evaluation of the impact categories and questions contained in the checklist and identifies mitigation measures, if applicable.

### 3.1 AESTHETICS

Except as provided in California Public Resources Code Section 21099, would the project:

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

**No Impact.** A scenic vista is defined as a viewpoint that provides expansive views of a highly valued landscape feature (e.g., a mountain range, lake, or coastline) or of a significant historic or architectural feature (e.g., views of a historic structure). The project site is in the central part of the city of Pico Rivera, surrounded by the Pico Rivera Marketplace to the north and east; a single-family residential neighborhood to the northwest; and commercial uses to the west and south across Washington Boulevard.

The project site and surrounding area lack significant topography and are developed with urban land uses. It had been previously developed with a commercial building that operated as a nightclub and was subsequently demolished. The project site is currently developed with just hard surfaces and landscaping. The proposed project would have a maximum building height of 70 feet above grade at the top of the sixth floor. The building height would be stepped down to three stories at the northwest corner of the project site, near the residential community. There are no protected or designated scenic vistas or views in the project vicinity, and the proposed project would not obscure any scenic vistas. Therefore, no impact would occur.

**b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?**

**No Impact.** According to the California Department of Transportation (Caltrans), State Route (SR) 57 between SR-90 and SR-60, which is located approximately 13 miles east of the project site, is considered an eligible state scenic highway from Post Mile (PM) 19.9 to R4.5 (Caltrans 2021). SR-91, approximately 16 miles east of the project site, is the closest officially designated state scenic highway to the project site (ibid). Since the proposed project is not located within these scenic highways, implementation of the proposed project would not damage scenic resources located within or near any state scenic highway. Therefore, no impact would occur.

**c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?**

### 3. Environmental Analysis

**Less Than Significant Impact.** The project site is in an urbanized area (as defined by California Public Resources Code [PRC] Section 21071(a)(2))<sup>1</sup> and in the central portion of the city of Pico Rivera. The project site is currently zoned General Commercial (C-G) with a general plan land use designation of Mixed-Use/Housing Element Site Opportunity Area 8 (the Rosemead Boulevard and Washington Boulevard Opportunity Area) (Pico Rivera 2014). The project site is primarily surrounded by commercial and residential uses, including the Pico Rivera Marketplace, which has a general plan land use designation of Commercial, and commercial uses to the west of the project site along Washington Boulevard, which have a general plan land use designation of Mixed-Use/Housing Element Site Opportunity Area 8. Commercial uses to the south of the project site have a general plan land use designation of Specific Plan (Pico Rivera 2014), and the single-family neighborhood to the northwest is zoned Single-Family Residential (S-F) with a general plan land use designation of Low-Density Residential (Pico Rivera 2021, 2014).

The proposed project would require a change to the current zoning designation of General Commercial (GC) to Specific Plan (SP), as well as a zone code amendment to add SP for this area to the Zoning Map. Additionally, the proposed project would change the current general plan land use designations of Mixed-Use/Housing Element Site Opportunity Area 8 to SP. The proposed project would also incorporate landscape and lighting guidelines that would support the aesthetics of the development. The project site is vacant and disturbed with largely impervious surfaces and fenced from public access; the proposed project would allow for a well-designed and aesthetically pleasing mixed-use building and landscaped areas that would activate the project site and contribute to the surrounding uses.

Further, the proposed project would be consistent with relevant goals and policies included in the Land Use Element of the City's General Plan, such as Policy 3.8-4, which promotes high-quality mixed-use development that is compatible with surrounding uses and enhances adjacent streetscapes, and Policy 3.8-7, which requires screening, setback, or buffering from projects adjacent to residential neighborhoods (Pico Rivera 2014). Implementation of the proposed project would result in a mixed-use building that would integrate with the surrounding community and would not change the scenic quality of the currently urbanized area. The proposed project would be taller than current buildings in the area but would provide building setbacks, privacy block wall and hedges along residential neighborhood. Specifically, the proposed project would step down to three stories on the northwest corner near the residential community.

Therefore, the proposed project would not conflict with applicable zoning and other regulations governing scenic quality. Impacts to the scenic quality would be less than significant.

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

**Less Than Significant Impact.** The two major causes of light pollution in any urban setting are spill light and glare. Spill light is caused by misdirected light that illuminates areas outside the area intended to be lit. The adjacent commercial areas to the proposed project generate nighttime light from security and parking lot lights,

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<sup>1</sup> PRC Section 21071(a)(2) defines urbanized area as an incorporated city has a population of less than 100,000 persons if the population of that city and not more than two contiguous incorporated cities combined equals at least 100,000 persons. The population of Pico Rivera (60,088 persons) along with the city of Downey (114,355 persons), which borders the city to the south, have a combined population of 174,443 persons (U.S. Census 2020). Thus, Pico Rivera meets the definition of an urbanized area.



### 3. Environmental Analysis

building lights (interior and exterior), streetlights, and vehicle lights. Additionally, light sources in the residential neighborhood to the northwest include street lights, lighting emanating from windows, outdoor residential lighting, and vehicles traveling on surface streets. Glare can occur when a bright object or light source reflects off of a reflective/light-colored surface. Existing sources of glare include light-colored building materials, parked vehicles on surface parking lots and traveling on public rights-of-way.

The proposed project is in an urbanized area and would include light sources that are typical of an urbanized area, and it would not introduce any high-intensity lighting such as is used for athletic fields or nighttime sports activity. The proposed project would have nighttime lights for the safety and security (such as lighting along walkways, and in the surface parking lot), as well as tree accent lighting and light emitting diode (LED) step lights. Buildout of the proposed project would be consistent with the SP, which has a primary goal of preventing light spill to the residential neighborhood (zero foot-candles). Landscaping and a wall along the northwest corner of the project site, adjacent to the residential neighborhood, would prevent light spilling onto the residential neighborhood (see Figures 9, *Wall and Screening Concept*, and 10, *Landscape Concept*). The proposed project would not therefore significantly increase nighttime lighting from what currently exists at the site.

The project site is in an urbanized area and would have surfaces that are typical of an urbanized area. The proposed project's architectural design would include non-reflective surfaces, such as manufactured stone veneer, cement plaster, and cementitious vertical siding, which would reduce the amount of glare from the proposed development. Landscaping throughout the project site would further reduce glare.

The proposed project would not introduce lighting nor reflective surfaces at substantially greater intensities than existing lights and buildings near the site. The proposed project would not result in a new source of substantial light or glare and would not impact daytime nor nighttime views. Therefore, light and glare impacts would be less than significant.

## 3.2 AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation (DOC) as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection (CAL FIRE) 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:

### 3. Environmental Analysis

- 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 located within a commercial area and is surrounded by commercial and residential areas in the city of Pico Rivera. The project site and surrounding area are void of agricultural uses. DOC's Farmland Mapping and Monitoring Program (FMMP) maps California's agricultural resources and determines the suitability of land throughout the state for agriculture purposes. The DOC produces these maps on a statewide level and by county. The DOC's FMMP map for Los Angeles County identifies the project site as "Urban and Built-Up Land" (DOC 2021).

The project site is currently zoned General Commercial (C-G) with a general plan land use designation of Mixed-Use/Housing Element Site Opportunity Area 8 (the Rosemead Boulevard and Washington Boulevard Opportunity Area) (Pico Rivera 2014). It is not zoned or used for agriculture. Therefore, development on the project site would not convert prime farmland, unique farmland, or farmland of statewide importance to a non-agricultural use and no impact would occur.

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

**No Impact.** The project site was previously developed with a commercial building that operated as a nightclub until March 2015 and was subsequently demolished in 2020. The project site is currently vacant, paved, and contains ornamental landscaping, including palm trees. The project site is currently zoned General Commercial (C-G) with a general plan land use designation of Mixed-Use/Housing Element Site Opportunity Area 8 (the Rosemead Boulevard and Washington Boulevard Opportunity Area) (Pico Rivera 2014). Therefore, the proposed project would not conflict with an existing zone for agricultural use or conflict with a Williamson Act contract. No impact would occur.

- c) **Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?**

**No Impact.** The City of Pico Rivera is an urban developed city and there are no forest lands or timberland in the city limits. The project site is currently zoned General Commercial (C-G) and is not zoned for, nor used as forest land or timberland (Pico Rivera 2014). The proposed project would not conflict with existing zoning or cause the rezoning of forest land or timberland. Therefore, no impact would occur.

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

**No Impact.** The project site is located within commercial and residential area in the city of Pico Rivera. The project site is currently vacant, does not contain forest land, and development of the proposed project would not result in the loss of forest land or the conversion of forest land to non-forest use. No impact would occur.

### 3. Environmental Analysis

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

**No Impact.** The proposed project includes the development of commercial and residential uses in an urban area. Though the project site is currently vacant, it is located in an area completely developed for commercial and residential uses, and there are no farmland and forest land in and around the project site. The FMMP characterizes the project site as “Urban and Built-Up Land.” The development of the proposed project would not result in the conversion of farmland to non-agricultural uses nor the conversion of forest land to non-forest uses. No impact would occur.

### 3.3 AIR QUALITY

The Air Quality section addresses the impacts of the proposed project on ambient air quality and the exposure of people, especially sensitive individuals, to unhealthful pollutant concentrations. A background discussion on the air quality regulatory setting, meteorological conditions, existing ambient air quality in the vicinity of the project site, and air quality modeling can be found in Appendix A.

The primary air pollutants of concern for which ambient air quality standards (AAQS) have been established are ozone (O<sub>3</sub>), carbon monoxide (CO), coarse inhalable particulate matter (PM<sub>10</sub>), fine inhalable particulate matter (PM<sub>2.5</sub>), sulfur dioxide (SO<sub>2</sub>), nitrogen dioxide (NO<sub>2</sub>), and lead (Pb). Areas are classified under the federal and California Clean Air Act as either in “attainment” or “nonattainment” for each criteria pollutant based on whether the AAQS have been achieved. The South Coast Air Basin (SoCAB), which is managed by the South Coast Air Quality Management District (South Coast AQMD), is designated nonattainment for O<sub>3</sub>, and PM<sub>2.5</sub> under the California and National AAQS, nonattainment for PM<sub>10</sub> under the California AAQS, and nonattainment for lead (Los Angeles County only) under the National AAQS (CARB 2021).

Furthermore, the South Coast AQMD has identified regional thresholds of significance for criteria pollutant emissions and criteria air pollutant precursors, including VOC, CO, NO<sub>x</sub>, sulfur oxide (SO<sub>x</sub>), PM<sub>10</sub>, and PM<sub>2.5</sub>. Development projects below the regional significance thresholds are not expected to generate sufficient criteria pollutant emissions to violate any air quality standard or contribute substantially to an existing or projected air quality violation. Where available, the significance criteria established by the South Coast AQMD may be relied upon to make the following determinations.

Would the project:

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

**Less Than Significant Impact.** The South Coast AQMD adopted the 2016 Air Quality Management Plan (AQMP) on March 3, 2017. Regional growth projections are used by South Coast AQMD to forecast future emission levels in the SoCAB. For southern California, these regional growth projections are provided by the Southern California Association of Governments (SCAG) and are partially based on land use designations included in city/county general plans. Typically, only large, regionally significant projects have the potential to affect regional growth projections. In addition, the consistency analysis is generally only required in connection

### 3. Environmental Analysis

with the adoption of general plans, specific plans, and significant projects. As the proposed project is not a regionally significant project, a consistency analysis is not required.

Changes in population, housing, or employment growth projections have the potential to affect SCAG's demographic projections and therefore the assumptions in South Coast AQMD's AQMP. The project would result in 255 residential units. As discussed in Section 3.14, *Population and Housing*, the proposed project's population growth would be within SCAG's forecast growth projections for the city. Additionally, as demonstrated below in Section 3.3(b), the regional emissions of the proposed project would be less than the South Coast AQMD emissions thresholds under the construction (with mitigation measures) and the operational phases. Therefore, it would not be considered by South Coast AQMD to be a substantial source of air pollutant emissions that would have the potential to affect the attainment designations in the SoCAB. Therefore, the proposed project would not affect the regional emissions inventory or conflict with strategies in the AQMP. Impacts would be less than significant.

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

**Less Than Significant Impact with Mitigation Incorporated.** The following describes project-related impacts from regional short-term construction activities and regional long-term operation of the proposed project. As discussed above, the SoCAB, which is managed by the South Coast AQMD, is designated nonattainment for O<sub>3</sub>, and PM<sub>2.5</sub> under the California and National AAQS, nonattainment for PM<sub>10</sub> under the California AAQS, and nonattainment for lead (Los Angeles County only) under the National AAQS (CARB 2021).

#### **Regional Short-Term Construction Impacts**

Construction activities would result in the generation of air pollutants. These emissions would primarily be 1) exhaust from off-road diesel-powered construction equipment; 2) dust generated by construction activities; 3) exhaust from on-road vehicles; and 4) off-gassing of volatile organic compounds (VOCs) from paints and asphalt.

Construction activities for the mixed-use proposed project development are anticipated to disturb 2.85 acres on the project site. The project site currently consists of paved surfaces (no structures) and contains ornamental landscaping. The project would involve asphalt demolition and debris haul, site preparation, rough and fine grading and grading soil haul, utilities trenching, paving, building construction, and architectural coating. Construction is anticipated to occur over 23 months. Construction emissions were estimated using the California Emissions Estimator Model (CalEEMod), Version 2020.4, and are based on the preliminary construction duration and equipment mix provided by the project applicant. Construction emissions modeling are shown in Table 5, *Maximum Daily Regional Construction Emissions*, and shows maximum daily emissions for NO<sub>x</sub>, CO, SO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> from construction-related activities would be less than their respective South Coast AQMD regional significance threshold values. However, construction-related VOC emissions generated from paints used in architectural coating of the new structures on the project site would exceed the South Coast AQMD regional significance threshold for VOC. Impacts therefore have the potential to be significant without the implementation of mitigation measures. However, as shown in Table 6, *Maximum Daily Regional Construction*

### 3. Environmental Analysis

*Emissions with Mitigation Incorporated*, implementation of Mitigation Measures AQ-1 would reduce construction-related emissions to below the significance thresholds by requiring use of 0 VOC-content paints for building interior coating. Therefore, air quality impacts from project-related construction activities would be less than significant with incorporation of mitigation.

**Table 5 Maximum Daily Regional Construction Emissions**

Construction Phase	Pollutants (lb/day) <sup>1, 2</sup>					
	VOC	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Year 2022</b>						
Asphalt Demolition	2	17	15	<1	1	1
Asphalt Demolition and Debris Haul	2	23	16	<1	5	2
Site Preparation	2	17	10	<1	1	1
Rough Grading	3	30	21	<1	5	3
Rough Grading and Soil Haul	3	44	24	<1	6	3
Utilities Trenching	1	8	7	<1	1	<1
Utilities Trenching, Fine Grading and Soil Haul, and Building Construction 2022	4	51	32	<1	5	2
Utilities Trenching and Building Construction 2022	3	23	23	<1	2	1
Building Construction 2022	2	15	17	<1	1	1
<b>Year 2023</b>						
Building Construction 2023	2	14	16	<1	1	1
Building Construction 2023 and Paving	3	23	29	<1	2	1
Building Construction 2023 and Architectural Coating	144	15	19	<1	1	1
<b>Maximum Daily Construction Emissions</b>						
Maximum Daily Emissions	144	51	32	<1	6	3
<b>South Coast AQMD Regional Construction Threshold</b>	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Significant?</b>	<b>Yes</b>	No	No	No	No	No

Source: CalEEMod Version 2020.4.

<sup>1</sup> Based on the preliminary information provided by the project applicant. Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by South Coast AQMD of construction equipment.

<sup>2</sup> Includes implementation of fugitive dust control measures required by South Coast AQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186-compliant sweepers.

### Mitigation Measures

#### Construction

AQ-1 The construction contractor(s) shall only use interior paints with a VOC (volatile organic compound) content of 0 grams per liter (g/L) to reduce VOC emissions. All building and site plans shall note use of paints with a VOC content of 0 g/L. Prior to construction, the construction contractor(s) shall ensure that all construction plans submitted to the City's Building Division clearly show the requirement for use on interior paint with a VOC content of 0 g/L for the specified buildings, herein.



### 3. Environmental Analysis

**Table 6 Maximum Daily Regional Construction Emissions with Mitigation Incorporated**

Construction Phase	Pollutants (lb/day) <sup>1, 2, 3</sup>					
	VOC	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Year 2022</b>						
Asphalt Demolition	2	17	15	<1	1	1
Asphalt Demolition and Debris Haul	2	23	16	<1	5	2
Site Preparation	2	17	10	<1	1	1
Rough Grading	3	30	21	<1	5	3
Rough Grading and Soil Haul	3	44	24	<1	6	3
Utilities Trenching	1	8	7	<1	1	<1
Utilities Trenching, Fine Grading and Soil Haul, and Building Construction 2022	4	51	32	<1	5	2
Utilities Trenching and Building Construction 2022	3	23	24	<1	2	1
Building Construction 2022	2	15	17	<1	1	1
<b>Year 2023</b>						
Building Construction 2023	2	14	16	<1	1	1
Building Construction 2023 and Paving	3	23	29	<1	2	1
Building Construction 2023 and Architectural Coating	40	15	20	<1	2	1
<b>Maximum Daily Construction Emissions</b>						
Maximum Daily Emissions	40	51	32	<1	6	3
<b>South Coast AQMD Regional Construction Threshold</b>	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Significant?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: CalEEMod Version 2020.4.

<sup>1</sup> Based on the preliminary information provided by the project applicant. Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by South Coast AQMD of construction equipment.

<sup>2</sup> Includes implementation of fugitive dust control measures required by South Coast AQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186-compliant sweepers.

<sup>3</sup> Includes implementation of Mitigation Measure AQ-1, which would require use of paints with 0 VOC content for building interior coating activities.

#### Long-Term Operation-Related Air Quality Impact

Typical long-term air pollutant emissions are generated by area sources (e.g., landscape fuel use, aerosols, architectural coatings, and asphalt pavement), energy use (natural gas), and mobile sources (i.e., on-road vehicles). The proposed project would result in the development of 255 residential units and 5,730 square feet of retail space on the project site. The proposed buildings would, at minimum, be designed and built to meet the 2019 Building Energy Efficiency Standards (Title 24, Part 6, of the California Code of Regulations [CCR]) and the 2019 California Green Building Standards Code (CALGreen) (Title 24, Part 11, of the CCR). As shown in Table 7, *Maximum Daily Regional Operation Emissions*, it is anticipated that operation of the proposed project would result in overall minimal emissions and would not exceed the South Coast AQMD regional operation-phase significance thresholds. Impacts to the regional air quality associated with operation of the project would be less than significant.

### 3. Environmental Analysis

**Table 7 Maximum Daily Regional Operation Emissions**

Source	Maximum Daily Emissions (lbs/Day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Max Daily Emissions</b>						
Area <sup>1</sup>	7	<1	21	<1	<1	<1
Energy	<1	1	1	<1	<1	<1
Mobile	5	4	54	<1	12	3
<b>Total</b>	<b>13</b>	<b>6</b>	<b>76</b>	<b>&lt;1</b>	<b>12</b>	<b>3</b>
<b>South Coast AQMD Regional Threshold</b>	<b>55</b>	<b>55</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Exceeds Threshold?</b>	No	No	No	No	No	No

Source: CalEEMod Version 2020.4.

Notes: lbs: Pounds. Highest winter or summer emissions are reported.

<sup>1</sup> Operational model does not consider annual interior or exterior painting of the parking structure but does consider annual striping of the parking stalls.

#### c) Expose sensitive receptors to substantial pollutant concentrations?

**Less Than Significant Impact.** The proposed project could expose sensitive receptors to elevated pollutant concentrations if it causes or significantly contributes to elevated pollutant concentration levels. Unlike regional emissions, localized emissions are typically evaluated in terms of air concentration rather than mass so they can be more readily correlated to potential health effects.

#### Construction LSTs

Localized significance thresholds (LSTs) are based on the California AAQS, which are the most stringent AAQS that provide a margin of safety in the protection of public health and welfare. They are designated to protect sensitive receptors most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and people engaged in strenuous work or exercise. The screening-level construction LSTs are based on the size of a project site, distance to the nearest sensitive receptor, and Source Receptor Area (SRA). The nearest offsite sensitive receptors are the residences along Goodbee Street and Birchleaf Avenue to the northwest of the project site which is located within SRA 5 – Southeast LA County.

Air pollutant emissions generated by construction activities would cause temporary increases in air pollutant concentrations. Table 8, *Localized Construction Emissions*, shows that the maximum daily construction emissions (pounds per day) for NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> construction emissions would be less than their respective South Coast AQMD screening-level LSTs. Therefore, air quality impacts from project-related construction activities would be less than significant.

### 3. Environmental Analysis

**Table 8 Localized Construction Emissions**

Construction Activity	Pollutants(lbs/day) <sup>1</sup>			
	NO <sub>x</sub>	CO	PM <sub>10</sub> <sup>2</sup>	PM <sub>2.5</sub> <sup>2</sup>
<b>South Coast AQMD ≤1.00 Acre LST</b>	80	571	4.00	3.00
Utilities Trenching	8	6	0.32	0.30
Utilities Trenching and Building Construction 2022	22	20	1.02	0.97
Building Construction 2022	15	14	0.70	0.67
Building Construction 2023	14	14	0.61	0.59
Building Construction 2023 and Paving	22	26	1.05	0.99
Building Construction 2024 and Architectural Coating	15	16	0.68	0.66
<b>Exceeds LST?</b>	No	No	No	No
<b>South Coast AQMD 1.38 Acre LST</b>	93	680	5.12	3.37
Utilities Trenching, Fine Grading and Soil Haul, and Building Construction 2022	26	23	1.21	1.11
<b>Exceeds LST?</b>	No	No	No	No
<b>South Coast AQMD 1.94-Acre LSTs</b>	112	843	6.81	3.94
Site Preparation	16	10	1.28	0.63
<b>Exceeds LST?</b>	No	No	No	No
<b>South Coast AQMD 2.00 Acre LST</b>	114	861	7.00	4.00
Asphalt Demolition	17	14	0.84	0.78
Asphalt Demolition and Debris Haul	23	15	4.82	1.49
<b>Exceeds LST?</b>	No	No	No	No
<b>South Coast AQMD 2.85-Acre LSTs</b>	130	1,036	8.98	4.85
Rough Grading	29	20	4.71	2.64
Rough Grading and Soil Haul	29	20	4.74	2.64
<b>Exceeds LST?</b>	No	No	No	No

Source: CalEEMod Version 2020.4. South Coast AQMD 2008 and 2011.

Notes: In accordance with South Coast AQMD methodology, only onsite stationary sources and mobile equipment are included in the analysis. Screening level LSTs are based on an 82 ft receptor in SRA 5.

<sup>1</sup> Where specific information for project-related construction activities or processes was not available modeling was based on CalEEMod defaults. These defaults are based on construction surveys conducted by the South Coast AQMD.

<sup>2</sup> Includes fugitive dust control measures required by South Coast AQMD under Rule 403, such as watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186-compliant sweepers.

### Construction Health Risk

Emissions from construction equipment primarily consist of diesel particulate matter (DPM). In 2015, the Office of Environmental Health Hazards Assessment (OEHHA) adopted guidance for preparation of health risk assessments, which included the development of a cancer risk factor and non-cancer chronic reference exposure level for DPM over a 30-year time frame (OEHHA 2015). Currently, South Coast AQMD does not require the evaluation of long-term excess cancer risk or chronic health impacts for a short-term construction project. The proposed project's construction period is anticipated to be completed in approximately 23 months, which would limit the exposure of adjacent sensitive receptors to construction emissions. Project construction would comply with required health and safety standards and construction best practices. Furthermore,

### 3. Environmental Analysis

construction activities would not generate onsite exhaust emissions that would exceed the screening-level construction LSTs, as shown in Table 8, above. Thus, construction emissions would not pose a health risk to onsite and offsite receptors, and project-related construction health impacts would be less than significant.

#### Operation LSTs

Operation of the proposed project would not generate substantial emissions from onsite stationary sources. Land uses that have the potential to generate substantial stationary sources of emissions include industrial land uses, such as chemical processing and warehousing operations where truck idling would occur onsite and would require a permit from South Coast AQMD. The proposed project does not fall within these categories of uses. While operation of the proposed project would use standard onsite mechanical equipment such as heating, ventilation, and air conditioning, air pollutant emissions would be nominal. Localized air quality impacts related to operation-related emissions would be less than significant.

#### Carbon Monoxide (CO) Hotspots

Vehicle congestion has the potential to create pockets of CO, known as hotspots. Hotspots are typically produced at intersections, where traffic congestion is highest because vehicles are backed-up and idle for longer periods and are subject to reduced speeds. These pockets could exceed the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9.0 ppm for CO. Since CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to ambient air quality standards is typically demonstrated through an analysis of localized CO concentrations.

The SoCAB has been designated attainment under both the National and California AAQS for CO. Under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited—in order to generate a significant CO impact (BAAQMD 2017). The project-related 139 PM peak hour vehicle trips would be minimal compared to the AAQS screening levels. The project would not substantially increase CO hotspots at intersections and impacts would be less than significant.

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

**Less Than Significant Impact.** The proposed project would not result in objectionable odors. The threshold for odor is if a project creates an odor nuisance pursuant to South Coast AQMD Rule 402, Nuisance, which states:

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

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The type of facilities that are considered to have objectionable odors include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities. The proposed project involves construction of a mixed-use residential and retail development and would not result in objectionable odors land uses. Emissions from construction equipment, such as diesel exhaust and volatile organic compounds from architectural coatings and paving activities may generate odors. However, these odors would be low in concentration, temporary, and would not affect a substantial number of people. Odor impacts would be less than significant.

#### 3.4 BIOLOGICAL RESOURCES

Would the project:

- a) **Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?**

**No Impact.** Special-status species include those listed as endangered or threatened under the federal Endangered Species Act or California Endangered Species Act, species otherwise given certain designations by the California Department of Fish and Wildlife, and plant species listed as rare by the California Native Plant Society. The project site is in a highly urbanized area of the city of Pico Rivera and surrounded by various commercial and residential uses. The project site is currently vacant, fenced off with no public access, largely developed with impervious surfaces, and does not contain any natural habitat that could contain any sensitive species or other sensitive natural community. There are non-native mature palm trees located on-site, which would be removed by the project. However, these trees are unlikely to support candidate, sensitive, or special-status species (see also Section 3.4(d) regarding migratory species). Considering the prior development on-site, the surrounding urbanized context, and current site conditions, the project site does not have capacity to support any candidate, sensitive, or special-status species. Therefore, no impacts related to special-status species would occur.

- 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?**

**No Impact.** The project site is a vacant paved lot that was formerly developed with commercial uses. The project site does not contain any riparian habitat or other sensitive natural community, and no watercourse runs through or adjacent to the project site. No riparian habitat exists on-site (USFWS 2021a). Therefore, no impacts to riparian or other sensitive natural communities would occur.

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- c) **Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

**No Impact.** As discussed in Section 3.4(a) previously, the project site is a vacant lot with no above-grade structures. No watercourse runs through or adjacent to the project site. No wetland habitat exists on site (USFWS 2021a). Therefore, no impact would occur.

- d) **Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

**Less Than Significant With Mitigation Incorporated.** The project site is in an urbanized area of the city of Pico Rivera. The project site is in an area that is completely developed with commercial and residential uses. No critical habitat exists on the project site nor surrounding the project site (USFWS 2021b).

The project site contains several ornamental non-native palm trees that could be used for nesting by common bird species. The proposed project would remove these ornamental trees which could have a potential impact to nesting birds. However, nesting birds are protected by the Migratory Bird Treaty Act (MBTA) which governs the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests (US Code, Title 16, Sections 703–712). The MBTA prohibits the take, possession, import, export, transport, sale, purchase, barter, or offering of these activities, except under a valid permit or as permitted in the implementing regulations. The United States Fish and Wildlife Service administers permits to take migratory birds in accordance with the MBTA.

Compliance with the existing California Department of Fish and Wildlife regulations and implementation of mitigation measure BIO-1 below would ensure that impacts remain less than significant to nesting and migratory birds.

#### Mitigation Measures

- BIO-1      **Preconstruction Avian Survey.** If project construction-related activities take place during the nesting season (February through August), preconstruction surveys for nesting birds and raptors (birds of prey) within the existing trees onsite, which would be removed during construction, shall be conducted by a qualified biologist 14 days prior to the commencement of the tree removal or site grading activities. If any bird listed under the Migratory Bird Treaty Act is found to be nesting within the project site or within the area of construction-related activities, an adequate protective buffer zone shall be established by a qualified biologist to protect the nesting site. This buffer shall be a minimum of 75 feet from the project activities for passerine birds and a minimum of 200 feet for raptors. The distance shall be determined by a qualified biologist based on the site conditions (topography, if the nest is in a line of sight of the construction, and the sensitivity of the birds nesting). Additional protective measures shall include establishment of clearly delineated exclusion zones (i.e., demarcated by identifiable fencing, such as orange construction fencing or equivalent) around each nest

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location as determined by a qualified biologist, taking into account the species of birds nesting, their tolerance for disturbance, and proximity to existing development. The nest site(s) shall be monitored by a qualified biologist periodically to see if the birds are stressed by the construction activities and if the protective buffer needs to be increased. Once the young have fledged and are flying well enough to avoid project construction zones (typically by August), the project can proceed without further regard to the nest site(s).

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

**No Impact.** There are no local biological-related policies or ordinances, such as a tree preservation policy or ordinance that is applicable to the project. The project site contains ornamental palm trees that would be removed and replaced with City-approved landscaping. The proposed project would not conflict with local policies or ordinances; therefore, no impact would occur.

**f) Conflict with the provisions of an adopted Habitat Conservation Plan; Natural Community Conservation Plan; or other approved local, regional, or state Habitat Conservation Plan?**

**No Impact.** The project site is within an urban and developed area. The project site is not within the area of an adopted Conservation Plan; Natural Community Conservation Plan; or other approved local, regional, or state Habitat Conservation Plan (CDFW 2022). The proposed project would not affect the Conservation Plan; Natural Community Conservation Plan; or other approved local, regional, or state Habitat Conservation Plan and therefore no impact would occur.

### 3.5 CULTURAL RESOURCES

Would the project:

**a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?**

**No Impact.** CEQA Guidelines Section 15064.5 defines historic resources as resources listed, or determined to be eligible for listing, by the State Historical Resources Commission, a local register of historical resources, or the lead agency. Generally, a resource is considered “historically significant” if it meets one of the following criteria:

- i) Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
- ii) Is associated with the lives of persons important in our past;
- iii) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values;
- iv) Has yielded, or may be likely to yield, information important in prehistory or history.



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The project site is a currently vacant commercial property and not located within a national or historic district in the city of Pico Rivera. The California Register of Historical Resources nor the National Register of Historic Places lists do not include the project site (OHP 2022; NPS 2022). The Phase I Environmental Site Assessment (see Appendix C) shows that the site was formerly agriculturally developed from as early as 1928; undeveloped between 1953 to 1956; and developed with a commercial building in 1957 until 2019. No buildings currently exist onsite. Therefore, no impact to historic resources would occur.

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

**Less Than Significant Impact with Mitigation Incorporated.** The Phase I Environmental Site Assessment shows that the site has been previously disturbed by construction of the previous commercial facility in 1957 (Partner 2019, see Appendix C). The Geotechnical Investigation determined that artificial fill material underlies the project site since the project site was previously graded for the existing conditions (Salem 2020, see Appendix B). The Geotechnical Study found that deeper native soils extend to the termination of the maximum boring depth of 51.5 feet below grade, but verification of the extent of fill and native soils would be determined during site grading for the proposed project. Additionally, the project site is within a highly developed area with many past disturbances and grading. However, new ground-disturbing activities could have the potential to uncover previously unknown archaeological resources, and therefore, could result in a potentially significant impact. Implementation of Mitigation Measure CUL-1 would ensure that if resources are discovered during ground disturbing activities, that resources would be recovered in accordance with state and federal requirements. In the event that archaeological resources are discovered, a halt-work condition would be implemented, and a qualified archaeologist would be retained to assess such findings. Implementation of Mitigation Measure CUL-1 would reduce impacts to archaeological resources to a less than significant level.

#### Mitigation Measures

**CUL-1** Prior to issuance of grading permits, a qualified archaeological monitor shall be identified to be on call during ground-disturbing activities. If archeological resources are discovered during excavation and/or construction activities, construction shall stop within 25 feet of the find, and the qualified archaeologist shall be consulted to determine whether the resource requires further study. The archaeologist shall make recommendations to the applicant to protect the discovered resources. Archaeological resources recovered shall be provided to the South Central Coast Information Center (SCCIC) and Los Angeles Natural History Museum, or any other local museum or repository willing and able to accept and house the resource to preserve for future scientific study.

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

**Less Than Significant Impact with Mitigation Incorporated.** There are no known human remains or cemeteries on the project site or adjoining properties. As described previously, the project site has been developed with a commercial building since 1957. The project site had been previously disturbed with the construction of the commercial building and the surrounding land uses are fully developed; the likelihood that human remains would be discovered during site clearing and grading activities is low. Nonetheless, due to

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ground-disturbing activities, there could be a potential for discovering unknown human remains which could result in a potentially significant impact.

In the unlikely event that the project applicant discovers human remains during ground-disturbing activities, California Health and Safety Code Section 7050.5 requires that disturbance of the site shall remain halted. The County Coroner shall investigate the circumstances, manner, and cause of any death and recommend the treatment and disposition of the human remains to the person responsible for the excavation or to his or her authorized representative, in the manner provided in Section 5097.98 of the California Public Resources Code. The coroner is required to determine within two working days of notification of the discovery of the human remains. If the coroner determines that the remains are not subject to his or her authority or has reason to believe the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC) so that NAHC can contact the “most likely descendant.” The most likely descendant shall receive access to the discovery and will provide recommendations or preferences for treatment of the remains within 48 hours of accessing the discovery site. Disposition of human remains and any associated grave goods, if encountered, shall be treated in accordance with procedures and requirements set forth in Sections 5097.94 and 5097.98 of the Public Resources Code; Section 7050.5 of the California Health and Safety Code; and CEQA Guidelines Section 15064.5. In addition, the proposed project would implement mitigation measures TCR-2 and TCR-3, which are included in Section 3.18, *Tribal Cultural Resources*, below.

Compliance with existing law and mitigation measures TCR-2 and TCR-3 regarding the discovery of human remains would reduce potential impacts to human remains to a less than significant level.

### 3.6 ENERGY

Would the project:

- a) **Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?**

**Less than Significant Impact.** Construction of the proposed project would create temporary increased demands for electricity and vehicle fuels compared to existing conditions and would result in short-term transportation-related energy use.

#### *Electrical Energy*

Electricity use during construction of the proposed project would vary during different phases of construction. The majority of construction equipment during grading would be gas- or diesel-powered, and electricity would not be used to power most of the construction equipment. Later construction phases could result in the use of electric-powered equipment for interior construction and architectural coatings. However, it is anticipated that the majority of electric-powered construction equipment would be hand tools (e.g., power drills, table saws) and lighting, which would result in minimal electricity usage during construction activities. Therefore, project-related construction activities would not result in wasteful or unnecessary electricity demands, and impacts would be less than significant.

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#### Natural Gas Energy

It is not anticipated that construction equipment used for the proposed project would be powered by natural gas, and no natural gas demand is anticipated during construction. Therefore, no impact would occur with respect to natural gas usage.

#### Transportation Energy

Transportation energy use depends on the type and number of trips, vehicle miles traveled, fuel efficiency of vehicles, and travel mode. Transportation energy use during construction would come from the transport and use of construction equipment, delivery vehicles and haul trucks, and construction employee vehicles that would use diesel fuel and/or gasoline. It is anticipated that the majority of off-road construction equipment, such as those used during demolition and grading, would be gas or diesel powered. Energy consumption during construction (2022 through 2023) was calculated using the CalEEMod (Version 2020.4) computer model and data from the EMFAC2017 (v. 1.0.3) and OFFROAD2017 (v. 1.0.1) databases. The results are shown in Table 9, *Construction-Related Fuel Usage*.

**Table 9 Construction-Related Fuel Usage**

Project Component	Gas		Diesel		Electricity	
	VMt	Gallons	VMt	Gallons	VMt	kWh
Construction Worker Commute	2,179,660	76,952	15,382	351	33,766	11,060
Construction Vendor Trips	16,457	3,240	185,993	22,594	0	0
Construction Truck Haul Trips	66	16	76,619	11,622	0	0
Construction Off-Road Equipment	N/A	18,757	N/A	49,537	N/A	0
<b>Total</b>	<b>2,196,183</b>	<b>98,966</b>	<b>277,995</b>	<b>84,105</b>	<b>33,766</b>	<b>11,060</b>

Source: CalEEMod Version 2020.4; EMFAC2017 v. 1.0.3; Under OFFROAD2017 v. 1.0.1.

Notes: VMt=vehicle miles traveled; kWh=kilowatt hour

The use of energy resources by vehicles and equipment would fluctuate according to the phase of construction and would be temporary (approximately 23 months). In addition, all construction equipment would cease operating upon completion of project construction. Thus, impacts related to transportation energy use during construction would be temporary and would not require expanded energy supplies or the construction of new infrastructure. Furthermore, to limit wasteful and unnecessary energy consumption, the construction contractors are anticipated to minimize nonessential idling of construction equipment during construction, in accordance with Section 2449 of the California Code of Regulations, Title 13, Article 4.8, Chapter 9. Construction trips would also not result in unnecessary use of energy since the project site is centrally located and is served by numerous regional freeway systems (e.g., I-605 and I-5) that provide the most direct routes from various areas of the region. Electrical energy would be available for use during construction from existing power lines and connections, precluding the use of less efficient generators. Thus, transportation energy use during construction of the project would not be considered inefficient, wasteful, or unnecessary. Impacts would be less than significant.

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#### Long-Term Impacts During Operation

Operation of the proposed project would generate new demand for electricity, natural gas, and transportation energy on the project site. Operational use of energy would include heating, cooling, and ventilation of buildings; water heating; operation of electrical systems, use of on-site equipment and appliances; and indoor, outdoor, and perimeter lighting.

##### *Electrical Energy*

Operation of the proposed residential development and retail uses would consume electricity for various purposes, including but not limited to, heating, cooling, and ventilation of buildings, water heating, operation of electrical systems, lighting, and use of on-site equipment and appliances. Electrical service to the proposed project would be provided by Pico Rivera Innovative Municipal Energy (PRIME) through connections to existing off-site electrical lines and new on-site infrastructure. As shown in Table 10, *Electricity Consumption*, implementation of the proposed project would result in 2,176,599 kilowatt hours of electricity use per year.

**Table 10 Electricity Consumption**

Land Use	Electricity (kWh/year)
<b>Proposed Project Conditions</b>	
Apartments Mid Rise	981,584
Enclosed Parking with Elevator	1,033,600
High Turnover (Sit Down Restaurant)	123,969
Other Asphalt Surfaces	0
Other Non-Asphalt Surfaces	0
Recreational Swimming Pool	0
Regional Shopping Center	37,446
<b>Total</b>	<b>2,176,599</b>
Source: CalEEMod Version 2020.4	
Note: kWh = kilowatt hour(s)	

While the proposed project would result in a higher electricity demand than existing conditions, it would be consistent with the requirements of the Building Energy Efficiency Standards. Additionally, the proposed project would also be required to comply with CALGreen. Therefore, operation of the proposed project would not result in wasteful or unnecessary electricity demands and would not result in a significant impact related to electricity.

##### *Natural Gas Energy*

The potential natural gas consumption for the project site is shown in Table 11, *Natural Gas Consumption*. As shown in the table, implementation of the proposed project would generate an average natural gas demand of 4,052,705 kilo British thermal units per year, primarily due to natural gas use by the mixed-use development. While the proposed project would result in a higher natural gas demand than existing conditions, it would be consistent with the requirements of the Building Energy Efficiency Standards, including requirements for natural gas consumption, which would ensure that the proposed project would not result in wasteful or

### 3. Environmental Analysis

unnecessary natural gas demands. Therefore, operation of the proposed project would result in less than significant impacts with respect to natural gas usage.

**Table 11 Natural Gas Consumption**

Land Use	Natural Gas (kBTU/year)
<b>Proposed Project Conditions</b>	
Apartments Mid Rise	3,388,140
Enclosed Parking with Elevator	0
High Turnover (Sit Down Restaurant)	659,895
Other Asphalt Surfaces	0
Other Non-Asphalt Surfaces	0
Recreational Swimming Pool	0
Regional Shopping Center	4,670
<b>Total</b>	<b>4,052,705</b>

Source: CalEEMod Version 2020.4

Note: kBTU = kilo British thermal units

<sup>1</sup> Residential natural gas consumption also includes 56,160 kBTU from operation of 3 barbecues grills. See Appendix A for calculations.

#### Transportation Energy

The proposed project would consume transportation energy during operations from the use of motor vehicles from the proposed residential and commercial uses onsite. The efficiency of these motor vehicles is unknown, such as the average miles per gallon. Estimates of transportation energy use are based on the overall vehicle miles traveled (VMT) and associated transportation energy use (see Table 12, *Project Annual Operation-Related Fuel Usage*). The project-related VMT would primarily come from the residents of the proposed development as well as visitors to the proposed retail establishment. The VMT for the proposed project is estimated to be 5,680,513 miles annually. However, because the proposed project involves development of new residential housing opportunities, it would provide more opportunities for potential new residents to reside in an urbanized area with nearby amenities and public transit options. These features of the proposed project have the potential to contribute to minimizing VMT and transportation-related fuel usage. Thus, it is expected that operation-related fuel usage associated with the proposed project would not be any more inefficient, wasteful, or unnecessary than similar development projects. Therefore, impacts would be less than significant with respect to operation-related fuel usage.

**Table 12 Project Annual Operation-Related Fuel Usage**

	Gasoline		Diesel		CNG		Electricity	
	Annual VMT	Annual Gallons	Annual VMT	Annual Gallons	Annual VMT	Annual Gallons	Annual VMT	Annual kWh
Proposed Project	5,451,955	193,685	120,266	7,308	1,085	330	107,211	34,971

Source: CalEEMod Version 2020.4.; EMFAC2017 v. 1.0.3.

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

**No Impact.** The State's electricity grid is transitioning to renewable energy by 2045 under California's Renewable Energy Program. Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. Electricity production from renewable sources is generally considered carbon neutral. Executive Order S-14-08, signed in November 2008, expanded the state's renewable portfolios standard (RPS) to 33 percent renewable power by 2020. This standard was adopted by the legislature in 2011 (SB X1-2). Senate Bill (SB) 350 (de Leon) was signed into law September 2015 and establishes tiered increases to the RPS—40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. SB 350 also set a new goal to double the energy-efficiency savings in electricity and natural gas through energy efficiency and conservation measures.

On September 10, 2018, Governor Brown signed SB 100, which supersedes the SB 350 requirements. Under SB 100, the RPS for publicly owned facilities and retail sellers consist of 44 percent renewable energy by 2024, 52 percent by 2027, and 60 percent by 2030. Additionally, SB 100 established a new RPS requirement of 50 percent by 2026. The bill also established a State policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all state agencies by December 31, 2045. Under SB 100 the State cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

The Statewide RPS goal is not directly applicable to individual development projects, but to utilities and energy providers such as PRIME, which is the utility that would provide all of electricity needs for the proposed project. Compliance of PRIME in meeting the RPS goals would ensure the State meets its objective in transitioning to renewable energy. The proposed project also would comply with the latest 2019 Building Energy Efficiency Standards and CALGreen. Therefore, implementation of the proposed project would not conflict or obstruct plans for renewable energy and energy efficiency, and no impact would occur.

### 3.7 GEOLOGY AND SOILS

This section is based in part on the *Geotechnical Engineering Investigation, Proposed Mixed-Use Building, 8825 Washington Boulevard, City of Pico Rivera, California* (Geotechnical Investigation), July 31, 2020, prepared by Salem Engineering Group, Inc. (included as Appendix B).

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

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**substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

**No Impact.** The project site is not in a currently established Alquist-Priolo Earthquake Fault Zone for fault rupture hazard (Salem 2020). The Whittier Fault (southern extension) and the Puente Hills Fault are the nearest faults to the project site, and are located approximately 1.8 and 2 miles, respectively, from the project site (Salem 2020; Partner 2019). No active faults with the potential for surface fault rupture are known to pass directly beneath the site (Salem 2020). Since no known active faults exist onsite, surface rupture onsite would not occur. As such, no impact would occur.

#### ii) Strong seismic ground shaking?

**Less Than Significant Impact.** As stated previously, the project site is not located within an established Alquist-Priolo Earthquake Fault Zone. However, like all areas in southern California, movement associated with the active faults could cause strong ground motion at the project site. The degree of ground shaking and earthquake-induced damage is dependent on multiple factors, such as distances to causative faults, earthquake magnitudes, and expected ground accelerations. The closest active fault is Puente Hills Fault that is approximately 2 miles north (Salem 2020). Movement along this fault, or other regional faults, could result in seismic ground shaking on the project site. The proposed project would be required to comply with the seismic design parameters of the California Building Code (CBC), as included in the City of Pico Rivera Municipal Code Section 15.08, which regulates all building and construction projects within the city and implements a minimum standard for building design and construction that includes specific requirements for seismic safety, evacuation, foundations, retaining walls, and site demolition. The CDC would ensure that buildings on-site could withstand ground shaking. Therefore, a less than significant impact related to ground shaking would occur.

#### iii) Seismic-related ground failure, including liquefaction?

**Less Than Significant Impact.** Liquefaction refers to loose, saturated sand or gravel deposits that lose their load capability when subjected to intense shaking. Primary factors that trigger liquefaction are moderate to strong ground shaking (seismic source), relatively clean and loose granular soils (primarily poorly graded sands and silty sands), and saturated soil conditions (shallow groundwater).

The State of California Seismic Hazard Zone Map, Whittier Quadrangle (March 1999) shows that the project site is within a liquefaction potential zone (Salem 2020). However, groundwater was not encountered during the geotechnical investigation in July 2020 at the maximum depth explored of 51.5 feet (Salem 2020). In addition, the Geotechnical Investigation included a liquefaction analysis that indicated that soils on-site have a low potential for liquefaction under seismic conditions (Salem 2020). Additionally, as previously described in Section 3.7(a)(ii), the proposed project would be required to comply with the CBC and the City's Municipal Code. Therefore, potential impacts related to liquefaction would be less than significant.



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#### iv) Landslides?

**No Impact.** The project site is in a flat and developed area, and does not contain, nor is adjacent to, any slope or hillside. As such, the proposed project has no potential to result in or be in the path of landslides. Therefore, the project would not cause potential substantial adverse effects related to slope and instability or seismically induced landslides and no impact would occur.

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

**Less Than Significant Impact.** Soil erosion increases substantially by earth-moving activities if erosion-control measures are not used. The following is a discussion of the potential erosion impacts resulting from the proposed project's construction and operational phases.

#### Construction Phase

Construction of the proposed project would result in excavation and exposure of underlying soils that could result in soil erosion. Construction of the proposed project would involve earthwork, such as grading and excavating, and construction equipment and vehicle use that could track soil off-site. Additionally, natural processes, such as wind and rain, could further lead to soil erosion during construction. However, construction of the proposed project would be required to comply with local and state codes regulating construction activities and soil erosion.

Concerning State regulations, the proposed project would be required to obtain a Construction General Permit (CGP) issued by the State Water Resources Control Board (SWRCB). The CGP is a requirement that minimizes water pollution from construction activities, including erosion. Since the proposed project activities would occur on greater than 1 acre (2.85 acres total) of land, the proposed improvements at the project site would be subject to the National Pollution Discharge Elimination System (NPDES) permitting regulations, including the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP). The proposed project's construction contractor would be required to prepare and implement a SWPPP and associated best management practices (BMPs) in compliance with the CGP during grading and construction. Adherence with existing state and local laws regulating construction activities would minimize soil erosion from project-related construction activities. Therefore, soil erosion impacts from project construction would be less than significant.

#### Operation Phase

The proposed project includes a three to six-story mixed-use building with subterranean parking, green spaces, common space, and paved surfaces (such as roadways, driveways, and pedestrian paths). The proposed project would introduce pervious landscaping on the site and would include a storm drain system to collect, treat, and convey stormwater into the existing storm drain system in Washington Boulevard to the south of the project site. With the development of the proposed project, the project site would not contain exposed or bare soil that would have the potential for erosion. The proposed project also includes an on-site stormwater system that would collect all runoff from the site in underground storm drain systems that convey the stormwater runoff to a proposed retention and/or water quality treatment system(s) for infiltration and/or water quality treatment before discharging back to the public system. Any off-site surface flows that enter the site would be

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bypassed through the proposed storm drain system or would sheet flow to existing cross gutters consistent with existing flow patterns. The onsite treatment system would be sized according to County low impact development requirements. With the incorporation of stormwater infrastructure onsite and pervious landscaping, operation of the proposed stormwater plan would reduce the potential for soil erosion. Therefore, potential impacts related to potential for soil erosion would be less than significant.

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

**Less Than Significant Impact.** As described previously, the project site is flat, and does not contain, nor is adjacent to, any slope or hillside area. The project would not create slope. Thus, on or off-site landslides would not occur. Lateral spreading is a phenomenon in which soils move laterally during seismic shaking and is often associated with liquefaction. The amount of movement is dependent on soil strength, duration and intensity of seismic shaking, topography, and free face geometry. According to the Geotechnical Investigation, due to the relatively flat site topography, lateral spreading risks are low at the proposed project site (Salem 2020). Therefore, potential impacts would be less than significant.

- d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?**

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

In the Geotechnical Investigation, based on the result of the laboratory testing of on-site soils, the soils were predominantly very dense silty sand, well-graded sand, well-graded sand with silt, poorly graded sand, and poorly graded sand with silt; and soft to stiff silt, sandy silt, and sandy clay (Salem 2020). Since the project site includes soils with clay content, soils on-site may be expansive. As stated in the Geotechnical Investigation, it is common for project areas that contain expansive soils to have soil movement (Salem 2020). The City's Public Works Department reviews the geotechnical reports prepared for development projects to ensure proper building and safety (Salem 2020). As described in Section 3.7(a), the project would be required to comply with the CBC and the City's Municipal Code to ensure safety and adequate building construction. Therefore, impacts related to expansive soils would be less than significant.

- e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?**

**No Impact.** The proposed project does not propose the use of septic tanks or alternative wastewater disposal systems. The proposed site is in an urbanized area of the city of Pico Rivera, and the proposed project would connect to the City's wastewater system. No impacts related to septic systems would occur.

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

**Less Than Significant Impact.** The proposed project site is in an area termed the central plain of the Los Angeles Basin, between the Los Angeles River and San Gabriel River and within the Peninsular Range of southern California. This plain has been formed by deposition of alluvium within the floodplain of the Rio Hondo and San Gabriel River, which flow generally from the hills and mountains to the north southward. Published reports indicate that the Quaternary Age alluvium is from 600 to 800 feet thick in the area and is underlain by Tertiary Age marine sedimentary rocks several thousand feet in thickness. These deposits are generally fine to coarse grained, consisting primarily of mixtures of gravel, sand, and silt of valleys and floodplains. The Geotechnical Investigation determined that artificial fill material underlies the project site and deeper native soils extend beyond the maximum boring depth of 51.5 feet below grade (Salem 2020). The subsurface conditions encountered appear typical of those found in the geologic region of the site. In general, the soils within the depth of exploration consisted predominately of loose to very dense silty sand, well-graded sand, well-graded sand with silt, poorly graded sand, and poorly graded sand with silt; and soft to stiff silt, sandy silt, and sandy clay. The pavement within the test borings consisted of approximately 4 inches of asphalt concrete (AC) underlain by approximately 0 to 3 inches of aggregate base (AB). A layer of geofabric (Petromat) was encountered within the AC. The proposed project would include excavations for one level of subterranean parking (up to approximately 11 feet below ground surface), and as such would have the potential to encounter paleontological resource. In the unlikely event that the project applicant encounters paleontological resources, the proposed project shall be required to comply with PRC, Chapter 1.7, Sections 5097.5. PRC Section 5097.5 prohibits persons from knowingly and willfully excavating upon, or removing, destroying, injuring, or defacing any vertebrate paleontological site, including fossilized footprints or other paleontological feature. Therefore, compliance with regulations that are in place to protect paleontological resources would ensure that a less than significant impact would occur, and no mitigation measures are required.

### 3.8 GREENHOUSE GAS EMISSIONS

Scientists have concluded that human activities are contributing to global climate change by adding large amounts of heat-trapping gases, known as greenhouse gases (GHGs), into the atmosphere. The primary source of these GHG is fossil fuel use. The Intergovernmental Panel on Climate Change (IPCC) has identified four major GHGs—water vapor, carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and ozone (O<sub>3</sub>)—that are the likely cause of an increase in global average temperatures observed within the 20th and 21st centuries. Other GHG identified by the IPCC that contribute to global warming to a lesser extent include nitrous oxide (N<sub>2</sub>O), sulfur hexafluoride (SF<sub>6</sub>), hydrofluorocarbons, perfluorocarbons, and chlorofluorocarbons.<sup>2</sup>

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<sup>2</sup> Water vapor (H<sub>2</sub>O) is the strongest GHG and the most variable in its phases (vapor, cloud droplets, ice crystals). However, water vapor is not considered a pollutant, but part of the feedback loop rather than a primary cause of change.

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Information on manufacture of cement, steel, and other “life cycle” emissions that would occur as a result of the project are not applicable and are not included in the analysis.<sup>3</sup> Black carbon emissions are not included in the GHG analysis because the California Air Resources Board (CARB) does not include this pollutant in the state’s Senate Bill 32 (SB 32) inventory and treats this short-lived climate pollutant separately.<sup>4</sup> A background discussion on the GHG regulatory setting and GHG modeling can be found in Appendix A to this Initial Study.

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.** Global climate change is not confined to a particular project area and is generally accepted as the consequence of global industrialization over the last 200 years. A typical project, even a very large one, does not generate enough greenhouse gas emissions on its own to influence global climate change significantly; hence, the issue of global climate change is, by definition, a cumulative environmental impact.

Project-related construction and operation-phase GHG emissions are shown in Table 13, *Project-Related Operation GHG Emissions*. Implementation of the proposed project would result in 255 new residential units and 5,730 of retail space. The proposed project would generate 1,577 weekday vehicle trips. Furthermore, operation of the proposed project would result in an increase in water demand, wastewater and solid waste generation, area sources (e.g., consumer cleaning products), and energy usage (i.e., natural gas and electricity). Annual average construction emissions were amortized over 30 years and included in the emissions inventory to account for one-time GHG emissions from the construction phase of the project. Overall, development and operation of the proposed project would not generate annual emissions that exceed the South Coast AQMD bright-line threshold of 3,000 metric tons of carbon dioxide equivalent (MTCO<sub>2e</sub>) per year (South Coast AQMD 2010). Therefore, the proposed project’s cumulative contribution to GHG emissions would be less than significant.

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<sup>3</sup> Life cycle emissions include indirect emissions associated with materials manufacture. However, these indirect emissions involve numerous parties, each of which is responsible for GHG emissions of their particular activity. The California Resources Agency, in adopting the CEQA Guidelines Amendments on GHG emissions found that lifecycle analyses was not warranted for project-specific CEQA analysis in most situations, for a variety of reasons, including lack of control over some sources, and the possibility of double-counting emissions (CNRA 2018). Because the amount of materials consumed during the operation or construction of the proposed project is not known, the origin of the raw materials purchased is not known, and manufacturing information for those raw materials are also not known, calculation of life cycle emissions would be speculative. A life-cycle analysis is not warranted (OPR 2008).

<sup>4</sup> Particulate matter emissions, which include black carbon, are analyzed in Section 3.3, Air Quality. Black carbon emissions have sharply declined due to efforts to reduce on-road and off-road vehicle emissions, especially diesel particulate matter. The state’s existing air quality policies will virtually eliminate black carbon emissions from on-road diesel engines within 10 years (CARB 2017a).

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**Table 13 Project-Related Operation GHG Emissions**

Source	GHG (MTCO <sub>2</sub> e/Year)
Area	7
Energy <sup>2</sup>	927
Mobile (Vehicle Trips)	1,774
Solid Waste	116
Water	105
Amortized Construction Emissions <sup>1</sup>	29
<b>Total</b>	<b>2,958</b>
South Coast AQMD Bright-Line Threshold	3,000 MTCO <sub>2</sub> e/Yr
<b>Exceeds Bright-Line Threshold?</b>	<b>No</b>

Source: CalEEMod, Version 2020.4.

Notes: MTons = metric tons; MTCO<sub>2</sub>e = metric ton of carbon dioxide equivalent

1 Total construction emission are amortized over 30 years per South Coast AQMD methodology.

2 Energy use is adjusted by 4 percent to reflect a slightly larger building square footage to align with the project description.

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

**Less than Significant Impact.** Applicable plans adopted for the purpose of reducing GHG emissions include CARB's Scoping Plan, the Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). A consistency analysis with these plans is presented below.

#### CARB Scoping Plan

On December 24, 2017, CARB adopted the Final 2017 Climate Change Scoping Plan Update (Scoping Plan; plan) to address the 2030 interim target to achieve a 40 percent reduction below 1990 levels by 2030, established by SB 32 (CARB 2017b). The CARB Scoping Plan is applicable to State agencies and is not directly applicable to cities/counties and individual projects. Nonetheless, the Scoping Plan has been the primary tool that is used to develop performance-based and efficiency-based CEQA criteria and GHG reduction targets for climate action planning efforts.

Since adoption of the 2008 Scoping Plan, which was adopted to achieve the GHG reduction goals of Assembly Bill 32 (AB 32), state agencies have adopted programs identified in the plan, and the legislature has passed additional legislation to achieve the GHG reduction targets. Statewide strategies to reduce GHG emissions include the Low Carbon Fuel Standard, California Appliance Energy Efficiency regulations, California Renewable Energy Portfolio standard, changes in the Corporate Average Fuel Economy standards, and other early action measures as necessary to ensure the state is on target to achieve the GHG emissions reduction goals of AB 32 and SB 32. Also, new buildings are required to comply with the latest applicable Building Energy Efficiency Standards and CALGreen. Although the measures in the Scoping Plan apply to state agencies and not individual projects (such as the proposed project), the proposed project's GHG emissions would be reduced by statewide compliance with measures that have been adopted since AB 32 and SB 32 were adopted. Therefore,

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the proposed project would not obstruct implementation of the CARB Scoping Plan, and impacts would be less than significant.

#### SCAG's Regional Transportation Plan/Sustainable Communities Strategy

SCAG adopted the 2020-2045 RTP/SCS (Connect SoCal) in September 2020. Connect SoCal identifies land use strategies that focus on new housing and job growth in areas rich with destinations and mobility options are consistent with a land use development pattern that supports and complements the proposed transportation network. The overarching strategy in Connect SoCal is to plan for the southern California region to grow in more compact communities in transit priority areas and priority growth areas; provide neighborhoods with efficient and plentiful public transit; establish abundant and safe opportunities to walk, bike, and pursue other forms of active transportation; and preserve more of the region's remaining natural lands and farmlands (SCAG 2020). Connect SoCal's transportation projects help to more efficiently distribute population, housing, and employment growth, and forecasted development is generally consistent with regional-level general plan data to promote active transportation and reduce GHG emissions. The projected regional development, when integrated with the proposed regional transportation network in Connect SoCal, would reduce per-capita GHG emissions related to vehicular travel and achieve the GHG reduction per capita targets for the SCAG region.

Connect SoCal does not require that local general plans, specific plans, or zoning be consistent with the RTP/SCS, but provides incentives for consistency for governments and developers. Nevertheless, the proposed project would support the goals of Connect SoCal since it is a mixed-use residential and retail development project that would provide new multifamily housing on an infill site that is served by transit, which would contribute to reducing the vehicle miles traveled between residential and service needs. In addition, as seen in Section 3.17, *Transportation*, the proposed project would result in a reduction in VMT within the city and the VMT per capita of 12.21 residential VMT would be below the City's calculated significance threshold of 12.23 VMT per capita. Therefore, the proposed project would not interfere with SCAG's ability to implement the regional strategies outlined in the Connect SoCal, and impacts would be less than significant.

### 3.9 HAZARDS AND HAZARDOUS MATERIALS

This section is based in part on the *Phase 1 Environmental Site Assessment Report, Vacant Commercial Property, 8825 Washington Boulevard, City of Pico Rivera, California* (Phase I ESA), October 1, 2019, prepared by Partner, Engineering and Science, Inc. (Appendix C).

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.** Project construction would require small amounts of hazardous materials, including fuels, greases, and other lubricants, and coatings such as paint. The handling, use, transport, and disposal of hazardous materials by the construction phase of the proposed project would comply with existing regulations of several agencies—the United States Environmental Protection Agency (USEPA), Los Angeles County Environmental Health Division, California Division of Occupational Safety and Health (Cal/OSHA),

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United States Occupational Safety and Health Administration (OSHA), and United States Department of Transportation (USDOT).

Construction projects typically maintain supplies on-site for containing and cleaning small spills of hazardous materials. However, construction activities would not involve a significant amount of hazardous materials, and their use would be temporary. Furthermore, under the Occupational Safety and Health Act of 1970, employers are responsible for providing a safe and healthful workplace. Pursuant to the Title 29 of the Code of Federal Regulations, Part 1910.1200 of OSHA, the project applicant would ensure training for project construction workers on the proper use, storage, and disposal of hazardous materials. Title 29 states that “[e]mployers shall provide employees with effective information and training on hazardous chemicals in their work area at the time of their initial assignment...Information and training may be designed to cover categories of hazards (e.g., flammability, carcinogenicity) or specific chemicals.” All on-site activities during construction and operation would be required to adhere to federal, state, and local regulations for the management and disposal of hazardous materials.

Also, construction activities would be conducted in accordance with the SWPPP as part of the NPDES permit. The primary objective of the SWPPP is to identify, construct, implement, and maintain best management practices (BMPs) to reduce and eliminate pollutants in stormwater discharges and authorized non-stormwater discharges from the construction site. BMPs for hazardous materials can include, but are not limited to, off-site refueling, placement of generators on impervious surfaces, establishing clean out areas for cement, etc. While the risk of exposure to hazardous materials cannot be eliminated, adherence to existing regulations would ensure compliance with safety standards related to the use and storage of hazardous materials and with the safety procedures mandated by applicable federal, state, and local laws and regulations. With the compliance of applicable regulations, the transport, use, and/or disposal of hazardous materials during construction of the proposed project would be properly managed, and the risk for accidental release of hazardous materials would be reduced. Impacts would be less than significant.

Maintenance and operation of the proposed project, which would operate as a mixed-use development, may require the use cleaners, solvents, paints, other household maintenance products, and gasoline/diesel that could be potentially hazardous. These custodial products and paints would be used in relatively small quantities, be clearly labeled, and stored and transported in compliance federal, state, and local requirements. In small quantities, these household and common commercial items are not considered hazardous materials that could result in a significant hazard to the public or the environment. With the exercise of normal safety practices and compliance with regulatory compliance measures, the proposed project would not create substantial hazards to the public or the environment. Therefore, a less than significant impact would occur.

**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 project site is an undeveloped paved lot and there are no known hazardous materials on the property, as discussed in Section 3.9(d). Since the project site is devoid of structures, no asbestos or lead-based paint could be present on-site. As described previously, construction activities would involve the use of hazardous materials, which may include fuels, lubricants, coatings, and grease for the



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operation and maintenance of construction equipment. These hazardous materials would be used in accordance with regulatory standards and manufacturers' specifications. They would be used in small quantities and stored so that they do not pose significant safety hazards. Further, construction activities would be temporary.

Operation of the proposed project would include the use of small amounts of hazardous materials that would include household and common commercial items, such as cleaning materials, paints, oils, fuels, pesticides, and fertilizers. These materials would be stored on-site in small quantities for cleaning and maintaining the residential, commercial, and landscaped areas. The use, storage, transport, and disposal of these potentially hazardous materials would comply with existing federal, state, and local regulations. For example, residential and commercial tenants can dispose of potentially hazardous materials at certified waste collection sites. The American Society of Testing and Materials (ASTM) International's standard defines a recognized environmental condition (REC) as follows: The presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. According to the Phase I Environmental Site Assessment prepared for the project (see Appendix C), no RECs or historical RECs are present at the project site (Partner 2019). Therefore, a less than significant impact would occur.

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

**Less Than Significant Impact.** The closest existing school to the project site is the Rio Vista Elementary School, which is located more than one-quarter mile from the project site (approximately 0.6 miles away). Construction of the project is not anticipated to encounter subsurface hazardous materials and would handle small quantities of hazardous materials, which would be temporary. Operation of the proposed project would not result in the release of a significant amount of hazardous emissions, as no significant hazardous materials, substances, or wastes would be transported, used, or disposed of in conjunction with the proposed project operation. Similarly, the use of hazardous materials at the proposed mixed-use development would be limited to typical household cleaning solvents, chemicals, paints, etc. which would be used in small quantities and stored in compliance with the state and federal requirements. Also, should any future business that occupies the proposed retail space handle acutely hazardous materials, it would be required to file a Hazardous Materials Business Plan and receive a permit from the County Health Hazardous Materials Division to ensure proper use, storage, and disposal of hazardous substances. Less than significant impacts related to hazardous materials in proximity to the Rio Vista Elementary School would occur.

**d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

**No Impact.** The Phase I Environmental Site Assessment did not identify the project site or any properties in the nearby area, as included on the list of hazardous material sites compiled pursuant to California Government Code Section 65962.5 (Partner 2019). In addition, a search of the California Department of Toxic Substances Control (DTSC) EnviroStor database did not identify the project site or any area within the project vicinity as

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a hazardous materials site. Thus, the impacts related to hazards from being located on or adjacent to a hazardous materials site would not occur from implementation of the project. No impact would occur.

- e) **For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?**

**No Impact.** The proposed project is not within an airport land use plan and is not within two miles of an airport. The closest air facility is the San Gabriel Valley Airport, which is located approximately 7.5 miles north of the project site. Therefore, the proposed project would not result in an impact to an airport land use plan and would not result in a safety hazard or excessive noise for people residing or working in the project area. No impact would occur.

- f) **Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

**Less Than Significant Impact.** The proposed project would not conflict with the City's adopted emergency response or evacuation plans. According to Los Angeles County's disaster route map for the city of Pico Rivera, Rosemead and Washington Boulevards are used as disaster routes (LA County 2008). The surrounding roadways would continue to provide emergency access to the project site and surrounding properties during construction and operation of the proposed project. The Transportation Study prepared for the proposed project (contained in Appendix F) determined that proposed project weekday peak hour traffic volumes would not cause or substantially extend vehicle queuing at the project site driveways (LLG 2022). Therefore, vehicle queuing at project site driveways would not hinder emergency vehicle circulation. Further, prior to construction, the Los Angeles County Fire Department, which provides fire protection services to the city of Pico Rivera, and the City's Public Works department, would review project plans to ensure adequate site access. The proposed project would not result in inadequate emergency access and impacts to adopted emergency response and evacuation plans are less than significant.

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

**No Impact.** The project site is in an entirely developed urban area and is not in a fire hazard zone designated by CAL FIRE (2021). No impacts would occur.

### 3.10 HYDROLOGY AND WATER QUALITY

Would the project:

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

**Less Than Significant Impact.**

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#### Construction

The proposed project site is currently vacant though developed as an impervious site from previous uses on the property. Implementation of the proposed project would include grading and excavation to support the subterranean parking garage, trenching for site utilities and irrigation, building construction, architectural coatings, driveway and walkway construction, landscaping, and street connection improvements. These activities have the potential to expose and loosen sediment and building materials that would have the potential to mix with stormwater and urban runoff. Since project activities would occur on greater than 1 acre (2.85 acres total), the proposed project would be required to obtain a NPDES CGP from the SWRCB and prepare a SWPPP. The SWPPP will include BMPs to reduce water quality impacts, including various measures to control on-site erosion, reduce sediment flows into stormwater and wind erosion; reduce tracking of soil and debris into adjacent roadways and off-site areas; and manage wastes, materials, wastewater, liquids, hazardous materials, stockpiles, equipment, and other site conditions to prevent pollutants from entering the storm drain system. Inspections, reporting, and stormwater sampling and analysis are also required to ensure that visible and non-visible pollutants are not discharged off-site. Implementation of the provisions of the NPDES permit and compliance with City grading requirements would minimize construction impacts through BMPs that reduce construction-related pollutants. This would ensure that any impacts to downstream waters resulting from construction activities would be less than significant.

#### Operation

Activities typical of mixed-use developments are anticipated for the proposed project during operation. These include day-to-day activities, such as recreation, lounging, commuting, exercising, dining, landscaping/irrigation, and other residential/commercial-related activities. Also, the proposed project would daily generate typical residential household wastes and retail waste. These include food wastes, paper products, and recyclable materials. These materials would be disposed of in on-site trash enclosures and removed for disposal by the local private waste management company. Considering these typical residential and commercial activities, potential pollutants generated by the proposed project could include suspended-solid/sediments, nutrients, heavy metals, pathogens (bacteria/virus), pesticides, oil and grease, and trash and debris. However, the proposed project would incorporate a water quality system onsite as described in Section 1.3.5, *Infrastructure Plan*, which would include a retention and/or water quality treatment system for infiltration or water quality treatment before stormwater is discharged to the public stormwater system. The water quality system onsite would be sized according to meet the County's low impact development requirements. Implementation of the water quality system onsite, in accordance with City and County requirements, would ensure that stormwater pollutants and water quality impacts remain less than significant. Therefore, operational impacts related to water quality standards would be less than significant.

- b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?**

**Less Than Significant Impact.** In the Geotechnical Investigation prepared for the project, groundwater was not encountered during the subsurface investigation to the maximum depth explored of 51.5 feet (Salem 2020). The proposed project would connect to the existing 8-inch water line in Washington

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Boulevard. The proposed project would introduce more pervious surfaces through landscaping, which could allow for limited groundwater recharge. As further discussed in Section 3.19, *Utilities and Service Systems*, the proposed project water supply comes from Pico Water District. According to the Pico Water District's website, potable water supplies come from groundwater from the Central Basin, which underlies the entire San Gabriel Valley (Pico Water District 2021). The basin is replenished from imported water sourced from snowmelt in the Sierra Nevada and general precipitation events. The Water Replenishment District of Southern California (WRD) also replenishes the basin by spreading tertiary-treated recycled water purchased from the Los Angeles Sanitation District and surface water from Metropolitan Water District (Pico Water District 2021). Aside from minimal landscaped areas and the demolished building footprint, the project site is currently covered with impermeable surfaces. Development of the proposed project would not substantially increase impermeable surfaces on-site in a manner that may substantially decrease or interfere with groundwater recharge. According to the Pico Water District Urban Water Management Plan (UWMP), the groundwater can supply adequate water for the next 20 years. Since the proposed project is aligned with the SCAG population projections, as described in Section 3.14, *Population and Housing*, the proposed project would not substantially interfere with groundwater supplies and recharge (Pico Water District 2016). Additionally, as further discussed in Section 3.19, *Utilities and Service Systems*, the proposed project would not result in substantial water demand beyond projected water supplies. As a result, impacts related to groundwater supplies and recharge would be less than significant.

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

i) **Result in a substantial erosion or siltation on- or off-site?**

**Less Than Significant Impact.** The project site is located between Rio Hondo Channel, 0.8 miles to the west, and the San Gabriel River, 0.9 miles to the east. Construction of the proposed project would require demolition of pavement that would expose and loosen building material and sediment, which has the potential to mix with stormwater runoff and result in erosion or siltation off-site. However, the project site does not include any substantial slopes, which reduces the erosion potential. During construction, the proposed project would require complying with the NPDES CGP, which would require the preparation of a SWPPP that includes BMPs to reduce erosion and siltation. Compliance with NPDES permit and implementation of the SWPPP would ensure that the construction of the proposed project would not result in adverse water quality impacts while the existing drainage pattern of the site is being altered.

The proposed project would introduce pervious landscaping on-site and would include a storm drain system to collect, treat, and convey stormwater into the existing storm drain system in Washington Boulevard consistent with its specific plan. The proposed water quality system may include infiltration or bio-filtration to treat runoff on-site before it enters the storm drain system. As part of the permitting approval process, the proposed drainage and water quality design and engineering plans would be reviewed by the City to ensure that the site-specific design limits the potential for erosion and siltation. Additionally, the treatment systems would be sized accordingly to meet LID requirements. Overall, the proposed drainage system and adherence to the existing regulations would ensure that the project impacts related to

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alteration of a drainage pattern and erosion/siltation from operational activities would be less than significant. No mitigation measures are required.

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

**Less Than Significant Impact.** According to the Federal Emergency Management Agency (FEMA), the project site is located within a Zone X, an area with reduced flood risk due to levee and an area located outside of the 100-year and 500-year flood plains (FEMA 2008). Soils underlying the project site consist predominately of loose to very dense silty sand, well-graded sand, well-graded sand with silt, poorly graded sand, and poorly graded sand with silt; and soft to stiff silt, sandy silt, and sandy clay, which are typically well-drained and have little to no run-off potential. During construction, the proposed project would require complying with the NPDES Construction General Permit, which would require the preparation of a SWPPP that would ensure that construction of the proposed project would not result in flooding on or offsite. As discussed in Section 1.3, *Project Description*, operation of the proposed project would include pervious landscaping and a storm drain system that would collect, treat, and convey stormwater into the existing storm drain system in Washington Boulevard to the south of the project site. The on-site stormwater system would collect all runoff from the site in underground storm drain systems that convey the stormwater runoff to a proposed retention and/or water quality treatment system(s) for infiltration and/or water quality treatment before discharging back to the public system. The proposed water quality system may include infiltration and/or bio-filtration. Thus, the project would not substantially increase the rate or amount of surface run-off which would result in flooding on- or offsite. Therefore, impacts would be less than significant.

**iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**

**Less Than Significant Impact.** Stormwater would be removed from the project site, primarily by sheet flow action across the paved surface towards the water drains throughout the property and in the public right-of-way, into the municipal sewer system. The proposed project storm drain system, including a retention basin, and implementation of BMPs for low impact development would ensure that proper drainage would be maintained at all times. This would ensure that stormwater leaving the proposed project would not exceed the capacity of public stormwater drainage systems. In addition, the project site was previously developed and largely impervious. As such, the development of the proposed project would not substantially increase impervious surfaces at the project site. The construction and operation of the proposed project would implement and adhere to BMPs, which would collect and/or treat stormwater onsite prior to being discharged to the public storm drain system. Thus, the project would not alter the existing drainage pattern in a manner that would create or contribute runoff water that would exceed existing stormwater drainage capacity. Therefore, impacts would be less than significant.

**iv) Impede or redirect flood flows?**

**Less Than Significant Impact.** According to the FEMA Map 06037C1830F, the project site is not within a flood zone and is located within a highly urbanized portion of the city with no close access to water

### 3. Environmental Analysis

bodies. The project site is in Flood Zone X, which is an area determined to be outside the 0.2-percent annual chance floodplain. As detailed in the previous responses, implementation of the proposed project would introduce pervious landscaping on-site and would include a storm drain system to collect, treat, and convey stormwater into the existing storm drain system in Washington Boulevard. Any off-site surface flows that enter the site would bypass through the proposed storm drain system or would sheet flow to existing cross gutters consistent with existing flow patterns. Therefore, the project would not result in impeding or redirecting flood flows and impacts would be less than significant.

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

**No Impact.** According to the FEMA Map 06037C1830F, the project site is not within a flood zone. The proposed project site is in Flood Zone X, which is an area determined to be outside the 0.2-percent annual chance floodplain. Therefore, flood hazard is low. Additionally, the project site is approximately 20 miles from the Pacific Ocean and is not within a tsunami zone.

A seiche is a surface wave created when a body of water is shaken, usually by earthquake activity. Seiches are of concern relative to water storage facilities because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water. The nearest dam is the Garvey Reservoir located 5 miles north of the proposed project site; potential inundation area from this reservoir flows to the north (DSOD 2021). There are no large water tanks or dams in the area that could directly impact the proposed project site in the event of failure (DSOD 2021).

No impact would occur related to the release of pollutants due to project inundation since the proposed project site is outside of flood hazard, tsunamis or seiches zones.

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

**No Impact.** After completion of the proposed project, ground surfaces would be either hardscape or maintained landscaping. As previously mentioned, the proposed project would not affect groundwater and therefore would not obstruct implementation of a sustainable groundwater management plan. The proposed project would comply with existing local, regional, and state regulations and would not obstruct implementation of a water quality control plan. Therefore, no impact would occur.

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#### 3.11 LAND USE AND PLANNING

Would the project:

**a) Physically divide an established community?**

**No Impact.** The proposed project site and surrounding area are fully developed with urban land uses, including residential and commercial uses. There is an established residential neighborhood to the north of the project site. There is no existing access between the proposed project site and the residential community to the north. Implementation of the proposed project would be limited to the project site that is currently vacant. Therefore, the project would not physically change the surrounding neighborhood street patterns or otherwise impede movement through the neighborhoods and therefore would not divide an established community.

**b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?**

**Less Than Significant Impact.** A significant impact could occur if the project is inconsistent with the City's General Plan, zoning, or other plans that apply to the project site and were adopted for the purposes of avoiding or mitigating environmental effects. A city's general plan and zoning guide development and allowable uses within a jurisdiction over a long-term horizon to meet population and demographic shifts and City goals and needs. The City's General Plan, dated October 2014, is defined by four core values, which guide the General Plan. These core values include social well-being, excellence in place-making, respect for the natural environment, and economic vitality. The City's General Plan is composed of nine elements, which include the land use, housing, circulation, community facilities, economic prosperity, environmental resource, safety, healthy community, and noise. Each element is made up of goals and policies. The proposed project's consistency with applicable General Plan goals and policies and zoning are discussed below.

##### **Land Use Designation and Zoning Consistency**

The proposed project includes the construction of a three to six-story mixed-use building with subterranean parking, ground-floor retail and residential uses, and residential uses in floors two through six, which includes 255 dwelling units. The proposed project would include 464 parking spaces, including 437 parking spaces within the proposed structure and 27 parking spaces on-site. The proposed project would comply with all applicable provisions of the Pico Rivera Municipal Code and the development standards and design guidelines established by the specific plan, such as setback, landscaping requirements, and buffering between residential neighborhoods.

The project site is currently zoned General Commercial (C-G) with a general plan land use designation of Mixed-Use/Housing Element Site Opportunity Area 8 (the Rosemead Boulevard and Washington Boulevard Opportunity Area) (Pico Rivera 2014). The purpose of the mixed-use designation is to provide a different style of development than traditional neighborhoods, commercial, and employment areas that are physically separated from one another. The special planning area "Housing Element Site" is designated to help meet the needs of the RHNA. The proposed project would require a change from the current zoning designation of General Commercial (GC) to Specific Plan (SP), as well as a zone code amendment to add SP for this area to



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the Zoning Map. Additionally, the proposed project would change the current general plan land use designations of Mixed-Use/Housing Element Site Opportunity Area 8 to SP.

The intent of the SP land use designation is to be used in combination with the underlying general plan land use designations to allow for the creation of flexible standards. While the proposed project includes a zone change, zoning code amendment, and a General Plan amendment to redesignate the site as “Specific Plan,” the proposed project supports the intent of the current general plan land use designation on-site. Additionally, the proposed project would support the Housing Element designation by providing housing units on-site. Upon approval of the proposed project’s zone change, zone code amendment, conditional use permit, and General Plan amendment, the proposed project would be consistent with the applicable general plan land use designations, policies, and zoning requirements. Therefore, the proposed project is consistent with the zoning and general plan land use designations on-site.

#### Land Use Element

The proposed project supports the City’s Land Use Element. The proposed project is consistent with Goal 3.6, which focuses on improving the community image through high-quality design and ongoing maintenance, and Goal 3.8, which aims to have diverse and attractive commercial, office, and mixed-use developments that serve community needs and contribute to economic vitality. The proposed project is in an urbanized area largely surrounded by commercial uses. The northwest side of the project site is adjacent to a single-family residential neighborhood. The project site and the residential neighborhood are separated by a block wall. As described in Section 3.1, *Aesthetics*, the proposed project includes the implementation of the Specific Plan that would include development standards and design guidelines that would guide site design, building design, parking, landscaping, and services, which is consistent with Policy 3.6-1. Consistent with Policy 3.6-2, Sustainable Development, which promotes land development practices that reduce energy and water consumption, GHG emissions, and disposal of waste, the proposed project’s location and proximity to commercial services would promote walking and bicycling and reduces use of automobiles. As described in Section 3.17, *Transportation*, the proposed project site is located near existing public transportation routes and would be designed to promote the use of public transportation as an alternative to automobiles. The project site provides pedestrian connectivity throughout the Pico Rivera Marketplace and into public sidewalks. The project site also provides safe and convenient accessibility to public transportation. The site is adjacent to public transit Line 50 along Washington Boulevard, metro Line 266 on Rosemead Boulevard, as well as the proposed Rosemead Boulevard Transition Station and Gold Line Extension Alternative. Additionally, future surface parking would be shaded, which would reduce the urban heat island effect. The proposed project would integrate water conservation and water quality measures consistent with applicable state regulations.

The proposed project is consistent with Goal 3.8, which aims to have diverse and attractive commercial, office, and mixed-use developments that serve community needs and contribute to economic vitality. The proposed project would be consistent with Policy 3.8-4, which promotes high-quality mixed-use development that is compatible with surrounding uses and enhances adjacent streetscapes. The proposed project would provide for the development of a mixed-use development, with pedestrian-scale ground-floor commercial uses that would have outdoor seating and contribute to the visual character of Washington Boulevard and the Pico Rivera Marketplace to the east of the project. The proposed project would be consistent with Policy 3.8-7, which

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requires screening, setback, or buffering from projects adjacent to residential neighborhoods. The proposed project would include setbacks from the adjacent residential neighborhood to the northwest and include privacy block wall and hedges along the project site border with the residential neighborhood. Additionally, the proposed project would step down to three stories on the northwest corner near the residential community and rooftop recreation activities would be located toward the southeast side of the proposed project, away from the residential community. Therefore, the proposed project supports the Land Use Element.

#### **Housing Element**

The proposed project supports the City's General Plan Housing Element. The project site is identified as a "Housing Element Site." The Housing Element identifies 13 areas within the city that have the potential to rezone to accommodate its housing needs under the RHNA. The project site is within the Housing Element's Area 11, which proposes a mixed-use zone and minimum density of 30 dwelling units per acre. The proposed project includes a mixed-use building with ground-floor retail and five levels of residential units at a density of approximately 89.5 dwelling units per acre. The proposed project would add diversity to the City's housing stock by providing studio, junior one-bedroom, one-bedroom, two-bedroom, and three-bedroom units that would serve a range of income levels. The proposed project would also reserve 13 dwelling units as affordable housing. The proposed project's consistency with applicable Housing Element goals and policies are further discussed below.

The proposed project is consistent with Goal 2, which encourages access to opportunities for affordable housing, and Goal 4, to provide adequate sites to meet the existing and future housing needs. The proposed project is the development of a mixed-use building, which includes 255 residential units; 13 units are dedicated to affordable housing. The proposed project's high-density housing would help the City meet its housing needs. The proposed project is also consistent with Goal 3, which aims to ensure an adequate supply of housing for households with special needs, and Goal 6, which aims to promote equal housing opportunities. The proposed project would be implemented in accordance with ADA and all applicable State laws. The proposed project would be available to all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, or disability. Therefore, the proposed project supports the Housing Element.

#### **Environmental Resource Element**

The proposed project support goals and objectives within the Environmental Resource Element of the General Plan. For example, Policy 8.1-4, Efficient Land Use Patterns, which promotes efficient land use patterns by promoting walkability, bicycle use, and non-motorized transportation. As described above and in Section 3.17, *Transportation*, the proposed project supports and includes walkability and bicycle paths to improve non-motorized transportation. The proposed project would also be conveniently situated adjacent to commercial uses and the Pico Rivera Marketplace, which allows for employment opportunities and commercial services within close proximity of the project site, reducing the need for travel and promoting walkability. Consistent with Policy 8.2-18, Electric Vehicles, which encourages electric vehicle charging stations, the proposed project also includes 44 electric vehicle charging station (EVCS) ready parking spaces for residential use and 3 EVCS parking spaces for retail uses.

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The proposed project would be consistent with Policy 8.3-3, Tree Planting, which promotes planting shade trees, and Policy 8.6-6, Native Plants, which encourages the use of native and drought-tolerant plants and landscaping. The proposed project includes planning of native California palms and other native species to provide shade within the landscape. Therefore, the proposed project supports the Environmental Resource Element.

The proposed project would not therefore conflict with existing plans, policies, or regulations adopted for the purpose of avoiding or mitigating environmental effects. Therefore, impacts would be less than significant.

#### 3.12 MINERAL RESOURCES

Would the project:

- a) **Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?**

**No Impact.** The California Geological Survey Mineral Resources Project provides information about California's nonfuel mineral resources. The Mineral Resources Project classifies lands throughout the state that contain regionally significant mineral resources as mandated by Surface Mining and Reclamation Act of 1975. The California Geological Survey classifies mineral resources area as one of the following four Mineral Resource Zones (MRZs), Scientific Resource Zones (SZ), or Identified Resource Areas (IRAs):

- **MRZ-1:** A Mineral Resource Zone where adequate information indicates that no significant mineral deposits are present or likely to be present.
- **MRZ-2:** A Mineral Resource Zone where adequate information indicates that significant mineral deposits are present, or a likelihood of their presence and development should be controlled.
- **MRZ-3:** A Mineral Resource Zone where the significance of mineral deposits cannot be determined from the available data.
- **MRZ-4:** A Mineral Resource Zone where there is insufficient data to assign any other MRZ designation.
- **SZ Areas:** Containing unique or rare occurrences of rocks, minerals, or fossils that are of outstanding scientific significance shall be classified in this zone.
- **IRA Areas:** County or State Division of Mines and Geology Identified Areas where adequate production and information indicates that significant minerals are present.

Areas designated MRZ-2 are areas where adequate information indicates that significant mineral deposits are present, or a likelihood of their presence, and development should be controlled. The project site is not within a MRZ-2 area (CGS 2010). The project site is within MRZ-3, which is classified as areas containing mineral deposits the significance of which cannot be determined from preliminary data (CGS 2015). Further, the Pico Rivera General Plan Environmental Resources Element identifies that there are no commercially viable sand and gravel resources in the area (Pico Rivera 2014). The project site was previously developed with a commercial

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building and has no history of mining. Based on the project site's location, development of the proposed project would not result in the loss of availability of known mineral resources. No impact would occur.

**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 under Section 3.12(a), the project site is not within a MRZ-2 zone (CGS 2010). Additionally, the Pico Rivera General Plan Environmental Resources Element identifies that there are no commercially viable sand and gravel resources in the area (Pico Rivera 2014). The project site is currently zoned General Commercial (C-G) with a general plan land use designation of Mixed-use/Housing Element Site Opportunity Area 8 (the Rosemead Boulevard and Washington Boulevard Opportunity Area) (Pico Rivera 2014). The project site is in an urbanized area of Pico Rivera, and no mineral extraction operations currently occur within the vicinity of the project site. No impact would occur.

## 3.13 NOISE

### Noise Fundamentals

Noise is unwanted sound, known to have several adverse effects on people, including hearing loss, speech and sleep interference, physiological responses, and annoyance. Based on these known adverse effects of noise, the federal, state, and city governments have established criteria to protect public health and safety and to prevent the disruption of certain human activities, such as classroom instruction, communication, or sleep. Appendix D provides the fundamentals of noise and vibration, additional local regulatory background information, and the construction and traffic noise modeling data for the proposed project.

### Environmental Setting

The noise environment in the project area includes roadway noise from Washington Boulevard and Rosemead Boulevard and noise from the surrounding retail uses.

### Sensitive Receptors

Certain land uses are particularly sensitive to noise and vibration. These uses include residences, schools, hospital facilities, houses of worship, and open space/recreation areas where quiet environments are necessary for the enjoyment, public health, and safety of the community. The nearest sensitive receptors are single-family residences adjacent to the proposed project site, to the north and west.

Per the *CBLA v. BAAQMD* ruling, it is generally no longer the purview of the CEQA process to evaluate the impact of existing environmental conditions on any given project. As a result, while the noise from existing sources is considered as part of the baseline, the direct effects of exterior noise from nearby noise and vibration sources relative to land use compatibility of a future project is no longer a required topic for impact evaluation under CEQA. Generally, no determination of significance is required with the exception of certain school projects, projects affected by airport noise, and projects that would exacerbate existing conditions (i.e., projects that would have a significant operational noise impact).

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#### **Applicable Standards**

##### *State Regulations*

The State of California regulates freeway noise, sets standards for sound transmission, provides occupational noise control criteria, identifies noise standards, and provides guidance for local land use compatibility. State law requires that each county and city adopt a general plan that includes a noise element prepared according to guidelines adopted by the Governor's Office of Planning and Research. According to these guidelines, the purpose of the noise element is to "limit the exposure of the community to excessive noise levels."

##### ***California Code of Regulations, Title 24, Chapter 12***

Current law states that every local agency enforcing building regulations, such as cities and counties, must adopt the provisions of the CBC within 180 days of its publication. The California Building Standards Commission establishes the publication date of the CBC. The most recent building standards adopted by the legislature and used throughout the State is the 2019 version. Jurisdictions often adopt local, more restrictive amendments based on local geographic, topographic, or climatic conditions. The State of California codifies noise insulation standards in the CBC. These noise standards are for new construction in California for the purposes of interior compatibility with exterior noise sources. The regulations specify that acoustical studies must be prepared when new buildings with habitable rooms that are near major transportation noises, and where such noise sources create an exterior noise level of 60 dBA community noise equivalent level (CNEL)/L<sub>dn</sub> or higher. Acoustical studies that accompany building plans must demonstrate that the structure design limits interior noise in habitable rooms to 45 dBA CNEL/L<sub>dn</sub>.

##### *City of Pico Rivera*

##### ***General Plan Noise Element***

##### *Stationary Noise*

The Pico Rivera Noise Element includes exterior noise standards to determine noise and land use compatibility. Exterior noise standards can be found under Policy 11.1-1, Land Use Compatibility. This policy strives to achieve and maintain land use patterns that are consistent with the noise compatibility guidelines summarized in Table 14, *Maximum Allowable Environmental Noise Standards*.

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**Table 14 Maximum Allowable Environmental Noise Standards**

Land Use	Exterior Noise Level at Property Line CNEL, dB
Residential (Low-Density, Multifamily, Mixed-Use)	65
Transient Lodging (Motels/Hotels)	65
Schools, Libraries, Churches, Hospitals/Medical Facilities, Nursing Homes, Museums	70
Theaters, Auditoriums	70
Playgrounds, Parks	75
Golf Courses, Riding Stables, Water Recreation	75
Office Buildings, Business Commercial, and Professional	70
Industrial, Manufacturing, and Utilities	75

Source: Pico Rivera 2014

Notes:

The noise level standard is the maximum decibel level that may be imposed upon the referenced land use. Where a proposed use is not specifically listed in this table, the use shall comply with the noise exposure standards for the nearest similar use, as determined by the City's Planning Director.

#### *Vibration*

Vibration standards can be found under Policy 11.3-2, Vibration Standards, of the Noise Element. This policy requires construction projects and new developments to ensure acceptable interior vibration levels at nearby noise-sensitive uses based on the Federal Transit Administration (FTA) criteria summarized in Table 15, *Groundborne Vibration Impact Criteria for Vibration Annoyance*. "Category 2" would apply to the nearby single-family residences, and "Frequent Events" are assumed for a conservative analysis.

**Table 15 Groundborne Vibration Impact Criteria for Vibration Annoyance**

Land Use Category	Impact Levels, VdB		
	Frequent Events <sup>1</sup>	Occasional Events <sup>2</sup>	Infrequent Events <sup>3</sup>
Category 1: Buildings where vibration would interfere with interior operations	65 <sup>a</sup>	65 <sup>a</sup>	65 <sup>a</sup>
Category 2: Residences and buildings where people normally sleep	72	75	80
Category 3: Institutional land uses with primarily daytime uses	75	78	83

Source: Pico Rivera 2014, Noise Element

Notes: Though the General Plan Noise Element references FTA 2006, a newer version of the *FTA Transit Noise and Vibration Impact Assessment Manual* has been published (FTA 2018) and the criteria have not changed.

<sup>1</sup>"Frequent Events" is defined as more than 70 vibration events of the same source per day

<sup>2</sup>"Occasional Events" is defined as between 30 and 470 vibration events of the same source per day.

<sup>3</sup>"Infrequent Events" is defined as fewer than 30 vibration events of the same source per day

<sup>a</sup>This criterion limit is based on levels that are acceptable for most moderately sensitive equipment, such as optical microscopes. Vibration-sensitive manufacturing or research will require detailed evaluation to define the acceptable vibration levels.

#### *Construction 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 FTA provides criteria for acceptable construction noise levels and

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recommends a daytime noise threshold of 80 dBA  $L_{eq(8hr)}$  for residential uses. For the purposes of this analysis, the FTA criterion is applied to nearby sensitive receptors to determine impact significance.

#### *Municipal Code*

Noise is also regulated by the Pico Rivera Municipal Code, under Section 8.40.010, Unnecessary Noises Prohibited. This section states that no person shall make, cause, or suffer, or permit to be made, upon any premises owned, occupied, or controlled by him, any unnecessary noises or sounds that are physically annoying to persons of ordinary sensitiveness, or which are so harsh or so prolonged or unnatural or unusual in their use, time, or place as to occasion physical discomfort to the inhabitants of any neighborhood.

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?**

**Less Than Significant Impact With Mitigation Incorporated.**

#### **Construction Noise**

Construction would occur over approximately 23 months and include the following activities: demolition, grading and excavation, trenching for site utilities and irrigation, building construction, architectural coatings, and paving.

#### *Construction Vehicles*

The transport of workers and materials to and from the construction site could incrementally increase noise levels along access roads. Individual construction vehicle pass-bys may create momentary noise levels of up to approximately 85 dBA ( $L_{max}$ ) at 50 feet from the vehicle, but these occurrences would generally be infrequent and short-lived.

#### *Construction Equipment*

Noise generated by on-site construction equipment is dependent on the type of equipment used, its location relative to sensitive receptors, and the timing and duration of noise-generating activities. Each phase of construction would involve different kinds of equipment and has distinct noise characteristics. The basis for noise levels from construction activities are typically the loudest piece or pieces of equipment. The dominant equipment noise source is typically the equipment's engine, although work-piece noise (such as dropping of materials) can also be noticeable.

The noise produced at each construction phase is determined by combining the  $L_{eq}$  contributions from each piece of equipment used at a given time, while accounting for the ongoing time variations of noise emissions (commonly referred to as the usage factor). Heavy equipment, such as a dozer or a loader, can have maximum, short-duration noise levels of up to 85 dBA at 50 feet. However, overall noise emissions vary considerably, depending on the specific construction activity performed at any given moment. Noise attenuation due to

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distance, the number and type of equipment, and the load and power requirements to accomplish tasks at each construction phase would result in different noise levels from construction activities at a given receptor. Since noise from construction equipment is intermittent and diminishes at a rate of at least 6 dBA per doubling of distance (conservatively ignoring other attenuation effects from air absorption, ground effects, and shielding effects), the average noise levels at noise-sensitive receptors could vary considerably, because mobile construction equipment would move around the project site with different loads and power requirements. Noise levels from project-related construction activities were calculated from the simultaneous use of all applicable construction equipment during each phase at spatially averaged distances (i.e., from the approximate acoustical center of the specific phase) to the property line of the nearest receptors. Although construction may occur across the entire construction area, the area around the center of construction activities best represents the potential average construction-related noise levels at the various sensitive receptors. No pile driving is proposed as part of project construction.

Anticipated construction activity information was provided by the project applicant and input to the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM) (FHWA 2006). The associated, aggregate sound levels—grouped by construction phase—are summarized in Table 16, *Project-Related Construction Noise,  $L_{eq}$  dBA*. RCNM modeling input and output worksheets are included in Appendix D.

**Table 16 Project-Related Construction Noise,  $L_{eq}$  dBA**

Construction Activity Phase	Residences to the West	Residences to the North
	90 feet	90 feet
Demolition	<b>81</b>	<b>81</b>
	200 feet	165 feet
Site Preparation	74	76
Rough Grading	75	76
Fine Grading	70	72
Utility Trenching	72	74
	65 feet	100 feet
Building Construction	<b>82</b>	78
Architectural Coating	71	68
	50 feet	50 feet
Paving	<b>82</b>	<b>82</b>

Notes:  
 Bold = Exceeds 80 dBA  $L_{eq}$ .  
 Calculations performed with the FHWA RCNM software are included in Appendix D.  
 Decibels rounded to the nearest whole number.

As shown in Table 16, construction-related noise levels could, at times, exceed the 80 dBA  $L_{eq(8hr)}$  threshold at the nearest sensitive receptors, and therefore this impact would be potentially significant. Implementation of Mitigation Measure N-1 would reduce this impact to a level that is less than significant.



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#### Mitigation Measures

- N-1 Prior to issuance of demolition, grading, and/or building permits, a note shall be provided on construction plans indicating that during grading, demolition, and construction, the project applicant shall be responsible for requiring contractors to implement the following measures to limit construction-related noise:
- Per City requirements, construction activity shall be limited to the hours of 7:00 a.m. and 7:00 p.m.;
  - During the entire active construction period, equipment and trucks used for project construction shall use the best available noise-control techniques (e.g., improved mufflers, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds), wherever feasible;
  - Require that impact tools (e.g., jack hammers and hoe rams) be hydraulically or electrically powered wherever possible. Where the use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used along with external noise jackets on the tools;
  - Stationary equipment such as generators, air compressors shall be located as far as feasible from nearby noise-sensitive residential uses to the north and west;
  - Stockpiling of materials shall be located as far as feasible from nearby noise-sensitive residential receptors to the north and west;
  - At least 10 days prior to the start of construction activities, a sign shall be posted at the entrance(s) to the job site, clearly visible to the public, that includes permitted construction days and hours, as well as the telephone numbers of the City's and contractor's authorized representatives that are assigned to respond in the event of a noise or vibration complaint. If the authorized contractor's representative receives a complaint, they shall investigate, take appropriate corrective action, and report the action to the City;
  - Signs shall be posted at the job site entrance(s), within the on-site construction zones, and along queueing lanes (if any) to reinforce the prohibition of unnecessary engine idling. All other equipment shall be turned off if not in use for more than 5 minutes;
  - During the entire active construction period and to the extent feasible, the use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only. The construction manager shall use smart back-up alarms, which automatically adjust the alarm level based on the background noise level, or switch off back-up alarms and replace with human spotters in compliance with all safety requirements and laws; and
  - Erect temporary noise barriers (at least as high as the exhaust of equipment and breaking line-of-sight between noise sources and sensitive receptors) to maintain construction noise levels at or below the performance standard of 80 dBA  $L_{eq}$  at the property line of

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nearby residences to the north and west. Barriers shall be constructed with a solid material that has a density of at least 1.5 pounds per square foot with no gaps from the ground to the top of the barrier.

#### Operational Stationary Noise

##### *Recreation and Open Space*

The proposed project would include common open space of passive, plaza-type green space, and rooftop amenities for residents. Some of the ground common open space would be open to the public while others would be private, only accessible to residents, as shown in Figure 5, *Open Space and Rooftop Recreation Concept*. Outdoor rooftop residential amenities would include a swimming pool, jacuzzi, barbecue area, and a garden/green area. Outdoor recreational areas accessible only to residents would generate minimal noise because of private use limitations and maximum capacity requirements. The rooftop amenities would be on the roof of a three to six-story mixed-use building, approximately 100 feet south the nearest noise-sensitive receptors (single-family residences to the northwest). Due to the height of the proposed mixed-use building, rooftop amenities would be substantially shielded by the roof line, reducing noise levels at the receiver property line. In addition, the rooftop amenities would be located towards the east side of the building away from the residential neighborhood, which further reduces noise levels at the receiver property line.

The nearest open space area to noise-sensitive receptors, which are the single-family residences located directly north to the project site and abuts the project site boundary, would be the proposed private open space area on the ground level. Noise would consist mostly of people talking. No amplified music or public address systems are proposed. This use would not generate substantial noise. Therefore, impacts would be less than significant.

##### *Retail Uses*

The proposed project would include approximately 5,730 square feet of retail space, which may include coffee shops, print shops, laundry, or tailoring services to serve the local community and future residents. This proposed commercial space uses would not introduce new types of noise into the project area. Therefore, impacts would be less than significant.

##### *Mechanical Equipment*

Typical heating, ventilating, and air conditioning system (HVAC) noise is 72 dBA  $L_{eq}$  at a distance of three feet. The nearest sensitive receptors to potential HVAC equipment would be the single-family residences approximately 100 feet to the north. At this distance, HVAC noise levels would attenuate to approximately 42 dBA  $L_{eq}$ . Converted to CNEL, this would be 49 dBA CNEL, which would be below the maximum allowable environmental exterior noise standard of 65 dBA CNEL for residential uses (Table 14). Therefore, impacts would be less than significant.

#### Traffic Noise

Audible increases generally refer to a change of 3 dBA or more since this level has been found to be the threshold of perceptibility in exterior environments. The second category, “potentially audible” impacts, refers to a change in noise level between 1 and 3 dBA. The last category includes changes in noise level of less than

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1 dBA, which are typically “inaudible” to the human ear except under quiet conditions in controlled environments. Only “audible” changes in noise levels at sensitive receptor locations (i.e., 3 dBA or more) are considered potentially significant. A doubling of traffic flows (i.e., 10,000 to 20,000 vehicles per day) would be needed to create a 3 dBA CNEL increase in traffic-generated noise levels. A project will normally have a significant effect on the environment related to noise if it will substantially increase the ambient noise levels for adjoining areas. Most people can detect changes in sound levels of approximately 3 dBA under normal, quiet conditions, and changes of 1 to 3 dBA are detectable under quiet, controlled conditions. Changes of less than 1 dBA are usually indiscernible. A change of 5 dBA is readily discernible to most people in an exterior environment. Based on this, the following thresholds of significance are used to assess traffic noise impacts at sensitive receptor locations:

- Greater than 1.5 dBA increase for ambient noise environments of 65 dBA CNEL and higher.
- Greater than 3 dBA increase for ambient noise environments of 60 to 64 CNEL.
- Greater than 5 dBA increase for ambient noise environments of less than 60 dBA CNEL.

PM peak-hour traffic volumes provided by LLG along the proposed project roadway segments in the traffic study area were used to analyze traffic noise increases from the proposed project (LLG 2022). The analysis compares Existing with Project PM peak-hour trips to Existing No Project PM peak-hour trips logarithmically to estimate the noise increase along study roadway segments. As shown in Table 17, *Project-Related Traffic Noise Increase*, project-related trips would result in a permanent noise level increase of up to 0.1 dBA CNEL or less along study roadway segments. The permanent traffic noise increase would less than 1.5 dBA CNEL in all cases. Therefore, project-related traffic noise would be less than significant.

Cumulative traffic noise increase was determined by comparing Future Plus Project to Existing No Project PM peak-hour trips. The resulting cumulative noise increase would be up to 0.3 dBA or less along study roadway segments. Cumulative increase would be less than 1.5 dBA CNEL in all cases. Therefore, cumulative traffic noise would be less than significant.

**Table 17 Project-Related Traffic Noise Increase**

Roadway Segment	PM Peak-Hour Trips				dBA CNEL	
	Existing No Project	Existing Plus Project	Future No Project	Future Plus Project	Project Noise Increase	Cumulative Noise Increase
Paramount Boulevard north of Washington Boulevard	1,975	1,988	2,085	2,098	0.0	0.3
Paramount Boulevard south of Washington Boulevard	2,233	2,246	2,330	2,343	0.0	0.2
Washington Boulevard east of Paramount Boulevard	3,022	3,081	3,138	3,197	0.1	0.2
Washington Boulevard west of Paramount Boulevard	3,414	3,447	3,545	3,578	0.0	0.2
Crossway Drive north of Washington Boulevard	294	294	301	301	0.0	0.1

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**Table 17 Project-Related Traffic Noise Increase**

Roadway Segment	PM Peak-Hour Trips				dBA CNEL	
	Existing No Project	Existing Plus Project	Future No Project	Future Plus Project	Project Noise Increase	Cumulative Noise Increase
Crossway Drive south of Washington Boulevard	550	550	566	566	0.0	0.1
Washington Boulevard east of Crossway Drive	2,818	2,877	2,927	2,986	0.1	0.3
Washington Boulevard west of Crossway Drive	2,730	2,789	2,836	2,895	0.1	0.3
Rosemead Boulevard north of Coffman and Pico Road	2,464	2,484	2,576	2,596	0.0	0.2
Rosemead Boulevard south of Coffman and Pico Road	2,418	2,438	2,528	2,548	0.0	0.2
Coffman and Pico Road east of Rosemead Boulevard	49	49	50	50	0.0	0.1
Coffman and Pico Road west of Rosemead Boulevard	125	125	130	130	0.0	0.2
Rosemead Boulevard north of Washington Boulevard	2,226	2,251	2,330	2,355	0.0	0.2
Rosemead Boulevard south of Washington Boulevard	2,192	2,212	2,299	2,319	0.0	0.2
Washington Boulevard east of Rosemead Boulevard	2,526	2,559	2,622	2,655	0.1	0.2
Washington Boulevard west of Rosemead Boulevard	2,556	2,592	2,657	2,693	0.1	0.2

Source: Traffic volumes from LLG Engineers, 2021.

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

**Less Than Significant Impact With Mitigation Incorporated.**

#### Construction Vibration

Construction activities can generate varying degrees of ground vibration, depending on the construction procedures and equipment. Operation of construction equipment generate vibrations that spread through the ground and diminish with distance from the source. The effect on buildings near a construction site varies depending on soil type, ground strata, and receptor-building construction. The effects from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels. Vibration from construction activities rarely reaches the levels that can damage structures.

#### Vibration Annoyance

As mentioned in the above, the City's General Plan establishes groundborne vibration annoyance thresholds per FTA criteria. A significant impact would occur if vibration levels would exceed 72 VdB at sensitive receptors. Vibration from the project would be generated from temporary construction activities. To determine

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average vibration levels at the nearest sensitive receptor, vibration levels are projected by measuring levels from the center of the project site. Since the project site is an “L” shape, it was divided into two portions to estimate two acoustical centers where construction would generally be located. The nearest acoustical center to single-family residences to the west would be approximately 95 feet away from the proposed project. The nearest acoustical center to single-family residences to the north would be approximately 210 feet away. As shown in Table 18, *Vibration Levels for Typical Construction Equipment*, vibration levels could potentially exceed the 72 VdB threshold at residences to the west during paving if a vibratory roller is used. Implementation of Mitigation Measure N-2 would reduce this impact to a level of less than significant.

**Table 18 Vibration Levels for Typical Construction Equipment**

Equipment	FTA Reference Vibration Levels VdB at 25 feet	VdB at Residences to west - 95 feet	VdB at Residences to north - 210 feet
Vibratory Roller	94	77	66
Large Bulldozer	87	70	59
Caisson Drilling	87	70	59
Loaded Trucks	86	69	58
Jackhammer	79	62	51
Small Bulldozer	58	41	30

Source: Federal Transit Administration (FTA), 2018.

#### *Architectural Damage*

For reference, a vibration level of 0.2 inches per second (in/sec) peak particle velocity (PPV) is used as the limit for non-engineered timber and masonry buildings, which is applied to the surrounding structures (FTA 2018). For reference, Table 19, *Vibration Levels for Typical Construction Equipment*, shows typical construction equipment produce vibration levels up to 0.21 in/sec PPV at a distance of 25 feet. A significant impact would occur if vibration levels would exceed 0.2 in/sec PPV at the façade of the surrounding structures. Construction activity could occur within 15 feet of sensitive receptors (single-family residences to the north and west). This would include grading and paving. As shown in Table 19, vibration levels could exceed 0.20 in/sec PPV. Specifically, if a vibratory roller is used within 25 feet of a residential structure and if grading equipment such as a large dozer operates within approximately 15 feet of a nearby residential structure. Therefore, impacts would be potentially significant. With implementation of Mitigation Measure N-2, impacts associated to vibration-induced architectural damage would be reduced to less than significant.

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**Table 19 Vibration Levels for Typical Construction Equipment**

Equipment	FTA Reference Vibration Levels PPV (in/sec) at 25 feet	PPV (in/sec) at 15 feet to north and west
Vibratory Roller	0.21	0.45
Large Bulldozer	0.089	0.19
Caisson Drilling	0.089	0.19
Loaded Trucks	0.076	0.16
Jackhammer	0.035	0.08
Small Bulldozer	0.003	0.01

Source: Federal Transit Administration (FTA), 2018.

#### Operational Vibration

Operation of the proposed project would not include any substantial long-term vibration sources. Thus, no significant vibration effects from operation of the proposed project would occur.

#### Mitigation Measures

N-2 If paving activity during construction is required within 135 feet of nearby residential structures, use of a static roller in lieu of a vibratory roller shall be employed. Grading and earthwork activities within 15 feet of nearby residential structures shall be conducted with off-road equipment that is limited to 100 horsepower or less.

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

**No Impact.** The nearest public airport is San Gabriel Valley Airport, approximately 7.5 miles northeast of the project site. People residing or working in the project area would not be exposed to excessive aircraft noise levels. There would be no impact.

### 3.14 POPULATION AND HOUSING

Would the project:

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

**Less Than Significant Impact.**

#### Construction

Construction of the project would provide short-term jobs over an approximate 23-month period. Many of the construction jobs would be temporary and would be specific to the project site. It is anticipated that the

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project-related construction labor force would already be located in the project vicinity and from the greater Los Angeles area, and workers would not be expected to relocate their places of residence as a consequence of working on the project. Therefore, temporary construction of the project would not be expected to induce substantial population growth or demand for housing, and a less than significant impact would occur.

#### Operation

State law requires SCAG to develop a Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) every four years. The most recent RTP/SCS, titled Connect SoCal, was adopted on September 3, 2020. The RTP/SCS is an important regional document to guide land use planning and transportation projects in the region. Demographic projections and changes in the region are therefore an essential component for the RTP/SCS. In conjunction with the RTP/SCS, SCAG develops the RHNA every eight years.

Table 20, *Population and Housing Growth Projections for the City of Pico Rivera*, indicates the growth projections for the city of Pico Rivera. Table 20 shows that the Connect SoCal projects that the city of Pico Rivera will experience a growth of 6.14 percent, 11.44 percent, and 9.24 percent in population, housing, and employment respectively, by 2045 based on 2016 levels. The proposed project would account for approximately 20.1 percent of the projected population growth and 13.4 percent of the projected housing unit growth between 2016 and 2045. The project site is identified in the City's housing element Area 11 site; these identified areas are targeted for rezoning so that the city can meet its RHNA allocation.

**Table 20 Population and Housing Growth Projections for the City of Pico Rivera**

	2016	2045	Change 2016-2045	Percent Increase	Proposed Project	2016 Plus Project
<b>Population</b>	63,500	67,400	3,900	6.14	812	64,312
<b>Household</b>	16,600	18,500	1,900	11.44	255	16,855
<b>Employment</b>	24,900	27,200	2,300	9.24	11	24,910
<b>Job-Housing Ratio</b>	1.50	1.47	-0.03	n/a	n/a	1.47

Source: SCAG. 2020, Final Connect SoCal Demographics and Growth Forecast Adopted, [https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal\\_demographics-and-growth-forecast.pdf?1606001579](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_demographics-and-growth-forecast.pdf?1606001579)

Based on 550 square feet per employee (USGBC 2021)

The proposed project consists of the development of 255 new dwelling units and generate approximately 812 residents. For a conservative estimate, this analysis assumes that all 812 residents are new residents to the city of Pico Rivera, though a portion of the project residents may be existing city residents who decide to move to the project site. As shown in Table 20, the proposed project's anticipated population, household, and employment generation is within the anticipated growth for the city.

As shown in Table 20, SCAG projects that the City's jobs-housing ratio would be 1.47 in 2045. The jobs-housing ratio in 2045 would be 1.47 with the proposed project; therefore, there would be no change to the job-housing ratio with the implementation of the proposed project.

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Additionally, the proposed project is located within an urbanized area and is served by existing utilities. The proposed project would not require road extensions nor extensions of other infrastructure beyond utility hook ups. The proposed project would not generate indirect population growth.

Since the proposed project would not generate unplanned population growth and would not generate indirect population growth, the operation of the proposed project would result in a less than significant impact.

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

**No Impact.** The project site is developed, vacant land. As such, no existing persons or housing currently reside at the project site. For this reason, the proposed project would not displace persons or housing and no impact would occur.

#### 3.15 PUBLIC SERVICES

This section is based in part on informational service letters and questionnaires that were sent out to each service provider covered by the topics in this section. Service provider letters are included as Appendix E.

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, to maintain acceptable service ratios, response times, or other performance objectives for any of the public services.

**a) Fire protection?**

**Less Than Significant Impact.** 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, which include (see Figure 11, *Public Services Near the Project Site*, for the location of these three stations in relation to the project site):

- **Fire Station 103**, located at 7300 S. Paramount Boulevard, 0.6 miles from the project site.
- **Fire Station 25**, located at 9209 E. Slauson Avenue, 1 mile from the project site.
- **Fire Station 40**, located at 4864 S. Durfee Avenue, 1.6 miles from the project site.

According to the LACFD, the proposed project would receive fire protection services from Fire Station 103 which has a daily staffing of 7 uniform personnel, including a 3-person engine company, which is an engine company with some limited paramedic capabilities, and 4-person urban search and rescue (USAR) Task Force. The project site may also receive fire protection services from a 2<sup>nd</sup> due station, Fire Station 25 which is staffed with a 4-person engine company and includes daily staffing of 4 uniform personnel. The LACFD uses the national guidelines of 5-minute response time for first unit and 8-minute response time for advanced life support in urban areas. As of 2020, Fire Station 103 had an emergency response time of 5:21 minutes (Durbin 2021).



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The proposed project would include new fire prevention infrastructure pursuant to current code requirements. Pico Rivera has adopted the California Fire Code (Title 24, Part 9 of the California Code of Regulations) in the city of Pico Rivera Municipal Code as Section 15.44.010, which regulates new structures related to safety provisions, emergency planning, fire-resistant construction, fire protection systems, and appropriate emergency access throughout a site. The proposed project's adherence to the existing fire code requirements would be verified as part of the regular permitting process. Additionally, a fire double detector check valve would be installed for the fire line, and two new fire hydrants would also be installed on-site.

As the project site is less than two miles from three fire stations, and the project would be constructed pursuant to existing California Fire Code regulations, the proposed project would not result in the need for new or physically altered Fire Department facilities that could cause significant environmental impacts. LACFD determined that proposed project would not result in a significant impact to fire services and LACFD anticipates that no major difference in service demand would occur due to the proposed project (Durbin 2021). As discussed in Section 3.14, *Population and Housing*, 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 and Special Tax 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.

#### b) Police protection?

**Less Than Significant Impact.** 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 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 (Hutak 2021). The proposed project includes construction of 255 multi-family units and 5,730 square feet of commercial retail space within an existing commercial and residential area. As discussed in Section 3.14(a), the proposed project population and housing is within growth projections for the city of Pico Rivera. Typically, residential uses result in a higher demand for police protection services compared to other uses because residential uses add new residents to an area and result in more time spent at onsite (e.g., at home) compared to other uses (i.e., commercial uses). Therefore, while 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, and LASD has indicated that there are no existing deficiencies. The proposed project would also include design elements that would deter criminal activity, such as security gates, and residents-only key cards for the residential areas, as well as security lighting for the residential and commercial areas. 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. Development of the project would not result in the need for

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construction associated with an expansion of existing or development of a new sheriff station. The proposed project would result in a less than significant impact to police services and no mitigation measures are required.

#### c) Schools?

**Less Than Significant Impact.** The El Rancho Unified School District (District) would serve the proposed project. The District serves grades kindergarten through 12, with one Elementary, one Middle School, and two High Schools. The proposed project site is within the school boundaries of Rio Vista Elementary School (grades K-5), Rivera Middle School (grades 6-8), El Rancho High School (grades 9-12), and Salazar Continuation High School. Table 21, *Schools Serving the Project Site*, summarizes each of the school's enrollment. Figure 11, *Public Services Near the Project Site*, shows the location of the four schools in relation to the project site.

**Table 21 Schools Serving the Project Site**

School	Distance from Project Site	Total Enrollment				
		2016-17	2017-18	2018-19	2019-20	2020-21
Rio Vista Elementary School	0.7 miles	445	475	473	481	456
Rivera Middle School	1 mile	646	631	596	584	550
El Rancho High School	1 mile	2,508	2,433	2,364	2,297	2,305
Salazar High School	1 mile	189	178	147	128	163

Source: California Department of Education, 2021, Data Quest, Annual Enrollment Data, <https://dq.cde.ca.gov/dataquest/>

Los Angeles Unified School District (LAUSD) student generation factors were used to determine the number of students that could be generated by the proposed project, by school level. The proposed project would construct 255 new dwelling units. Table 22, *New Student Generation Summary*, shows that the proposed project would conservatively generate approximately 59 elementary students, 16 middle school students, and 33 high school students.

**Table 22 New Student Generation Summary**

School Level	Dwelling Units	Generation Factor	Students
Elementary (TK-6)	255	0.2269	59
Middle (7-8)	255	0.0611	16
High (9-12)	255	0.1296	33
<b>Total</b>			<b>108</b>

Sources: LAUSD, 2020 (March), 2020 Developer Fee Justification Study Los Angeles Unified School District.

The proposed project would be required to pay school impact fees, pursuant to SB 50, to reduce impacts to the school system. The school districts collect these fees at the time of issuance of building permits. The California legislature has found that funding program established by SB 50 constitutes “full and complete mitigation of the impacts” on the provision of adequate school facilities (Government Code Section 65995(h)). SB 50 sets

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forth a state school facilities construction program that includes restrictions on a local jurisdiction's ability to demand mitigation of a project's impacts on school facilities in excess of fees in Education Code 17620.

The addition of students generated by the proposed project to area schools would not substantially increase enrollment. Development of the project would not result in the need for construction associated with an expansion of existing or development of new schools such that environmental impacts would result. Therefore, project-related impacts to school facilities would be less than significant.

#### d) Parks?

**Less Than Significant Impact.** The City of Pico Rivera has approximately 102 acres of developed park and recreation facilities (Pico Rivera 2014), and there are approximately 1.22 acres of developed parkland within a half-mile radius of the project site (California State Parks 2021). In addition to city parks, regional parks in Los Angeles County provide recreational opportunities for City of Pico Rivera residents. The Los Angeles County Regional Parks and Open Space District has identified 3.3 acres per 1,000 people as typical number of park users in the local and regional area. According to the California State Parks Department, there are three county parks located within 2.5 miles of the project site. The closest county parks are Amigo Park, located approximately 1.9 miles from the project site; Sorensen Park, located 2.1 miles from the project site; and McNees Park, located approximately 2.5 miles from the project site (Torres 2021).

Rio Vista and Smith Park are the closest city parks to the project site and are located approximately 0.5 miles north of the proposed project site. The City's General Plan identifies Smith Park as a community park of 16 acres with a multipurpose auditorium, baseball/softball fields, football/soccer stadium, basketball courts, picnic facilities, drinking fountains, Olympic-size swimming pool, parking lot, walking path, and maintenance yard. Rio Vista Park contains playground equipment, drinking fountains, picnic benches and barbeques, lit softball fields, outdoor restrooms, and outdoor basketball courts (Pico Rivera 2022). In addition to Smith Park and Rio Vista Park, 3 additional City-owned parks exist within 2 mile of the project site including Rivera Park, located approximately 1.4 miles from the project site; Rio Hondo Park, located approximately 1.8 miles from the project site; and Veterans and Ladies Auxiliary Park, located approximately 1.6 miles from the project site. Additionally, Table 23, *City and County Parks Near the Project Site*, provides a list of other parks and their facilities within close proximity to the project site, including Whittier Narrows Recreation Area. See Figure 11, *Public Services Near the Project Site*, for the location of the parks in relation to the project site.

According to the City's Healthy Communities Element, the City has a goal of providing three acres of parkland per 1,000 people. The City currently has a parkland ratio of approximately 1.3 acres per 1,000 residents, and there is approximately 0.21 acres of parkland per 1,000 residents within a half-mile radius of the project site (Torres 2021). Consistent with Policy 10.7-3 of the Healthy Communities Element of the General Plan, new residential development can either dedicate land onsite or contribute to in-lieu fees for project associated parkland space. Implementation of the proposed project would generate approximately 812 new residents who, conservatively assuming all come from outside of Pico Rivera, would create an additional demand for park resources. This demand for park services would be met in part by providing on-site recreational amenities and open space onsite. The proposed project includes the development of approximately 17,010 square feet of rooftop pool/community recreation for residents. The ground floor includes 28,770 square feet of public and

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private common open space. Each residential unit would also have a balcony. The proposed project's demands for park space would be partially offset by the provision of open space and recreational uses on-site. In addition to the onsite recreational facilities for residents and open space, the proposed project would be required to applicable pay park and recreation in-lieu fees. Provision of recreational and open space facilities onsite along with the payment of in-lieu fees would ensure that the proposed project would not warrant the need for new or physically altered facilities. Therefore, the impact for the proposed project related to parks would be less than significant.

#### e) Other public facilities?

**Less Than Significant Impact.** In addition to the public facilities discussed in Sections 3.15(a) to (d), this analysis anticipates that a portion of the project residents would use public libraries. The city of Pico Rivera is served by the Los Angeles County Public Library system. As shown in Figure 11, the project site is served by the Pico Rivera Library located at 9001 Mines Avenue located one mile northeast of the project site (Patrick 2021). The Los Angeles County Public Libraries operates four additional libraries within 5 miles of the project site. These include Chet Holifield Library, Sorensen Library, Los Nietos Library, and Rivera Library. According to the Los Angeles County Library, service level guidelines entail a minimum of 0.5 gross square foot of library facility space per capita, 3.0 items (books and other library materials) per capita for regional libraries and 2.75 items per capita for community libraries, and 1.0 public access computer service per 1,000 people served. Currently, the Pico Rivera Library contains 54,502 collection items, 32 public access computers, and 16,000 square feet of facility space, which does not meet the minimum requirement of for the existing population of the service area by 55,974 collection items, 8 public access computers, and 4,087 square feet of facility space.

The service letter response from Los Angeles County Library (LACL) indicates that Pico Rivera Library is not currently meeting its minimum requirements for the population of the service area based on the service level guidelines (see Appendix E). The proposed project would contribute to this deficiency. The LACL has indicated that the anticipated population growth associated with the proposed project would result in the need for an additional 2,208 collection items, 1 public access computer, and 402 square feet of facility space for the library. To meet the service demands of the current population and the proposed project (cumulative), the library would require a total of 112,684 collection items, 41 public access computers, and 20,488 square feet of facility space. However, LACL indicates that the proposed project would not result in the need for a physical expansion of library facilities (Patrick 2021). While the closest library to the project site is the Pico Rivera library, the proposed project's residents can assess any library in the LACL network. In addition to physical collection items, the Los Angeles County Library provides access to a digital library which includes online resources such as eBooks, audiobooks, and digital magazines.

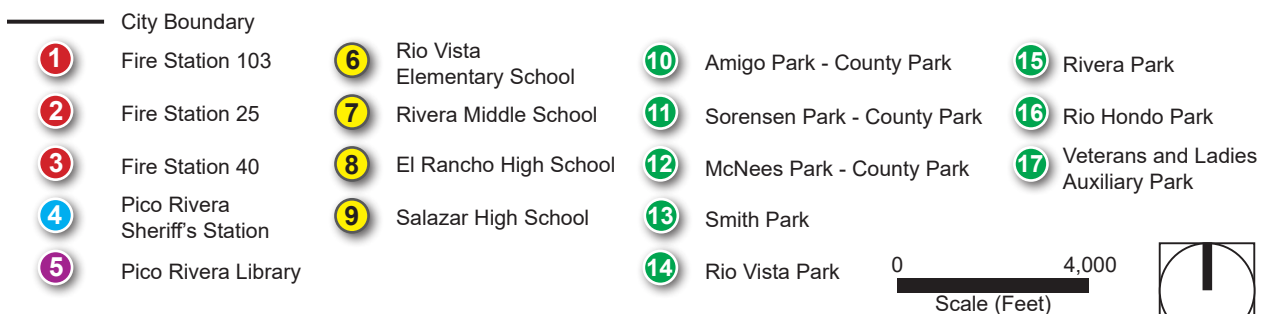
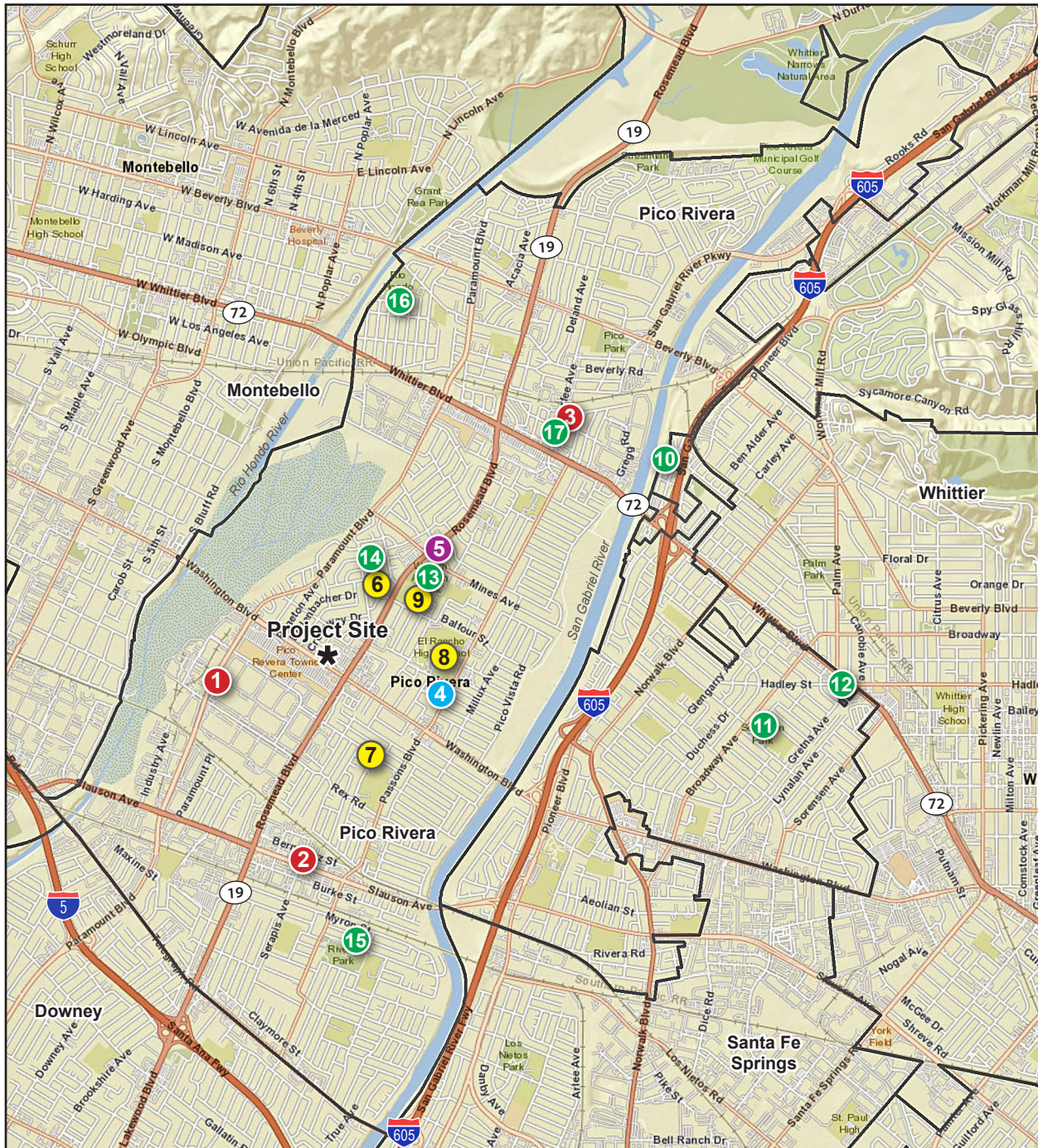
While the addition of project residents would not result in a substantially adverse physical change to library facilities or warrant the need for new or physically altered facilities, additional service needs are requested, which would be coordinated between the Library, the City, and the project applicant directly. The need for materials or funds would not result in a physical change in the environment. Additionally, operation of the proposed project would contribute to funding sources that support the Los Angeles County library system, such as property taxes. As development occurs, property tax revenue should grow proportionally with the property tax collections. Therefore, with access to online resources, and the proposed project's payment of property taxes,

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the proposed project would not have a substantial impact associated with the provision of new or physically altered facilities; impacts to libraries would be less than significant.



Figure 11 - Public Services near the Project Site



Source: ESRI, 2022

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#### 3.16 RECREATION

- a) **Would the project increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated?**

**Less Than Significant Impact.** The city of Pico Rivera has approximately 102 acres of developed park and recreation facilities (Pico Rivera 2014). Recreation facilities in the city include, but are not limited to, the Sports Arena/Bicentennial Park Campground, Pico Rivera Community Gardens, Pico Rivera Youth Center, Pico Rivera Senior Center, and Centre for the Arts. In addition to city parks, regional parks in Los Angeles County provide recreational opportunities for city of Pico Rivera residents. Whittier Narrows Recreation Area, Whittier Narrows Natural Area/Nature Center, Whittier Narrows Golf Course, Amigo Park, and Pio Pico State Historical Parks are regional parks and recreation facilities which would also be available to project site residents.

Rio Vista and Smith Park are the closest City parks to the project site; both are approximately 0.5 miles north of the project site. The City's General Plan identifies Smith Park as a community park of 16 acres with multipurpose auditorium, baseball/softball fields, football/soccer stadium, basketball courts, picnic facilities, drinking fountains, Olympic-size swimming pool, parking lot, walking path, and maintenance yard. Rio Vista Park contains playground equipment, drinking fountains, picnic benches and barbeques, lit softball fields, outdoor restrooms, and outdoor basketball courts (Pico Rivera 2022). In addition to Smith Park and Rio Vista Park, six additional parks exist within two mile of the project site (see Table 23, *City and County Parks near the Project Site*).

The closest regional park to the project site is Amigo Park, approximately 2 miles to the northeast. This regional park is approximately 4 acres, and equipped with softball fields, children's play area, multipurpose field, picnic area, and walking and biking trails. Whittier Narrows Natural Area and Nature Center is approximately 4 miles to the northeast, and the 133-acre regional park is characterized by a 400-acre sanctuary of riparian woodland that borders the San Gabriel River, four lakes, many plants and animal natives to wetlands, and winter sanctuary for migrating waterfowl. Other park amenities also include civic art, animal exhibits, picnic tables, libraries, museums, and nature centers.

As discussed under Section 3.15(d), the proposed project's park and recreation demand would be met by a combination of onsite amenities and payment of in-lieu fees. Provision of onsite recreational amenities along with the payment of in-lieu fees would ensure that the proposed project's residents would not 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. Therefore, a less than significant impact on city and regional recreation facilities would occur.



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**Table 23 City and County Parks near the Project Site**

Park	Location	Facilities/Resources
Amigo Park – County Park	5700 Juarez Ave, Whittier, CA 90606 1.9 miles from project site	Equipped with softball fields, children play area, multipurpose field, picnic area, and walking and biking trails
Sorensen Park – County Park	11419 Rose Hedge Dr, Whittier, CA 90606 2.1 miles from project site	Baseball and softball fields, play structures, basketball courts, and green space
McNees Park – County Park	11590 Hadley Blvd. Whittier, CA 90606 2.5 miles from project site	Green space
Smith Park	6016 Rosemead Boulevard Pico Rivera, CA 90660 0.5 mile from project site	A community park of 16 acres with multipurpose auditorium, baseball/softball fields, football/soccer stadium, basketball courts, picnic facilities, drinking fountains, Olympic-size swimming pool, parking lot, and maintenance yard
Rio Vista Park	8751 Coffman and Pico Rd, Pico Rivera, CA 90660 0.5 mile from project site	Sports focused public recreation area
Rivera Park	9530 Shade Ln, Pico Rivera, CA 90660 1.4 miles from project site	Baseball and softball fields, handball courts, picnic facilities and play equipment
Rio Hondo Park	P, 8421 San Luis Potosi, Pico Rivera, CA 90660 1.8 miles from project site	13 acres of multipurpose auditorium, play structures, fields, and hard courts.
Veterans and Ladies Auxiliary Park	4904 Durfee Ave, Pico Rivera, CA 90660 1.6 miles from project site	Play structures and benches

Source: Pico Rivera, 2014, Pico Rivera General Plan Healthy Community Element.

**b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?**

**Less Than Significant Impact.** As discussed under Sections 3.15(d) and 3.16(a), the proposed project’s park and recreation demand would be met by a combination of area recreational facilities, onsite amenities and payment of in-lieu fees. The proposed project includes the development of public and private recreational uses and open spaces. The ground floor of the proposed project development would include 28,770 square feet of private and common public open space (passive, plaza-type green spaces). Additionally, the roof would include private space consisting of a pool and recreational facilities, such as a gym and clubhouse, for residents and their guest, totaling to 17,010 square feet. The proposed project does not involve the construction of recreational facilities beyond what is proposed on-site. Therefore, a less than significant impacts would occur under the proposed project.

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#### 3.17 TRANSPORTATION

This section is based in part on the *Transportation Impact Analysis Report, The Mercury Project, City of Pico Rivera, California* (Traffic Report), April 26, 2022, prepared by Linscott, Law & Greenspan, Engineers (LLG) (Appendix F).

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 significant impact may occur if the proposed project conflicts with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. The City's Circulation Element sets forth goals and policies pertaining to complete streets, transit and public transportation, bicycle routes and pedestrian facilities, and safety, among others. The proposed project would support the City's Circulation Element.

The proposed project supports Goal 5.1 of the Circulation Element, which promotes active living, improves local air quality, and enhances the livability of the community through an integrated multimodal network that serves all users and offers convenient mobility options. The proposed project supports Goal 5.4, which promotes a balanced transportation system where bicycling and walking are alternative methods to the automobile. The proposed project supports Policy 5.1-4, which addresses smart growth development that integrates transportation and land use decisions to promote development that is compact, walkable, and transit oriented. Public transit service in the vicinity of the project is currently provided by the Los Angeles County Metropolitan Transportation Authority (Metro), Montebello Transit, and Norwalk Transit. A total of nine public transit routes provide service near the project site, which includes 40 buses or trains during peak AM hours and 41 buses or trains during peak PM hours. The proposed project would also provide pedestrian and bicycle facilities on-site and would support the use of public transportation, as further discussed below.

The proposed project is located along Washington Boulevard, which is currently served by public bus transit service provided by Montebello Bus Line 50. The project site is within proximate walking distance from existing bus stops along Washington Boulevard. The proposed project would not affect access or safety at the existing bus stops, nor is it expected to hinder public transit service along Washington Boulevard. According to Los Angeles County Metropolitan Transportation's (Metro) website, Metro is currently proceeding with the CEQA EIR process for the Eastside Transit Corridor Phase 2 (Metro project) which proposes an extension of the Metro L (Gold) Line and includes a station at Rosemead and Washington Boulevard, near the project site. Metro's project funding and schedule includes two cycles for funding and anticipated development, cycle one in 2029 and cycle two in 2053 (Metro 2021). The Metro project would provide more accessibility to the project site and for residents and customers to travel within Pico Rivera and surrounding communities. Development of the proposed project would not prevent the City from completing any proposed transit, bicycle, or pedestrian facilities.

The proposed project is located adjacent to the Pico Rivera Marketplace and would provide pedestrian accessibility within the Pico Rivera Marketplace and to Rosemead and Washington Boulevards. The proposed

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project would include short-term and long-term bicycle facilities on-site. The proposed project would be designed to encourage pedestrian activity and walking to transit opportunities and the adjacent commercial areas. The Walkability score for the project site is approximately 81 (Very Walkable) out of 100. Walkability is a term for the extent to which walking is readily available as a safe, connected, accessible, and pleasant mode of transport. Walkways are planned within the proposed project, which will connect to adjacent sidewalks in a manner that promotes walkability. The proposed project's location near public transit, provisions of on-site bicycle facilities, and connecting pedestrian access to the existing sidewalks promotes active living, healthy air quality, a multimodal network, and smart-growth development principles. Further, the proposed project would not preclude the City from constructing bicycle facilities or pursuing bicycle network improvements along local roadways adjacent to the project site.

Proposed project features would include landscaped pedestrian walkways connecting facilities within the site, as well as connections with the adjacent public sidewalks on Washington Boulevard and connections to the Pico Rivera Marketplace. The proposed project also includes street trees and streetscaping plants along public frontages in accordance with the City's standards to increase tree canopy and provide safe and inviting new pedestrian network. These design features would further support Policy 5.4-3, Continuous Network, and Policy 5.4-6, Pedestrian Network.

The proposed project would support Goal 5.2, which aims at providing a safe and efficient movement of people, goods, and services. As further discussed in Checklist Question, 3.17(c), the proposed project driveways would not impede traffic movement along Washington Boulevard. Additionally, the proposed project's design would incorporate transportation demand management (TDM), including increase residential density, integrated affordable and below market rate housing, and limited residential parking supply (further discussed below) that would reduce the number of vehicles leaving the project site.

The proposed project would not have a significant impact on active transportation or public transit in the vicinity of the project site. The proposed project would accommodate pedestrian and bicycle access via exclusive walkways that connect the proposed project to the public sidewalks. The walkways minimize the extent of pedestrian and bicycle interaction with vehicles at the site and provide a comfortable, convenient, and safe environment, which in turn can encourage use of active transportation modes. The project site is further planned to provide bicycle parking facilities for use by residents, retail employees, and the public and accessibility to existing and proposed bicycle lanes near the project site. The proposed project is therefore found to be in alignment with the City's General Plan Circulation Element goals and policies to promote pedestrian and bicycle safety and provide appropriate and supportive active transportation infrastructure.

The proposed project would be consistent with the General Plan's goals and policies, and the proposed project is not found to result in conflicts with adopted policies, plans, or programs, nor is it expected to negatively affect the performance or safety of existing or planned pedestrian, bicycle, or transit facilities. It is determined that the proposed project would have a less than significant impact on transit, roadway, bicycle, and pedestrian facilities in the vicinity of the project site.

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#### b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?

**Less Than Significant Impact.** 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 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
- 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)
- Project is locally serving retail (less than 50,000 square feet), including gas stations, banks, restaurants, shopping center.
- Local-serving community colleges, K-12 schools, local parks, daycare centers, etc.
- Residential projects with 100 percent affordable housing
- Community institutions project (public library, fire station, local government)
- Local-serving hotels (e.g., non-destination hotels)
- Local-serving assembly uses (places of worship, community organizations)
- Public parking garages and parking lots
- Assisted living or senior housing projects
- Affordable, supportive, or transitional housing projects

Projects are not required to satisfy all the screening criteria to screen out of further VMT analysis; satisfaction of one criterion is sufficient for screening purposes. Although the commercial (retail/restaurant) portion of the project qualifies for screening out of a VMT analysis because it would be less than 50,000 square feet (5,730 square feet proposed) and therefore locally serving, a VMT analysis is still required for the residential component of the proposed project because it does not meet one of the criteria above to be screened out.

The most readily available Southern California Association of Governments Regional Travel Demand Model (SCAG RTDM) was used to determine the residential VMT per capita for the city of Pico Rivera. The baseline residential VMT per capita utilizing SCAG RTDM for the city of Pico Rivera is provided below:

- City of Pico Rivera residential VMT: 14.39 residential VMT per capita

### 3. Environmental Analysis

- Residential significance threshold: 12.23 VMT per capita (i.e., 15% below the existing baseline residential VMT per capita)

As the commercial (retail/restaurant) portion of the proposed project screens out, since it is less than 50,000 square feet and therefore locally-serving, the residential VMT per capita associated with the proposed project was compared to the city of Pico Rivera baseline residential VMT per capita in order to determine whether or not the proposed project would be expected to result in a significant impact.

Project-specific regional travel demand modeling was conducted using the SCAG Regional Travel Demand Model (RTDM). The proposed project is located within Traffic Analysis Zone 21804400. The proposed project totals were converted into socio-economic data, which describes both demographic and economic characteristics of the region by Traffic Analysis Zone and were then coded into the SCAG RTDM. The VMT analysis results for the residential component of the proposed project using the SCAG RTDM estimates the residential VMT per capita for the proposed project to be 14.13 residential VMT per capita.

The 2021 California Air Quality Pollution Control Officers Association (CAPCOA) *Handbook for Analyzing Greenhouse Gas Emissions Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* provides a comprehensive set of guidelines for assessing and quantifying reductions in greenhouse gas emissions (GHG). Strategies to reduce vehicle miles traveled (VMT) are broadly referred to as transportation demand management (TDM) strategies due to the focus on reducing the amount of automobile travel generated by a project. The Handbook lists 30 quantified measures covering a total of six transportation sectors. The following three TDM strategies have been included as project design features. The combination of the following TDM measures results in a 14.49 percent reduction in VMT. More information regarding TDMs can be found in Appendix F, *Transportation Impact Analysis*.

- **Increase Residential Density (9.79%):** This measure accounts for the VMT reduction achieved by a project that is designed with a higher density of dwelling units compared to the average residential density in the country. When reductions are being calculated from a baseline derived from a travel demand model, the residential density of the relevant traffic analysis zone (TAZ) is used for the comparison instead. Increased densities affect the distance people travel and provide greater options for the mode of travel they choose. Increasing residential density results in shorter and fewer trips by single-occupancy vehicles and thus a reduction in VMT.

The project-generated VMT is derived from the SCAG travel demand model data. Therefore, the proposed project's potential VMT reduction is determined by comparing the residential density in TAZ 21804400, the specific TAZ where the project is located within, without and with the residential development. The residential density of the TAZ was determined based on parcel-level data obtained from the Los Angeles County Office of the Assessor, which reports the type of residential development (e.g., single family, duplex, multi-family), the number of units, and the acreage of each parcel.

- **Integrated Affordable and Below Market Rate Housing (1.43%):** This measure requires inclusion of below market rate (BMR) housing. BMR housing provides greater opportunity for lower income families to live closer to job centers and achieve a jobs/housing match near transit. Increasing affordable housing

### 3. Environmental Analysis

creates the opportunity for a greater diversity of people to be closer to their desired destinations and the resources they may need to access. Close proximity to destinations allows for more opportunities to use active transportation and transit and to be less reliant on private vehicles.

- **Limited Residential Parking Supply (3.84%):** This measure will reduce the total parking supply available at a residential project or site. Limiting the amount of parking available creates scarcity and adds additional time and inconvenience to trips made by private auto, thus disincentivizing driving as a mode of travel. Reducing the convenience of driving results in a shift to other modes and decreased VMT and thus a reduction in GHG emissions. This strategy changes the on-site parking supply to provide less than the amount of vehicle parking required by city of Pico Rivera Code. Based on published literature and other site-specific parking surveys of other mixed-use projects' actual peak parking demands, lower than Code-required parking supplies have been determined to be sufficient. Through the Specific Plan, lower parking requirements and types of supply within the project site are being incorporated to encourage smart growth development and alternative transportation choices by project residents and employees. The proposed residential on-site parking supply (i.e., a total of 464 spaces) is planned to be less than the amount of vehicle parking that would have otherwise been required for the residential portion of the project through strict application of the City's Code (i.e., a residential Code requirement of 573 spaces). Parking restrictions would be implemented and enforced at the existing Pico Marketplace to prohibit tenants from parking in the center overnight. The signage would also include verbiage that notes that any violations of the parking restriction are subject to towing.

With the application of TDM strategies discussed above, the proposed project would result in a 14.49-percent reduction in VMT. The residential VMT per capita for the proposed project would subsequently be reduced to 12.08 residential VMT per capita, which is below the calculated City significance threshold of 12.23 residential VMT per capita. Therefore, with the application of TDM strategies, the proposed project would result in a less than significant 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.** Vehicular access to the project site is planned to be accommodated by a total of three vehicle access points: one existing driveway on Washington Boulevard and two new vehicle access points on the eastern side of the project site that would provide access from Pico Rivera Marketplace. An existing driveway on Rosemead Boulevard would provide access to the project site through the Pico Rivera Marketplace. Descriptions of the proposed project site access driveways are provided below.

**Existing Washington Boulevard Main Project Driveway**

This existing driveway is on the north side of Washington Boulevard along the easterly property boundary directly west of the existing McDonald's restaurant and currently serves the existing McDonald's restaurant adjacent to the project site. This driveway would provide access to the main internal roadway surrounding the proposed project and to the gated subterranean parking entrance for the project. The driveway would continue to accommodate left-turn ingress and right-turn ingress and egress traffic movements (i.e., no left-turns out). No physical modifications are proposed at this driveway.

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#### Existing Rosemead Boulevard Driveway

This existing driveway is on the west side of Rosemead Boulevard north of Washington Boulevard. This signalized driveway currently serves the existing Pico Rivera Marketplace and would also serve the proposed project. The driveway would continue to accommodate full access (i.e., left-turn and right-turn ingress and egress traffic movements).

The new vehicle access points on the east side of the proposed project site would be designed and constructed to ensure adequate vehicle and emergency access and provide a continuous path of travel within the Pico Rivera Marketplace. The proposed project does not include any major changes to roadways, driveways, or circulation. The proposed project's driveways and vehicular access points would not introduce hazardous design features. Additionally, the proposed project is a mixed-use project within an urban area and does not include incompatible uses such as farm equipment. As such, the proposed project does not represent an incompatible use. Therefore, the impact would be less than significant to geometric design features or incompatible uses.

#### d) Result in inadequate emergency access?

**Less Than Significant Impact.** Washington Boulevard and Rosemead Boulevard are designated as Major Roadways (Pico Rivera 2014) and are designated as disaster routes (LA County 2008) that may be used for emergency access during disaster. The proposed project would use the existing driveways from the major roadways located along the project site. Within the project site, vehicular circulation would be accommodated by a drive aisle which is adjacent to the east and north sides of the proposed building. The drive aisle would be no less than 28 feet wide in order to accommodate Fire Department access to the project site. Implementation of the proposed project would be limited to the project site and would not hinder vehicle access along Washington Boulevard nor Rosemead Boulevard. Therefore, the proposed project would result in less than significant impacts to emergency access.

### 3.18 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).

**No Impact.** The proposed project site has been previously developed and disturbed. The project site does not meet any of the historic resource criteria and does not meet the definition of a historic resource pursuant to CEQA. Implementation of the project would not result in any substantial adverse change in a tribal cultural resource defined pursuant to PRC Section 5024.1 or PRC Section 5020.1 (k). No impact would occur.

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- 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.**

**Less Than Significant Impact with Mitigation Incorporated.** The proposed project site is located within a highly urbanized area and has been previously developed and disturbed. The project site does not meet any of the historical resources criteria outlined in the PRC Section 5024.1. No known tribal cultural resources exist onsite.

In considering the significance of the resource to a California Native American tribe, the City contacted the Native American Heritage Commission (NAHC) for the listing of tribes with traditional lands or cultural places located within the boundaries of the project site and to search the Sacred Lands File (see Appendix G). The Sacred Lands File search yielded negative results (see Appendix G to this Addendum). NAHC also provided a list of seven Native American tribes with traditional lands or cultural places within the boundaries of the project site. These California Native American tribes include:

- Gabrieleño Band of Mission Indians - Kizh Nation
- Gabrieleño / Tongva San Gabriel Band of Mission Indians
- Gabrieleño / Tongva Nation
- Gabrieleño Tongva Indians of California Tribal Council
- Gabrieleño Tongva Tribe
- Santa Rosa Band of Cahuilla Indians
- Soboba Band of Luiseno Indians

The City sent out tribal consultation letters to the seven tribes via certified mail and email pursuant to Senate Bill 18 and Assembly Bill 52. The letter was sent to six tribes on May 14, 2021, and the letter was sent to Soboba Band of Luiseno Indians on June 17, 2021. The City received one request to consult from the Gabrieleño Band of Mission Indians – Kizh Nation. The City received a response from the Soboba Band of Luiseno Indians, which recommended that the city contact the Gabrieleño/Tongva San Gabriel Band of Mission Indians. The Gabrieleño/Tongva San Gabrieleño Band of Mission Indians was on the list provided by NAHC and received a tribal consultation letter. No response was received from this tribe. The City followed up with all tribes on NAHC list and did not receive additional responses.

The City held a consultation call with the Gabrieleño Band of Mission – Kizh Nation on March 15, 2022. Given input provided by the tribe during consultation, the project site's location in relation to sacred communities, sacred water courses, and traditional trade routes, and the level of proposed ground disturbance necessary during construction, the proposed project was determined to have a high potential to impact previously unidentified tribal cultural resources. As requested by the Gabrieleño Band of Mission Indians – Kizh Nation, the proposed project would implement mitigation measures TCR-1 through TCR-3.



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With incorporation of mitigation measures TCR-1 through TCR-3, project impacts to tribal cultural resources would be less than significant.

#### Mitigation Measures

TCR-1      Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities

- The project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any “ground-disturbing activity” associated with the construction of the proposed project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). “Ground-disturbing activity” shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.
- A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.
- The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered tribal cultural resources, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or “TCR”), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.
- On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.
- Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or

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manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.

#### TCR-2 Unanticipated Discovery of Human Remains and Associated Funerary Objects

- Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.
- If Native American human remains and/or grave goods discovered or recognized on the project site, then all construction activities shall immediately cease. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed.
- Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).
- Construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or burial goods, if the Kizh determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the project manager express consent of that determination (along with any other mitigation measures the Kizh monitor and/or archaeologist deems necessary). (CEQA Guidelines Section 15064.5(f).)
- Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any historic archaeological material that is not Native American in origin (non-TCR) 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.
- Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

#### TCR-3 Procedures for Burials and Funerary Remains

- As the Most Likely Descendant ("MLD"), the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited

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to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains.

- If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.
- The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials.
- In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed.
- In the event preservation in place is not possible despite good faith efforts by the project applicant/developer and/or landowner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects.
- Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.
- The Tribe will work closely with the project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does not authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.

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#### 3.19 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?**

**Less Than Significant Impact.** The proposed project would connect sewer, storm drain, and water lines to existing infrastructure along Washington Boulevard.

##### Water Supply Facilities

The Pico Water District (District) provides water to the project site. The Pico Water District currently relies solely on groundwater and has a pumping allocation of 3,624 AFY, and has an average groundwater production of 2,780 AFY. The Pico Water District operates five wells with a combination pumping capacity of 7,500 gallons per minute, one booster pump station, and one reservoir with 1.25 million gallons of storage (Grajeda 2021).

The project site is currently served by an existing water line along the north side of Washington Boulevard, which provides the domestic water and fire water connections to the project site. An existing 8-inch water line that connects to Washington Boulevard and extends throughout the existing retail center parking lot area provides fire water service for the project site. The proposed project would connect to this existing water line. Based on the CalEEMod model conducted as part of the Air Quality and Greenhouse Gas Analysis (see Appendix A), the proposed project, including indoor and outdoor water use, is anticipated to be approximately 81,076 gallons per day (29,592,834 gallons per year or approximately 91 acre-feet per year), which is within the District's groundwater pumping capacity. Pico Water District's 2015 UWMP concludes there is an adequate and reliable supply of water to provide for existing demand and estimated growth through year 2040 (Pico Water District 2016). The proposed project does not meet the criteria for preparing a water supply assessment.<sup>5</sup> Since the proposed project, would not result in unexpected direct or indirect population growth as discussed in Section 3.14, *Population and Housing*, the proposed project would be within the UWMP's anticipated water demands.

As discussed in Section 1.3, *Project Description*, the proposed project would connect to an existing 8-inch water line in Washington Boulevard. As required by the Pico Water District, the proposed project would be reviewed by the Pico Water District in line with its Pico Water District's New Construction/Development Procedures, which outlines steps and procedures for water connection and service and implements water conservation standards and fire flow requirements (Pico Water District 2017). Since the proposed project is within the anticipated water demand of the UWMP, the proposed project would not result in or require the construction of new or expanded water facilities. The proposed project would result in a less than significant impact related to water supply and infrastructure.

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<sup>5</sup> Water supply assessments are required for projects with more than 250,000 square feet of commercial floor space, a retail center with more than 500,000 square feet of floor space, or 500 dwelling units.

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#### Wastewater Treatment Facilities

The proposed project is anticipated to generate 32,398<sup>6</sup> gpd of wastewater. As discussed in the Community Facilities Element of the city of Pico Rivera General Plan, 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) (Pico Rivera 2014). Existing sewer mains in the vicinity of the project site include an 8-inch sewer line within Goodbee Street and extends west into and through the project site in a 15-foot-wide sewer easement. The proposed project would provide sewer connection to the existing 8-inch line in the northwest corner of the project site and/or the sewer line along the northern border of the project site. 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 (LACSD 2021). The projected sewer demand of 32,398 gpd represents approximately 0.86 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 result in a less than significant impact.

#### Stormwater Drainage Facilities

The project site is largely paved with impervious surfaces. The existing storm drain system in the project site area includes a parkway culvert storm drain system on the north side of Washington Boulevard that collects existing street drainage flows from Washington Boulevard as well as on-site runoff and off-site adjacent properties runoff, and runoff from the tributary located in the existing residential uses to the north. 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.

#### Electricity Facilities

SCE provides electricity to the project site. As discussed in Section 1.3, *Project Description*, the proposed project would connect to existing facilities in the public right-of-way. The proposed project would not require new or expanded electric power facilities other than connections to the existing electricity grid. The proposed project would result in a less than significant impact and no mitigation measures are required.

#### Natural Gas Facilities

SoCalGas provides natural gas service to the city of Pico Rivera, including the project site. The availability of natural gas service is based on present gas supply and regulatory policies. As a public utility, SoCalGas is under the auspices of the California Public Utilities Commission and federal regulatory agencies. Should these agencies take any action that affects gas supply or the conditions under which service is available, gas service would be provided in accordance with revised conditions. Development of the proposed project would comply with regulations and standards pertaining to natural gas and would connect to the existing natural gas

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<sup>6</sup> 32,398 gpd is based on the generation rates provided in the 2006 City of Los Angeles CEQA Guidelines. Studio Generation Rate: 80 gpd/DU, 1 Bedroom Generation Rate 120 gpd/DU, 2 Bedroom Generation Rate 160 gpd/DU, 3 Bedroom Generation Rate 200 gpd/DU, Retail Space 80gpd/1,000 sq.ft., and Lobby Space 80gpd/1,000 sq.ft.

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infrastructure. The proposed project would result in a less than significant impact and no mitigation measures are required.

#### **Telecommunication Facilities**

A variety of telecommunication facilities, including telephone, cable television, and high-speed internet services, exist in the city of Pico Rivera, and are provided by private service providers. As such, the area is adequately served by telecommunications facilities. The proposed project would include on-site connections to off-site telecommunication services and facilities in the immediate area of the project site. Facilities and infrastructure for the various telecommunication providers are adequate to serve the needs of the proposed project. The proposed project would not result in or require the construction of new or expanded telecommunication facilities. The proposed project would result in a less than significant impact and no mitigation measures are required.

#### **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.** The Pico Water District supplies water to the project site. The Pico Water District uses groundwater from the Central Basin Groundwater Basin. The basin is replenished by snowmelt in the Sierra Nevada and precipitation. It is also replenished by the Water Replenishment District of Southern California, by spreading tertiary-treated recycled water purchased from LACSD and surface water from MWD (Pico Water District 2021).

Pursuant to California Water Code Sections 10610 through 10657 (Urban Water Management Planning Act), urban water suppliers are required to prepare, adopt, and file a UWMP. The city of Pico Rivera adopted the Pico Water District 2015 UWMP in May 2016. The UWMP evaluates the Pico Water District's water supply and demand reliability for 25 years into the future (Pico Water District 2016). Pico Water District's 2015 UWMP concludes that there is adequate and reliable supply of water to provide for existing demand and estimated growth through the year 2040. The UWMP determined that the Pico Water District is capable of meeting customer water demands during normal-year, single-dry-year, and multiple-dry-year conditions.

The proposed project is expected to generate water demand of 81,076 gallons per day (29,592,834 gallons per year or approximately 91 acre-feet per year), which includes both indoor and outdoor water use. As discussed in Section 3.19(a), Pico Water District has a remaining groundwater pumping capacity of 844 AFY, and the proposed project's water demand is well within the remaining capacity. The proposed project is consistent with the city's anticipated growth projection, and therefore is not anticipated to adversely affect the Pico Water District's water supplies. Additionally, the Pico Water District would review the proposed project consistent with the Pico Water District's New Construction/Development Procedures, which outlines steps and procedures for water connection and service and implements water conservation standards and fire flow requirements (Pico Water District 2017). The proposed project would result in a less than significant impact related to water supply.

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- c) **Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

**Less Than Significant Impact.** As discussed above, existing sewer mains in the vicinity of the project site include an 8-inch sewer line within Goodbee Street and extends west into and through the project site in a 15-foot-wide sewer easement. The proposed project would provide sewer connection to the existing 8-inch line in the northwest corner of the project site and/or the sewer line along the northern border of the project site. The flows would be conveyed to the Los Coyotes Water Reclamation Plant in the city of Cerritos that is operated by the LACSD. The facility provides both primary, secondary, and tertiary treatment for approximately 37.5 mgd. The proposed project would generate approximately 32,398 gpd of additional wastewater, which would be accommodated by the Los Coyotes Water Reclamation Plant (LACSD 2021). Therefore, impacts related to wastewater treatment capacity would be less than significant.

- d) **Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?**

**Less Than Significant Impact.** According to the Los Angeles Countywide Integrated Waste Management Plan, 19 landfills across southern California accept solid waste from incorporated cities and unincorporated areas of Los Angeles County. Of these landfills, 15 landfills currently accept various categories of solid waste from the "other" category, which would include the city of Pico Rivera, and have a total remaining capacity of 573.6 million tons of solid waste. The nearest Los Angeles County Landfill is the Savage Canyon Landfill located 5 miles east of the project site (LA County 2020a). The Savage Canyon Landfill currently receives approximately 291 tons of solid waste per day and is permitted to accept 3,500 tons per day; it has a remaining permitted capacity of approximately 4,447,108 tons and is permitted to operate through 2055 (LA County 2020a; CalRecycle 2021).

Since there are no existing onsite structures, construction/demolition waste would be limited to paved areas. Regarding project operation, based on a solid waste generation of approximately 10 pounds per dwelling unit per day for multifamily and 0.006 pounds per square foot per day for commercial retail (CalRecycle n.d.), the mixed-use building would generate approximately 2,250 pounds per day from residential and 35 pounds per day from retail for a total of 2,285 pounds of solid waste per day or approximately 1.14 tons per day. Therefore, the proposed project would only account for 0.03 percent of the permitted solid waste accepted per day at Savage Canyon Landfill. Thus, the existing landfills that serve Los Angeles County have sufficient permitted capacity to accommodate the project's solid waste disposal need, and impacts would be less than significant.

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

**Less Than Significant Impact.** The proposed project would result in new development that would generate an increased amount of solid waste. All solid waste-generating activities within the city of Pico Rivera are subject to the requirements set forth in Section 5.408.1 of the California Green Building Standards Code that requires demolition and construction activities to recycle or reuse a minimum of 75 percent of the nonhazardous construction and demolition waste, and AB 341 that requires diversion of a minimum of 75

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percent of operational solid waste. Implementation of the proposed project would be consistent with all state regulations, as ensured through the City's project permitting process. Therefore, the proposed project would comply with all solid waste statute and regulations, and impacts would be less than significant.

#### 3.20 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 proposed project site and the surrounding communities are not in a Very High Fire Hazard Severity Zone (VHFHSZ) designated by CAL FIRE (2021). The closest VHFHSZ is approximately 2.3 miles west of the project site, on the west side of the city of Whitter (CAL FIRE 2021). Additionally, the project site and the surrounding area are not in a Special Protection Area, as designated by the City's General Plan Safety Element (Pico Rivera 2014). Therefore, the proposed project would not substantially impair any emergency response or evacuation plans and no impact would occur.

**b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?**

**No Impact.** The proposed project site is in an urbanized area and is generally flat. As stated in Section 3.20(a), the project site is not in a VHFHSZ mapped by CAL FIRE or the city of Pico Rivera nor is it in a Special Protection Area identified in the city of Pico Rivera Safety Element (CAL FIRE 2021; Pico Rivera 2014). Since the proposed project site is not in or near state responsibility areas or lands classified as VHFHSZ, no impact would occur.

**c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?**

**No Impact.** As stated in Section 3.20(a), the proposed project site is not in a VHFHSZ mapped by CAL FIRE or the City, nor is it in a Special Protection Area identified in the City of Pico Rivera Safety Element (CAL FIRE 2021; Pico Rivera 2014). Additionally, the proposed project is within a highly urbanized area which has existing infrastructure; the proposed project would not require the installation or maintenance of infrastructure that would exacerbate fire risk as the project site is not within a VHFHSZ. Therefore, no impact would occur.

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

**No Impact.** As stated in Section 3.20(a), the project site is not in a VHFHSZ mapped by CAL FIRE or the City, nor is it within a Special Protection Area identified in the City of Pico Rivera Safety Element (CAL FIRE 2021; Pico Rivera 2014). The project site does not include, nor is adjacent to, slopes or hillsides that would become unstable. In addition, the proposed project would include a storm drain system to collect, treat, and



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convey the stormwater into the existing storm drain system in Washington Boulevard. Therefore, no impact would occur.

#### 3.21 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.** As discussed in Section 3.4, *Biological Resources*, the proposed project site though currently vacant, is primarily developed with paved and former parking areas. It therefore does not contain any special-status or sensitive biological resources. The proposed project would not 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 sensitive plant or animal community, or substantially reduce the number or restrict the range of a rare or endangered plant or animal.

As discussed in Section 3.5, *Cultural Resources*, the project site currently vacant, is primarily developed with paved and former parking areas. The proposed project therefore does not eliminate important examples of the major periods of California history and would not have an adverse impact on California's prehistoric cultural resources. Further, the proposed project would incorporate mitigation measure CUL-1, which provides procedures in the event of an accidental archaeological find. Adherence with applicable CUL-1 would ensure that impacts related to cultural resources is less than significant. Therefore, impacts would be less than significant and no additional mitigation measures are required.

- b) **Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)**

**Less Than Significant Impact.** As discussed previously in this Initial Study, the proposed project would have no impact, a less than significant impact, or a less than significant impact with mitigation measures to aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, energy, geology and soils, GHG emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation, tribal cultural resources, utilities and service systems, and wildfire. As discussed in Traffic Report (Appendix F) and consistent with the County's TIA guidelines, since the expected significant residential VMT per capita project-related impact can be reduced to a less than significant level, the proposed project would result in a less than significant cumulative impact related to VMT. Therefore, the proposed project would not result in failure to achieve short-term nor long-term environmental goals. Therefore, all impacts are individually limited and would not result in any cumulatively significant impact. Impacts would be less than significant, and no mitigation measures are required.

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

**Less Than Significant Impact.** As discussed in the previous analyses, the proposed project would not result in significant direct or indirect adverse impacts or result in substantial adverse effects on human beings. Impacts would be less than significant, and no mitigation measures are required.

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