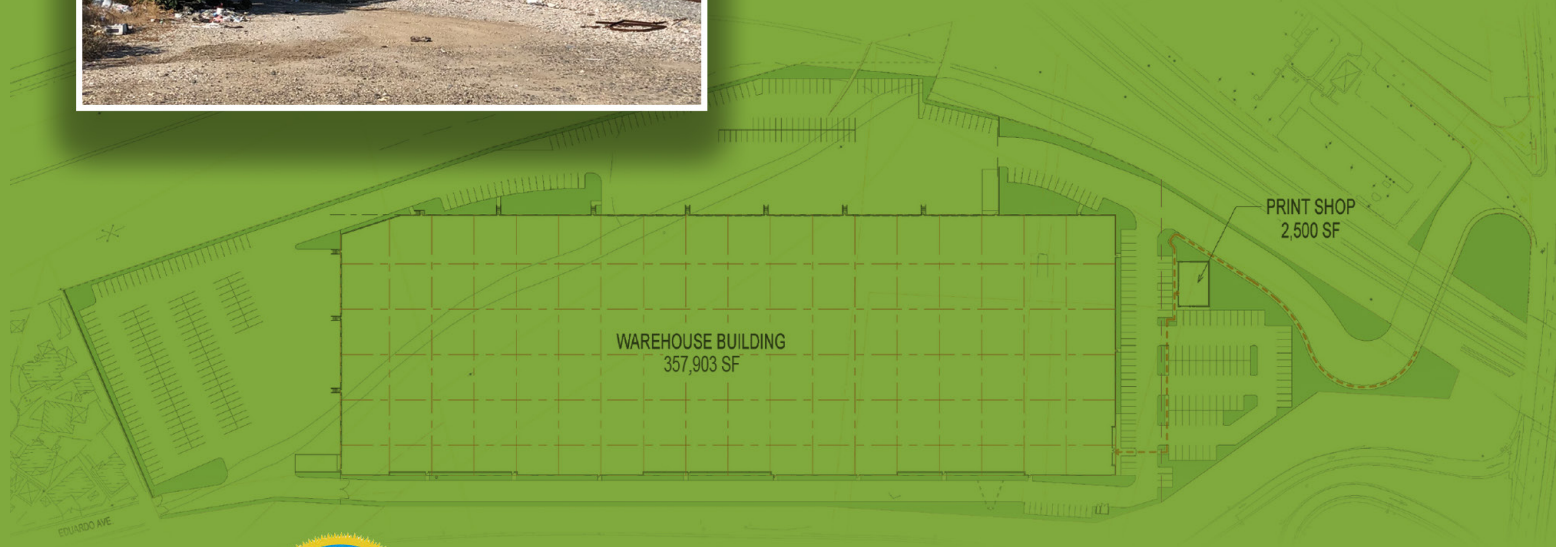
PUBLIC REVIEW | DECEMBER 2021

Beverly Boulevard Warehouse Project

Initial Study/Mitigated Negative Declaration



Prepared For:
City of Pico Rivera

Prepared By:
Michael Baker International

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INTERNATIONAL

PUBLIC REVIEW DRAFT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Beverly Boulevard Warehouse Project

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December 2021

JN 179201

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1.0 INTRODUCTION

The Beverly Boulevard Warehouse Project (herein referenced as the "project") is located at the southwest quadrant of Beverly Boulevard and Interstate 605 (I-605) on a 19.06-acre property in the City of Pico Rivera (City), California. The project generally proposes the construction of an industrial warehouse distribution and office facility totaling 357,903 square feet and a 2,500 square-foot print shop facility; both facilities include surface parking, landscaping, and other ancillary improvements; refer to Section 2.0, *Project Description*. Following a preliminary review of the proposed project, the City has determined that it is subject to the guidelines and regulations of the California Environmental Quality Act (CEQA). This Initial Study Mitigated Negative Declaration addresses the direct, indirect, and cumulative environmental effects of the project, as proposed.

1.1 STATUTORY AUTHORITY AND REQUIREMENTS

In accordance with CEQA (Public Resources Code Section 21000-21189) and pursuant to California Code of Regulations Section 15063, the City of Pico Rivera, acting in the capacity of Lead Agency under CEQA, is required to undertake the preparation of an Initial Study to determine if the proposed project would have a significant environmental impact. If, as a result of the Initial Study, the Lead Agency finds that there is evidence that any aspect of the project may cause a significant environmental effect, the Lead Agency shall further find that an Environmental Impact Report (EIR) is warranted to analyze project-related and cumulative environmental impacts. Alternatively, if the Lead Agency finds that there is no evidence that the project, either as proposed or as modified to include the mitigation measures identified in the Initial Study, may cause a significant effect on the environment, the Lead Agency shall find that the proposed project would not have a significant effect on the environment and shall prepare a Negative Declaration for that project. Such determination can be made only if "there is no substantial evidence in light of the whole record before the Lead Agency" that such impacts may occur (Public Resources Code Section 21080(c)).

The environmental documentation, which is ultimately selected by the City in accordance with CEQA, is intended as an informational document undertaken to provide an environmental basis for subsequent discretionary actions upon the project. The resulting documentation is not, however, a policy document and its approval and/or certification neither presupposes nor mandates any actions on the part of those agencies from whom permits and/or other discretionary approvals would be required.

The environmental documentation is subject to a public review period. During this review, public agency comments on the document relative to environmental issues should be addressed to the City. Following review of any comments received, the City will consider these comments as a part of the project's environmental review and include them with the Initial Study documentation for consideration by the City

1.2 PURPOSE

Section 15063(d) of the CEQA Guidelines identifies specific disclosure requirements for inclusion in an Initial Study. Pursuant to those requirements, an Initial Study shall include:

- A description of the project, including the location of the project;
- Identification of the environmental setting;
- Identification of environmental effects by use of a checklist, matrix, or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries;
- Discussion of ways to mitigate significant effects identified, if any;
- Examination of whether the project is compatible with existing zoning, plans, and other applicable land use controls; and
- The name(s) of the person(s) who prepared or participated in the preparation of the Initial Study.

Section 15071 of the CEQA Guidelines identifies the required contents for a negative declaration/mitigated negative declaration, which include the following:

a) A brief description of the project, including a commonly used name for the project, if any;
b) The location of the project, preferably shown on a map, and the name of the project proponent;
c) A proposed finding that the project will not have a significant effect on the environment;
d) An attached copy of the Initial Study documenting reasons to support the finding; and
e) Mitigation measures, if any, included in the project to avoid potentially significant effects.

1.3 CONSULTATION

As soon as a Lead Agency (in this case, the City of Pico Rivera) has determined that an Initial Study would be required for the project, the Lead Agency is directed to consult informally with all Responsible Agencies and Trustee Agencies that are responsible for resources affected by the project, to obtain the recommendations of those agencies as to whether an EIR or Negative Declaration should be prepared for the project. Following receipt of any written comments from those agencies, the Lead Agency considers any recommendations of those agencies in the formulation of the preliminary findings. Following completion of this Initial Study, the Lead Agency initiates formal consultation with these and other governmental agencies as required under CEQA and its implementing guidelines. To date, the City and the project applicant have consulted with numerous public agencies regarding the proposed project, including the U.S. Army Corps of Engineers, California Department of Fish and Wildlife, Regional Water Quality Control Board, Caltrans, and Southern California Association of Governments.

1.4 INCORPORATION BY REFERENCE

The following documents were utilized during preparation of this Initial Study, and are incorporated into this document by reference. The documents are available for review at the City of Pico Rivera Community and Economic Development Department, located at 6615 Passons Boulevard, Rico Rivera, California 90660, and on the City's website, as indicated below for each document.

- *City of Pico Rivera General Plan* (Updated 2014), website: http://www.pico-rivera.org/depts/ced/planning/plan.asp. The purpose of a General Plan is to provide a general, comprehensive, and long-range guide for community decision-making. The *City of Pico Rivera General Plan* (General Plan) consists of the following elements, adopted on various dates: Land Use, Housing, Circulation, Community Facilities, Economic Prosperity, Environmental Resources, Safety, Healthy Community, and Noise. Each individual element begins with a discussion of relevant issues, and identifies goals, policies, and implementing actions addressing those issues.

- *Pico Rivera General Plan Update Final Program Environmental Impact Report* (October 2014), website: http://www.pico-rivera.org/depts/ced/planning/plan.asp. The *Pico Rivera General Plan Update Draft Program EIR* (General Plan PEIR) analyzes the environmental impacts associated with adoption and implementation of the updated Pico Rivera General Plan and rezoning related to the Housing Element in 2014. Subsequently, the *Pico Rivera General Plan Update Final Program Environmental Impact Report* (General Plan FEIR) identified the mitigation measures (that would be implemented to reduce the impacts associated with the updated Pico Rivera General Plan), provided revisions to the General Plan PEIR, and responded to comments received from impacted agencies and individuals regarding the drafted General Plan PEIR.

- *Pico Rivera Municipal Code (Codified through Ordinance 755, 1989*, website: http://qcode.us/codes/picorivera/. The *Pico Rivera Municipal Code* (Municipal Code) consists of regulatory, penal, and administrative ordinances of the City of Pico Rivera. The City uses the Municipal Code to implement control of land uses in accordance with the goals, provisions and objectives of the City's General Plan. Title 18, *Zoning*, of the Municipal Code identifies land uses permitted and prohibited according to the zoning designation of particular parcels. Title 18 regulations are intended to influence, encourage, promote, protect,

maintain, and perpetuate the best interests of the City's environmental quality and the public health, peace, safety, order, and general welfare.

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2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION

Regionally, the project site is located within the central portion of the City of Pico Rivera (City), within the County of Los Angeles (County); refer to Exhibit 2-1, *Regional Map*. Locally, the non-contiguous 19.06-acre project area is situated between the San Gabriel River to the west and Interstate 605 (I-605) to the east, south of Beverly Boulevard; refer to Exhibit 2-2, *Site Vicinity*.

2.2 ENVIRONMENTAL SETTING

The proposed project site is currently divided into two segments by an existing Union Pacific Railroad (UPRR) alignment. The smaller segment of the project site is located northwest of UPRR and immediately south of Beverly Boulevard, and the second larger segment is located southeast of UPRR and immediately west of I-605. Both segments make up the "project site." The project site is primarily composed of undeveloped land that is bound by the San Gabriel River to the west, I-605/Beverly Boulevard interchange on the north, I-605 on the east, and an existing single-family residential development to the south. Topographically, this area is generally flat with elevation ranging from 192 to 220 feet above mean sea level. An existing concrete-lined drainage feature that flows east to west is located within the northern portion of the site. The site is unpaved and is periodically tilled/grubbed; vegetation on-site is generally limited to low-lying grasses, several mature palm trees, and bushes/shrubs that occur in several portions of the perimeter of the site. An existing gated access is provided at Eduardo Avenue along the southerly boundary of the project site, within unincorporated Los Angeles County. There is no direct access to the project site from within the City of Pico Rivera. Based on the City of Pico Rivera General Plan, this site is one of the largest remaining vacant sites in the City.

Vehicular access for the project is proposed to occur from Beverly Boulevard. This would require the construction of a roadway extending from Beverly Boulevard, in a southerly direction, connecting to the northerly extent of the project site. This portion of the project would traverse through property owned by SCE and UPRR. The portion of SCE property that would be affected by the proposed project is located immediately southwest of Beverly Boulevard, where an existing driveway entrance to the SCE parcel exists. The proposed roadway would extend from this existing driveway, across an undeveloped/unpaved but disturbed portion of land immediately south of Beverly Boulevard and west of the UPRR alignment. As the proposed roadway alignment extends further south, the alignment crosses UPRR land. UPRR's facility includes three tracks, with a right-of-way width of roughly 100 feet within the vicinity of the project site.

SURROUNDING USES

Surrounding land uses in proximity to the project site are primarily comprised of industrial, residential, open space, and railroad uses. The surrounding land uses are as follows; refer to Table 2-1, *Surrounding Uses*:

- *North:* The site is bound by Beverly Boulevard and the I-605/Beverly Boulevard interchange to the north. North of Beverly Boulevard and the I-605/Beverly Boulevard interchange are industrial uses including a large warehouse building within the City of Pico Rivera.

- *East:* East of the project site is the I-605 freeway and beyond the I-605 are residential uses located within the City of Whittier.

- *South:* Residential uses are located south of the project site within Unincorporated Los Angeles County.

Project Site

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BEVERLY BOULEVARD WAREHOUSE PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION (IS/MND)

Regional Map

Exhibit 2-1

Source: Google Earth Pro. July 2020

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BEVERLY BOULEVARD WAREHOUSE PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION (IS/MND)

Site Vicinity

Exhibit 2-2

- *West:* Within the City of Pico Rivera, the site is bound by the San Gabriel River to the west and the UPRR transects the project site in an east to west direction. Along the northwesterly portion of the site, a SCE 66kV substation and recreational vehicle (RV) storage facility exist.

2.3 EXISTING GENERAL PLAN AND ZONING

The City of Pico Rivera General Plan Land Use Map (dated October 2014) designates the project site as "I; General Industrial" and "PF; Public Facilities." General Industrial designations are intended for a range of industrial businesses including manufacturing and assembly, large-scale warehousing and distribution uses, contractors' storage yards, and wholesale activities. Retail or service uses designed to meet the needs of businesses may be permitted subject to applicable zoning regulations. General Industrial areas are intended to make a positive contribution to the local economy and municipal revenues, and furnish local employment opportunities for area residents. The Public Facilities designation is intended to recognize existing publicly owned facilities, and to provide areas for the conduct of public and institutional activities, including public and private utilities. Within the project site, the Public Facilities designation applies to former railroad right-of-way that traverses the site, extending from the existing UPRR right-of-way on the west to the railroad bridge over I-605 to the east.; refer to Exhibit 2-3, *Land Use Designations*.

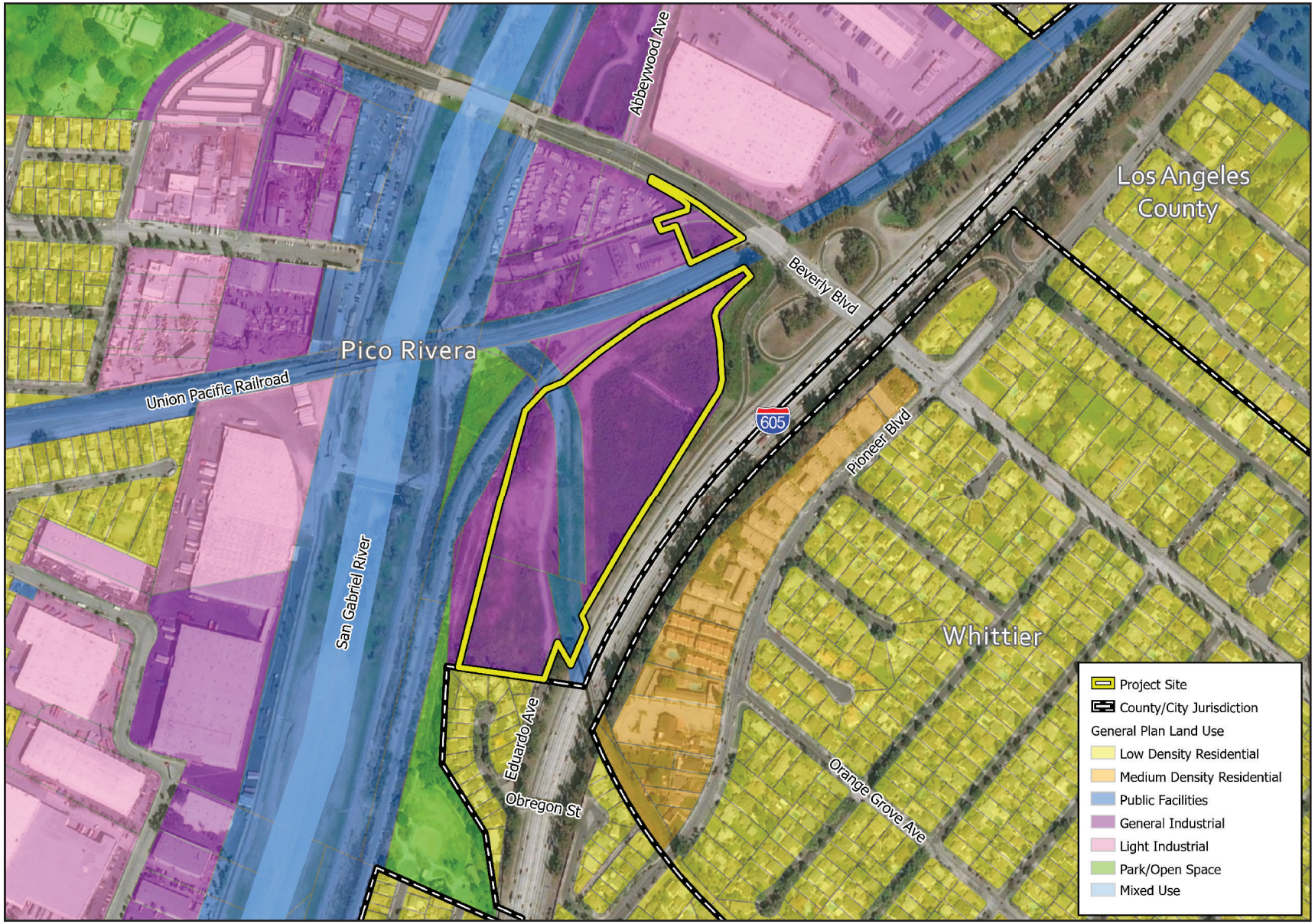
Additionally, the Land Use Element of the General Plan designates the project site as an "Opportunity Area" for development in the City. "Opportunity Areas" are intended to accommodate much of the City's anticipated redevelopment and potential new growth and allows for flexibility in determining specific intentions for use, design and character.

The City's Zoning Map zones the project site as "IPD; Industrial Planned Development" and "P-F; Public Facilities." Based on the Municipal Code, the intent and purpose of the IPD zone is to establish certain areas within the City that promote desirable industrial and sales related uses conducive to the physical characteristics of the land and surrounding development by integrating environmental land planning and development flexibility and encourage creative and innovative architectural design. The purpose of this zone is to encourage high quality industrial development in areas where existing unimproved land, underutilized, and/or deteriorating industrial activity should be revitalized. The Municipal Code identifies that the intent of the P-F zone is to recognize existing publicly owned facilities and to clearly distinguish certain areas within the city that will best facilitate the development and conduct of government and public related institutional activities. Within the project site, the P-F designation applies to former railroad right-of-way that traverses the site, extending from the existing UPRR right-of-way on the west to the railroad bridge over I-605 to the east.

Surrounding uses including land use designations and zoning are shown in Table 2-1, below.

Table 2-1
Surrounding Uses

Direction from Site	Jurisdiction	Land Use Designation	Zoning
North	City of Pico Rivera	Light Industrial (LI)	Limited Industrial (I-L)
East	Unincorporated Los Angeles County and City of Whittier	High Density Residential (R-4)	Medium Multiple Residential (R-3)
South	Unincorporated Los Angeles County	Low Density Residential (LDR)	Single-Family Residential (S-F)
West	City of Pico Rivera	General Industrial (I), Public Facilities (PF), Park/Open Space (P-OS)	Industrial Planned Development (IPD), Public Facilities (P-F), Open Space (O-S)



Source: Google Earth Pro. July 2020

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BEVERLY BOULEVARD WAREHOUSE PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION (IS/MND)

Land Use Designations

Exhibit 2-3

2.4 PROJECT CHARACTERISTICS

The proposed project would include construction of a warehousing/distribution building and a print shop facility on the 19.06-acre site. The new warehousing/distribution building would encompass approximately 357,903 gross square feet of building area, which would include warehouse, distribution, and office facilities and 393 surface parking spaces. The print shop facility would encompass approximately 2,500 gross square feet of building area and include 29 surface parking spaces. The project would also include 22 bicycle spaces and approximately 85,710 square feet of landscaping on-site; refer to Exhibit 2-4, *Conceptual Site Plan*.

This project proposes to enhance the local economy and municipal revenue, and furnish local employment opportunities for residents, consistent with the City's General Plan goals for this "Opportunity Area." As previously stated, the site is bound by the San Gabriel River to the west, Beverly Boulevard and the I-605/Beverly Boulevard interchange to the north, I-605 to the east, existing single-family residential uses to the south, and the UPRR tracks bifurcate the site near the proposed Beverly Boulevard access point. Implementation of a vehicular/bicycle/pedestrian bridge is discussed further below. Construction and operation of the bridge over the UPRR tracks would provide critical access to the project site and would thus serve as a critical element to the realization of the City's priorities and objectives as they pertain to the project.

PROPOSED WAREHOUSING/DISTRIBUTION BUILDING

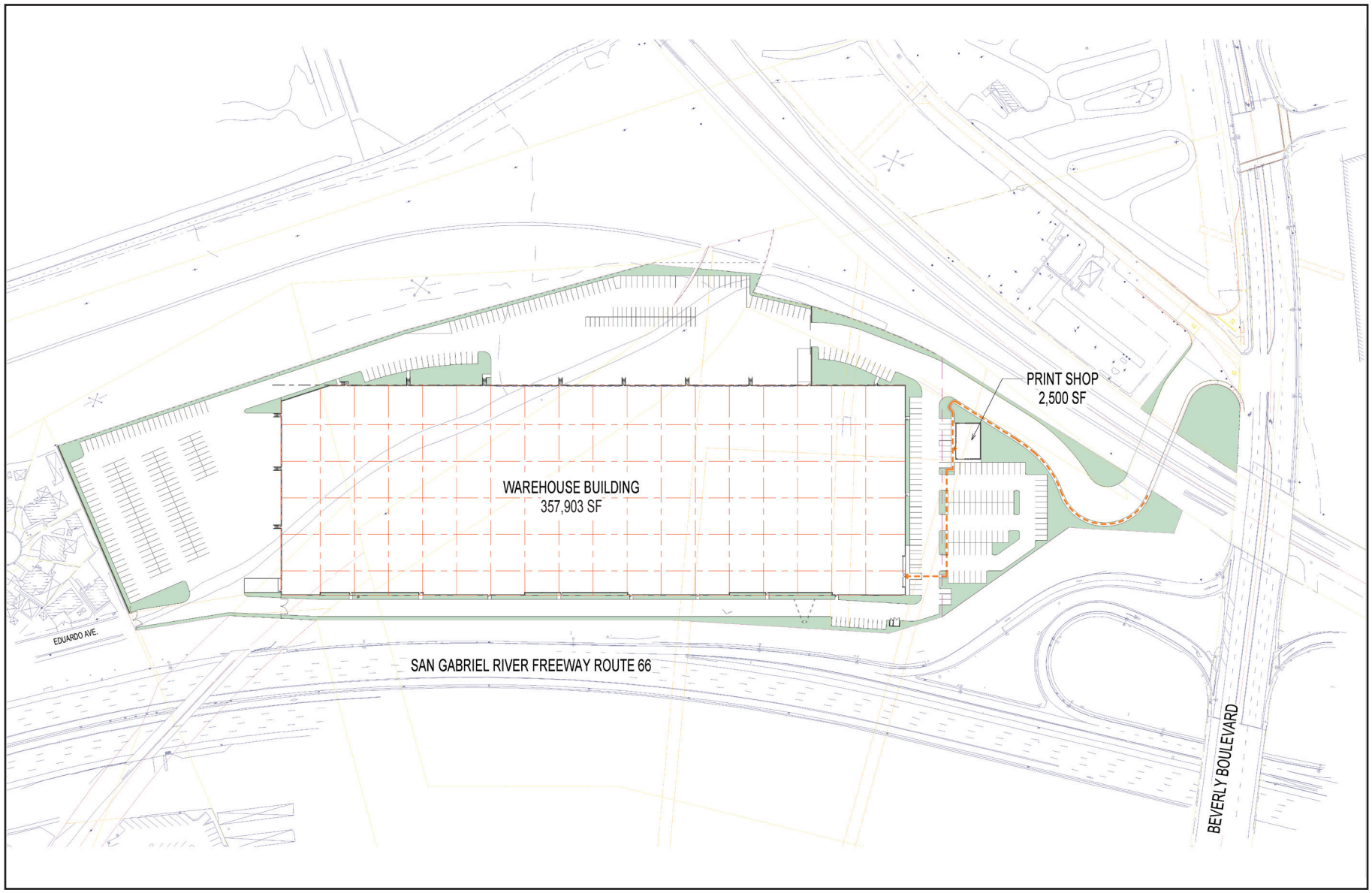
As noted above, the proposed project would construct approximately 357,903 gross square feet of new warehousing/distribution uses with supporting office facilities. This facility would occupy the majority of the project site. The two-level warehouse building would have a maximum height of 73 feet; refer to Exhibits 2-5a, *Warehouse Elevations* and 2-5b, *Print Shop Elevations*. The warehousing building area would include 352,903 square feet of warehousing/distribution uses (which includes 5,000 gross square feet of office use) and 5,000 square feet of mezzanine (total of 357,903 square feet of building area). This concrete tilt-up building would include a variety of contemporary architectural variations and features, including varying painted surfaces, a clear anodized aluminum glazing system, metal accent fins, metal cladding, and perforated metal accent screens. This warehouse facility would also include a total of 52 loading docks and 2 grade doors on the western and southern sides of the building. Billboard signage is proposed along the eastern facing side of the building, facing I-605. Trailer parking would be provided west of the warehousing building, along the westerly boundary of the project site. Security fencing is proposed along the western boarder of the site, east of the UPRR tracks. The warehousing/distribution building would operate 24 hours a day, 7 days a week.

PROPOSED PRINT SHOP FACILITY

In addition to the new warehousing/distribution facility, the project would construct a 2,500 square-foot print shop within the northern portion of the site. This facility would accommodate printing, packing, shipping, and mailbox/post office box services. This single-story building would include a painted stucco finish, with a maximum height of 25 feet. The storefront would feature a clear anodized aluminum glazing system, with a variation of painted surfaces and metal/graphic accents. The facility would have a total of 29 parking spaces to support this use. Anticipated business hours for the print shop facility would be Monday through Friday, 9:00 a.m. to 5:00 p.m.

GENERAL PLAN AMENDMENT AND ZONE RECLASSIFICATION

As noted above, the General Plan Land Use Map designates the project site as "I; General Industrial" and "PF; Public Facilities." The majority of the project site is designated General Industrial, while the Public Facilities designation applies to former railroad right-of-way that traverses the site, extending from the existing UPRR right-of-way on the west to the railroad bridge over I-605 to the east. The proposed warehousing/print shop uses would be consistent with the General Industrial land use designation for the project site. However, the proposed project would require a General Plan Amendment to redesignate the Public Facilities corridor to be consistent with the remainder of the site (General Industrial). The existing rail alignment traversing the site has been abandoned for many years, and the former railroad ties/tracks have been removed. Additionally, the project would require a General Plan Amendment for a lot line



Source: InSite

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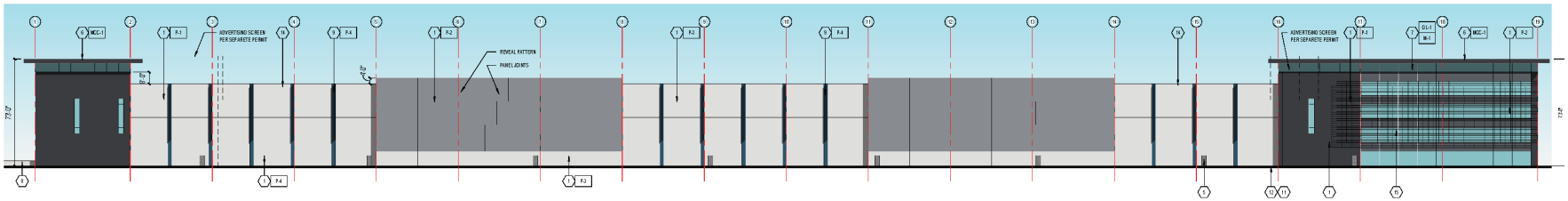
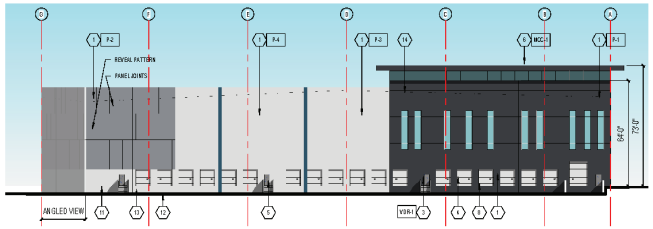
BEVERLY BOULEVARD WAREHOUSE PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION (IS/MND)

Conceptual Site Plan

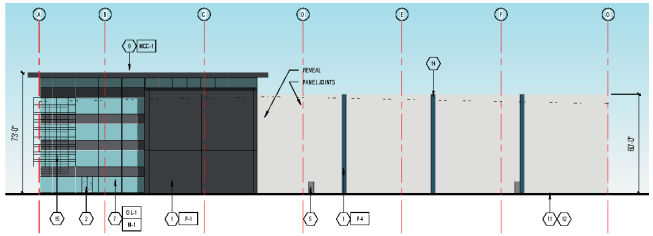
Exhibit 2-4



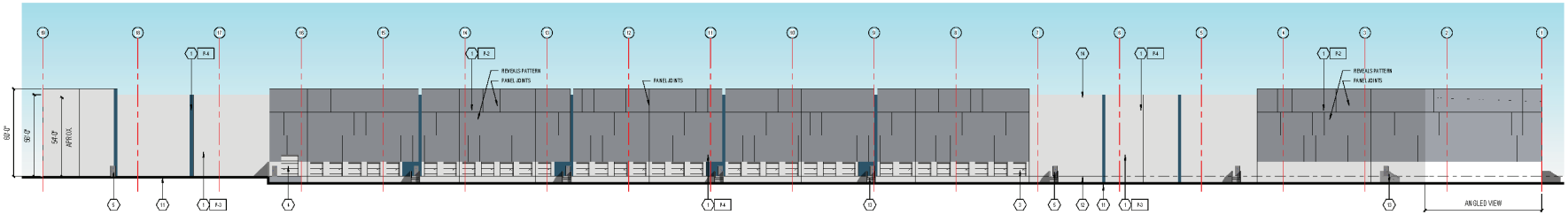
1 WAREHOUSE EAST ELEVATION
1" = 30'-0"



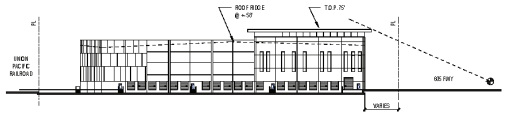
2 WAREHOUSE SOUTH ELEVATION
1" = 30'-0"



4 WAREHOUSE NORTH ELEVATION
1" = 30'-0"



3 WAREHOUSE WEST ELEVATION
1" = 30'-0"

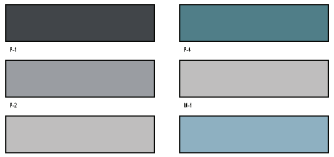


6 LINE OF SIGHT - SOUTH
1" = 60'-0"

ELEVATION KEYNOTES

1. PAINTED CONCRETE TILT-UP WALL
2. PRIMARY BUILDING ENTRANCE.
3. 9' X 10' DOCK HIGH METAL TRUCK DOOR.
4. 12' X 14' GRADE LEVEL METAL DOOR.
5. PAINTED 3' X 7' METAL ACCESS MAN DOOR.
6. CORNICE.
7. STOREFRONT GLAZING SET IN CLEAR ANODIZED ALUMINUM 2" X 4 1/4" MIN. OFF-SET GLAZING SYSTEM.
8. CONCRETE TILT-UP SCREEN WALL.
9. ARCHITECTURAL METAL ACCENT FIN.
10. ADVERTISING SCREEN.
11. APPROXIMATE GRADE LEVEL.
12. SLANT F.F.E.
13. CONCRETE EXTERIOR STAIRS.
14. APPROXIMATE LIMIT OF ROOF DECK.
15. ACCENT PERFORATED METAL SCREEN.

FINISH SCHEDULE



FINISH SCHEDULE		
CODE	MATERIAL	DESCRIPTION
P-1	ACCENT COLOR	COLOR: SW 7015 - SOURCERY
P-2	ACCENT COLOR	COLOR: SW 6258 - TRICORN BLACK
P-3	FIELD COLOR	COLOR: SW 6254 - LAZY GRAY
P-4	ACCENT COLOR	COLOR: SW 6963 - INTENSE TEAL
GL-1	GLAZING	BLUE GLAZING
M-1	MULLIONS	CLEAR ANODIZED ALUM
MCC-1	METAL CLADDING	ALUCOBOND FOCUS BLACK II - PVDF, 25-31 GAUGE
VGR-1	VERTICAL LIFT DOOR	

Source: InSite

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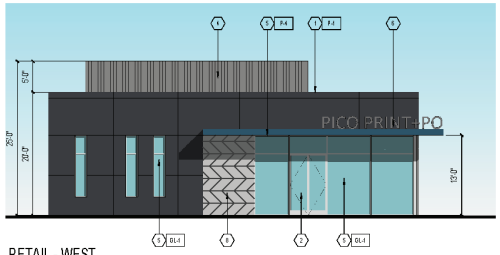
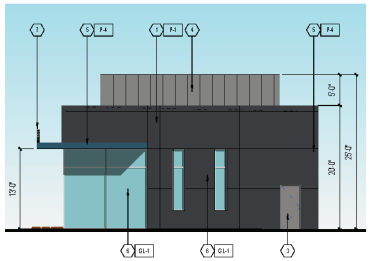
BEVERLY BOULEVARD WAREHOUSE PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION (IS/MND)

Warehouse Elevations

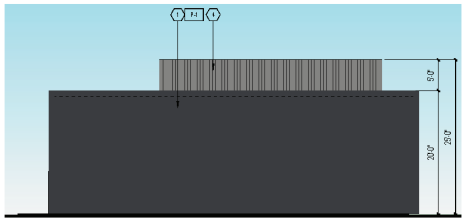
Exhibit 2-5a



2 RETAIL - WEST



3 RETAIL - SOUTH



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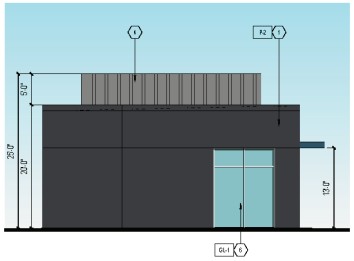

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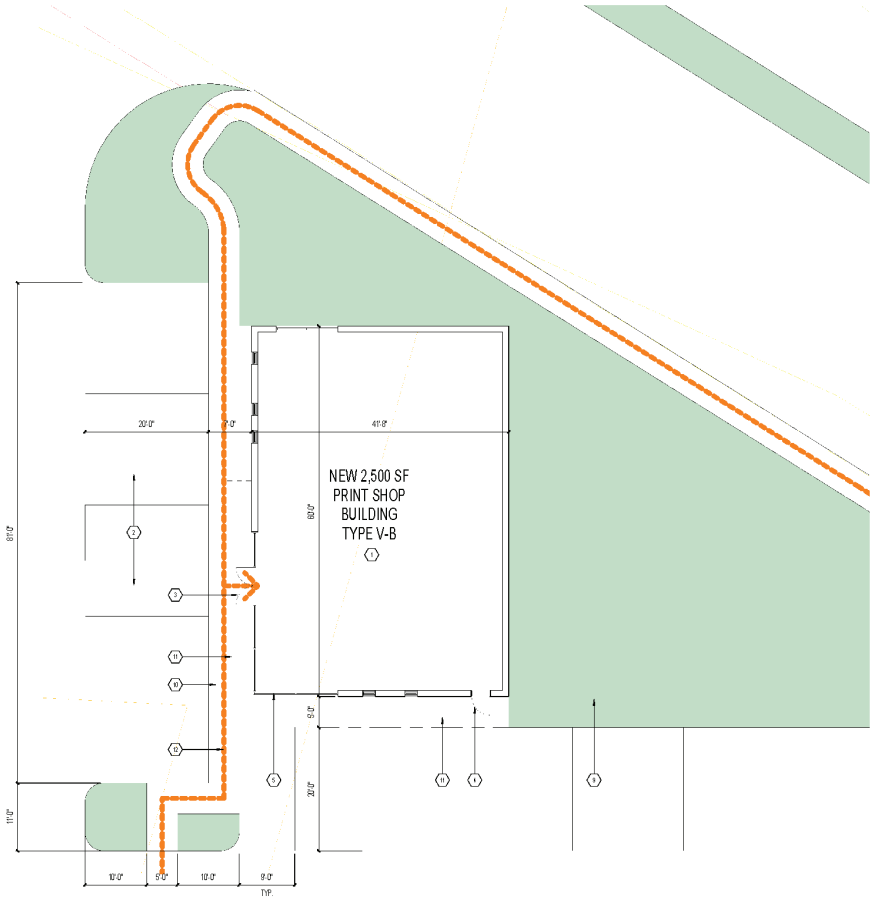

1 RETAIL SITE PLAN

Source: InSite

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BEVERLY BOULEVARD WAREHOUSE PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION (IS/MND)

Print Shop Elevations

Exhibit 2-5b

adjustment of the project site boundaries to the SCE property. The proposed lot line adjustment would allow the construction of an access roadway to the project site from Beverly Boulevard by connecting to the proposed vehicular/bicycle/pedestrian bridge.

As noted above, the project site is zoned "IPD; Industrial Planned Development" and "P-F; Public Facilities." The majority of the project site is zoned IPD, while the P-F designation applies to former railroad right-of-way that traverses the site, extending from the existing UPRR right-of-way on the west to the railroad bridge over I-605 to the east. Under Municipal Code Chapter 18.40, Land Use Regulations, the proposed warehousing and print shop uses are an acceptable use for the IPD zone, upon issuance of a Conditional Use Permit (CUP). However, the proposed project would require a zone reclassification to reclassify the P-F corridor to be consistent with the remainder of the site (IPD).

CIRCULATION IMPROVEMENTS

The project proposes to utilize and improve the existing SCE driveway along Beverly Boulevard for primary access, located west of the I-605/Beverly Boulevard interchange (approximately 220 feet west of the UPRR bridge and approximately 400-feet east of Abbeywood Avenue [centerline to centerline]). The project proposes to construct a vehicular/bicycle/pedestrian bridge that would span over the UPRR to provide connectivity between Beverly Boulevard and the project site. The project access would be designed to accommodate full size 18-wheel tractor trailers associated with operation of the warehousing/distribution facility.

Site access is currently provided at Eduardo Avenue through an existing residential neighborhood located outside the City boundaries. Under the proposed project, this existing access point would be limited to secondary emergency access only.

Inbound vehicular traffic would enter the site from Beverly Boulevard via a new yield protected, eastbound right-turn lane and an existing unprotected, westbound left-turn pocket. The left-turn pocket along westbound Beverly Boulevard would be restriped to accommodate 150 feet of queuing. Outbound traffic would exit the project site via a stop-controlled right- and left-turn movement onto Beverly Boulevard. Traffic exiting the SCE property (occupied by the existing substation and RV storage areas) would have a stop-controlled forward movement south of the proposed western abutment of the UPRR bridge and a second stop-controlled right- and left-turn movement onto Beverly Boulevard. Two traffic islands would be installed to separate the inbound and outbound traffic. Refer to Exhibit 2-6, *Proposed Ingress and Egress Improvements*. Along Beverly Boulevard, west and east of the SCE driveway, the project would include demolition and replacement of the existing sidewalk, curb and gutter, and installation of retaining walls (0 to 7 feet tall) and cable railing to allow for implementation of the eastbound right-turn lane. Small retaining walls would also be installed along the improved SCE driveway and west of the western bridge abutment. All street and driveway fixtures, fencing, utilities, and easements would be relocated, existing bollards and fences would be removed, as necessary, in connection with the SCE driveway improvements.

A new vehicular/bicycle/pedestrian bridge is proposed to span over the UPRR in a west to east direction. The proposed bridge would be approximately 118 feet long, 50 feet 6 inches wide, and would maintain a minimum height of 23 feet 4 inches above the UPRR tracks. The bridge would be constructed utilizing precast concrete girders. From the eastern bridge abutment, the driveway continues south via a ramp. North of the new warehouse building, the ramp levels off and on-site traffic circulation flows around the proposed warehouse building.

Sidewalk improvements would be provided for pedestrian connectivity. The proposed sidewalk would connect to existing sidewalk along the southerly side of Beverly Boulevard, continue over the proposed bridge and around the western and southern sides of the print shop and end at the warehouse building.

Three gates are proposed onsite to restrict vehicular access to the SCE property and truck loading yard. One gate is proposed at the SCE driveway, which will remain open during business hours and two gates are proposed at the truck loading yard (one gate at the northwestern entrance and one gate at the southeastern entrance).

Source: InSite

NOT TO SCALE

Michael Baker INTERNATIONAL

BEVERLY BOULEVARD WAREHOUSE PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION (IS/MND)

Proposed Ingress and Egress Improvements

11/20 | JN 179201

Exhibit 2-6

It should be noted that as a condition of approval the project proposes to accommodate a future 10-foot wide, 500-foot long trail segment that would traverse the project site in an east-west orientation, generally along the easterly and southerly boundaries of the site; refer to Exhibit 2-4. This right-of-way would be reserved for implementation of future trail improvements intended to connect the existing Whittier Greenway Trail (a 4.5-mile commuter and recreational path and bikeway located in Whittier, east of the project site) to the San Gabriel River Trail (west of the project site). Additional improvements outside of project limits would be required to complete this connection, including overcrossings of I-605 and the UPRR alignment. The implementation of this trail connection is not a part of this proposed project, and would be a future, separate action subject to standalone environmental review under CEQA at a later time.

PARKING

To accommodate the parking needs associated with the warehouse/distribution and office uses, 393 parking stalls are proposed (351 standard, 9 Americans with Disabilities Act [ADA] compliant parking stalls, and 33 clean air vehicle parking stalls). The new print shop facility would include 29 parking spaces (24 standard, 2 ADA compliant, and 3 clean air vehicle parking stalls). Bicycle racks are also proposed on-site, which would accommodate 22 bicycles. The proposed parking would meet or exceed the City's parking requirements as noted in Municipal Code Chapter 18.44, Off-Street Parking and Loading.

LIGHTING

The project would include nighttime security and safety lighting in the form of lighting along the project access driveway from Beverly Boulevard, wall mounted security lighting, and parking lot lighting. All proposed lighting fixtures would be dark-sky compliant, directional, and shielded to minimize light spillover on adjacent uses. Typical parking lot lighting fixtures would include shielded, twin- or quad-top light poles orienting light downwards, with a 24-inch diameter concrete pole base.

LANDSCAPING AND FENCING

Ornamental landscaping and irrigation are proposed within parking lot medians, along the perimeter of the project site, and within planters located along the exterior of the buildings, consistent with City standards. Plantings would include shrubs, ground cover, and trees such as Desert Museum Palo Verde (*Parkinsonia x 'Desert Museum'*), Afghan Pine (*Pinus eldarica*), Chinese Pistache (*Pistacia chinensis*), African Sumac (*Rhus lancea*), and Brisbane box (*Tristania conferta*).

The project would include an eight-foot high chain link security fence along the easterly boundary of the project site (adjacent to railroad right-of-way), and a 10-foot screen wall along the northwesterly side of the warehousing building. A minimum six-foot high block wall would be constructed along the southerly boundary of the project site, adjacent to residential uses to the south within unincorporated Los Angeles County.

CONSTRUCTION

Project construction is anticipated to occur in one phase for a duration of 16 months, starting in June 2022 and ending in October 2023. Construction staging would occur within project boundaries. Construction activities would include grading, paving, building construction, and painting. The first four months would include installation of the vehicular/bicycle/pedestrian bridge. Construction access would be provided along Eduardo Avenue for four months until the vehicular/bicycle/pedestrian bridge is constructed providing access from Beverly Boulevard. Once the bridge is constructed, Eduardo Avenue would no longer be used for construction access. On-site grading activities would occur for a duration of three months and would include 60,000 cubic yards of cut and 10,000 cubic yards of fill. Building construction and ancillary improvements would continue during the remaining 10 months.

2.5 PERMITS AND APPROVALS

The proposed project would require permits and approvals from the City of Pico Rivera and other agencies prior to construction. These permits and approvals are described below, and may change as the project entitlement process proceeds.

City of Pico Rivera

- California Environmental Quality Act Clearance
- General Plan Amendment
- Zone Reclassification
- Conditional Use Permit
- Precise Plan of Design
- Lot Line Adustment
- Tentative Parcel Map
- Site Plan Review
- Grading Permit
- Building Permit
    - Construction Traffic Management Plan (will also be submitted to County of Los Angeles for Eduardo Avenue construction access)

County of Los Angeles

- Construction Access Agreement: In consultation with the County of Los Angeles as a Responsible Agency, the project applicant shall obtain an agreement with the County allowing the use of Eduardo Avenue for construction access, if required by the County of Los Angeles.

U.S. Army Corps of Engineers

- Clean Water Act Section 404 Nationwide Permit

California Department of Fish and Wildlife

- Section 1602 Streambed Alteration Agreement

Los Angeles Regional Water Quality Control Board

- Clean Water Act Section 401 Water Quality Certification
- NPDES Construction General Permit
- Water Quality Management Plan

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3.0 INITIAL STUDY CHECKLIST

3.1 BACKGROUND

1.	**Project Title:** Beverly Boulevard Warehouse Project
2.	**Lead Agency Name and Address:** City of Pico Rivera 6615 Passons Boulevard Pico Rivera, CA 90660
3.	**Contact Person and Phone Number:** Mr. Hector Hernandez Project Planner 562.801.4340
4.	**Project Location:** Regionally, the project site is centrally located within the City of Pico Rivera (City), County of Los Angeles (County). Locally, the 19.06-acre project site is situated between the San Gabriel River to the west and Interstate 605 (I-605) to the east, south of Beverly Boulevard. The project site is undeveloped.
5.	**Project Sponsor's Name and Address:** InSite Property Group 811 N. Catalina Avenue, Suite 1306 Redondo Beach, CA 90277
6.	**General Plan Designation:** The General Plan Land Use Map dated October 2014 designates the project site as "I; General Industrial."
7.	**Zoning:** The City's Zoning Map zones the project site as "IPD; Industrial Planned Development."
8.	**Description of the Project:** The proposed project would generally include construction of a warehousing/distribution building and a print shop facility on the 19.06-acre project site. The new warehousing development would encompass approximately 357,903 square feet of building area, which would include warehouse, distribution, and office facilities and 393 surface parking spaces. The print shop facility would encompass approximately 2,500 square feet of building area and include 29 surface parking spaces. The project would also include 22 bicycle spaces and approximately 85,710 square feet of landscaping on-site. This project proposes to enhance the local economy and municipal revenue, and furnish local employment opportunities for residents, consistent with the City's General Plan goals for this "Opportunity Area." Additional details regarding the project are provided in Section 2.4, *Project Characteristics*.
9.	**Surrounding Land Uses and Setting:** Surrounding land uses in proximity to the project site are primarily comprised of industrial, residential, open space, and transit-related uses. The surrounding land uses are as follows; refer to Table 2-1, *Surrounding Uses*: • *North:* The site is bound by Beverly Boulevard and the I-605/Beverly Boulevard interchange to the north. North of Beverly Boulevard and the I-605/Beverly Boulevard interchange are industrial uses including a large warehouse building in the City of Pico Rivera. • *East:* East of the project site is the I-605 freeway and beyond the I-605 are residential uses located within the City of Whittier.

- *South:* Residential uses are located south of the project site within unincorporated Los Angeles County.

- *West:* In the City of Pico Rivera, the site is bound by UPRR to the west and the San Gabriel River to the west. Along the northerly portion of the site, a SCE 66kV substation and recreational vehicle (RV) storage facility exist.

10. Other public agencies whose approval is required (e.g., permits, financing approval or participation agreement).

Refer to Section 2.5, *Permits and Approvals*, for a description of the permits and approvals anticipated to be required for the project. Additional approvals may be required as the project entitlement process moves forward.

11. California Native American tribal consultation pursuant to Public Resources Code section 21080.3.1.

As required under Assembly Bill 52 (AB52) and Senate Bill 18 (SB18), the City of Pico Rivera distributed letters to tribes, based on a tribal consultation list provided by the Native American Heritage Commission (NAHC) dated July 1, 2020. The letters provided a description of the project, and notified each tribe of the opportunity to consult with the City regarding the proposed project. No tribal responses were received by the City.

3.2 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" or "Less Than Significant Impact With Mitigation Incorporated," as indicated by the checklist on the following pages.

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

3.3 EVALUATION OF ENVIRONMENTAL IMPACTS

This section analyzes the potential environmental impacts associated with the proposed project. The issue areas evaluated in this Initial Study include:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas
- 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
- Wildfire
- Mandatory Findings of Significance

The environmental analysis in this section is patterned after the Initial Study Checklist recommended by the *CEQA Guidelines* and used by the City of Pico Rivera in its environmental review process. For the preliminary environmental assessment undertaken as part of this Initial Study's preparation, a determination that there is a potential for significant impacts indicates the need to more fully analyze the development's impacts and to identify mitigation, which has been completed as part of this evaluation.

For the evaluation of potential impacts, the questions in the Initial Study Checklist are stated and an answer is provided according to the analysis undertaken as part of the Initial Study. The analysis considers the long-term, direct, indirect, and cumulative impacts of the project. To each question, there are four possible responses:

- *No Impact*. The development will not have any measurable environmental impact on the environment.

- *Less Than Significant Impact*. The development will have the potential for impacting the environment, although this impact will be below established thresholds that are considered to be significant.

- *Less Than Significant Impact With Mitigation Incorporated*. The development will have the potential to generate impacts which may be considered as a significant effect on the environment, although mitigation measures or changes to the development's physical or operational characteristics can reduce these impacts to levels that are less than significant.

- *Potentially Significant Impact*. The development will have impacts which are considered significant, and additional analysis is required to identify mitigation measures that could reduce these impacts to less than significant levels.

Where potential impacts are anticipated to be significant, mitigation measures will be required, so that impacts may be avoided or reduced to insignificant levels.

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4.0 ENVIRONMENTAL ANALYSIS

The following is a discussion of potential project impacts as identified in the Initial Study/Mitigated Negative Declaration. Explanations are provided for each item.

4.1 AESTHETICS

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

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

Less Than Significant With Mitigation Incorporated. The project site is located within a developed area of the City of Pico Rivera, and is surrounded by development including the I-605 freeway, Beverly Boulevard, and industrial/residential uses. The General Plan does not designate scenic vistas within the City. However, views of the San Gabriel River to the west, and distant views of the San Gabriel Mountains to the north and the Santa Monica Mountains to the west may be afforded by residences and pedestrians, bicyclists, motorists, and passengers traveling along the San Gabriel River Bicycle Path (located immediately adjacent to the San Gabriel River), I-605, and Beverly Boulevard within the project area.

Long-Term Impacts

The single-family residences located immediately south of the project site are primarily single-story residences with fencing that blocks direct views of the project site. Intermittent views of the proposed project are available from certain viewpoints and perspectives. However, Municipal Code Chapter 18.40, Land Use Regulations, requires industrial zoned development located adjacent to residentially zone properties comply with the following:

- Establish a six-foot high block wall along the side and rear property lines that abut residential property and if physically possible include a landscaped setback consisting of irrigation, trees and ground cover subject to approval by the zoning administrator.
- On-site lighting not to spill onto residential property.
- All unpaved areas to be paved or adequately landscaped.
- Outside storage to be adequately screened subject to zoning administrator approval and limited to an area no closer than 20 feet to any residentially zoned property.
- Commercial vehicles not to be parked or stored within 20 feet of residential zoned property.

Thus, with adherence to Municipal Code Chapter 18.40, a less than significant impact would occur in this regard.

Motorists traveling along I-605 are afforded distant views of the San Gabriel Mountains to the north. The project would be constructed west of the I-605 and would not impact these views. Similarly, the project would be constructed south of Beverly Boulevard and would not obstruct motorists' views of the San Gabriel River to the west, distant views of the San Gabriel Mountains to the north, and Santa Monica Mountains to the west. A less than significant impact would occur in this regard.

Pedestrians, bicyclists, and passengers traveling along the San Gabriel River Bicycle Path are afforded views of the San Gabriel River and distant views of the Santa Monica Mountains to the west, and distant views of the San Gabriel Mountains to the north. However, since the project site would be located approximately 650 feet east of the San Gabriel River Bicycle Path, existing views of the San Gabriel River and Santa Monica Mountain ridgeline to the west, and Santa Monica Mountains to the north would still be afforded. Views of the new warehouse and print shop facilities in the foreground of the distant mountain ridgelines would be consistent with the existing surrounding urban development and would not substantially alter existing views. As such, a less than significant impact would occur in this regard.

Short-Term Impacts

During the construction phase of the project, which is anticipated to occur for a duration of 16 months, clearing, grading, and building activities would be visible to viewers from existing trails, surrounding land uses, and roadways. Construction sites are generally regarded as aesthetically unpleasant. As discussed in Section 2.4, Project Characteristics, construction staging would occur within project site boundaries. However, for pedestrians and bicyclists traveling along the San Gabriel River Bicycle Path, construction activities associated with the project could result in temporary impacts to the existing foreground views of the distant Santa Monica Mountains to the west and San Gabriel Mountains to the north. Although views towards the scenic resources and project site may temporarily be altered by ground disturbance, construction equipment, and supplies/stockpiles, these potential impacts would be short-term in nature and would cease upon completion of the construction phase. Mitigation Measure AES-1 would require construction staging areas include opaque screening materials to shield public views toward the site throughout the construction process. With implementation of this mitigation measure, short-term construction impacts would be less than significant.

Mitigation Measures:

AES-1 Construction equipment staging areas shall utilize appropriate screening (i.e., temporary fencing with opaque material) to shield public views of construction equipment and material. Prior to issuance of a grading permit, the City of Pico Rivera shall verify that staging locations are identified on final grading/development plans and that appropriate perimeter screening is included as a construction specification.

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

No Impact. There are no officially designated State scenic highways within proximity to the project sites.[1] Additionally, the General Plan does not designate scenic resources within the project vicinity. No impact would result in this regard.

Mitigation Measures: No mitigation is required.

[1] California Department of Transportation, *Scenic Highways*, https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways, accessed July 22, 2020.

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

Less Than Significant Impact. As discussed in Section 2.2, *Environmental Setting*, the project site is situated in an urbanized area. Surrounding land uses include a mixture of industrial, residential, open space, and transit-related uses.

The project site is zoned "IPD" and, pursuant to Chapter 18.37 of the Municipal Code zoning, the use and development of the project would be determined by and subject to a conditional use permit (CUP).

The project would construct new warehouse and print shop facilities on vacant, disturbed land. As noted in Section 2.0, *Project Description*, the warehouse building would have a maximum height of 73 feet and would consist of a concrete tilt-up building with a variety of contemporary architectural variations and features, including varying painted surfaces, a clear anodized aluminum glazing system, metal accent fins, metal cladding, and perforated metal accent screens. The print shop building would include a painted stucco finish, with a maximum height of 25 feet. The storefront would feature a clear anodized aluminum glazing system, with a variation of painted surfaces and metal/graphic accents. Ornamental landscaping and irrigation are proposed within parking lot medians, along the perimeter of the project site, and within planters located along the exterior of the buildings, consistent with City standards. Plantings would include shrubs, ground cover, and trees such as Desert Museum Palo Verde (*Parkinsonia x 'Desert Museum'*), Afghan Pine (*Pinus eldarica*), Chinese Pistache (*Pistacia chinensis*), African Sumac (*Rhus lancea*), and Brisbane box (*Tristania conferta*). The project would include an eight-foot-high chain link security fence along the easterly boundary of the project site (adjacent to railroad right-of-way), and a 10-foot screen wall along the northwesterly side of the warehousing building. A minimum six-foot high block wall would be constructed along the southerly boundary of the project site, adjacent to residential uses to the south within unincorporated Los Angeles County. These architectural, site design, lighting, and landscaping elements would be consistent with City standards for the project site, and would be verified through the City's Site Plan Review process.

City regulations governing scenic quality for industrial development include signage, site planning, and design. However, with approval of the CUP, the proposed project would be consistent with allowed signage, site planning, and design standards. Further, Municipal Code Chapter 18.42, Article II, Public Image Enhancement Program, requires new or remodeled development in industrial zones within the City with a building valuation of $150,000 or more pay a fee (one percent of the building valuation) into the "public image enhancement fund." The fund is maintained by the City and is used for the sole purpose of implementation of the public image enhancement program. The project would be required to comply with this Code Section. Lastly, the proposed project would be consistent with the existing surrounding industrial development, particularly to the north and west of the San Gabriel River of the project site.

As such, with approval of the CUP and payment of the required public image enhancement program fees, the proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings. A less than significant impact would occur in this regard.

Mitigation Measures: No mitigation is required.

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. There are two primary sources of light: light emanating from building interiors that pass-through windows and light from exterior sources (i.e., street lighting, parking lot lighting, building illumination, security lighting, and landscape lighting). Depending upon the location of the light source and its proximity to adjacent light sensitive uses, light introduction can be a nuisance, affecting adjacent areas and diminishing the view of the clear night sky.

Short-Term Impacts

Pursuant to Municipal Code Chapter 18.42, all construction activities may only occur between the hours of 7:00 AM and 7:00 PM, except for purposes of emergencies. Thus, as required by the Municipal Code, no nighttime construction activities would occur and light and glare would not occur during the evening hours. Therefore, impacts in this regard would be less than significant.

Long-Term Impacts

The proposed project is located within an urbanized area of the City. Currently, light and glare are being emitted from the surrounding uses including street lighting and vehicle headlights along Beverly Boulevard to the north, I-605 to the east, and residential uses to the south. Additionally, security lighting associated with the SCE and RV storage properties occurs west of the project site.

The proposed project would increase lighting at the project site as compared to existing conditions. The project would include nighttime security and safety lighting in the form of lighting along the project access driveway from Beverly Boulevard, wall mounted security lighting, and parking lot lighting. All proposed lighting fixtures would be dark-sky compliant, directional, and shielded to minimize light spillover on adjacent uses. Typical parking lot lighting fixtures would include shielded, twin- or quad-top light poles orienting light downwards, with a 24-inch diameter concrete pole base.

As stated in Response 4.1(a), above, Municipal Code Chapter 18.40, the City requires on-site lighting does not spill onto residential property. Municipal Code Chapter 18.42, Property Development Regulations, requires all exterior lighting be designed to minimize glare, light trespass, and energy conservation. Full cut-off fixtures, mounting heights, and shielding should be utilized to effectively control glare and light trespass.

Vehicle headlights entering and exiting the project's driveway at Beverly Boulevard could also result in increased lighting in the project vicinity. However, residential uses are approximately 0.5 miles west of the proposed project access point. As such, there are no light sensitive uses near the proposed project access point along Beverly Boulevard. The parking lot proposed near the residential uses located south of the project site would include a minimum six-foot wall and landscaped setback consisting of irrigation, trees, and ground cover as required by the Municipal Code, which would protect residences from light intrusion. These design features would minimize the potential for vehicle headlight impacts to result in spillover to off-site properties. As a result, vehicle headlights are not anticipated to result in a substantial increase in light/glare conditions in the area.

Thus, with adherence to Chapters 18.40 and 18.42 of the City's Municipal Code, operational lighting impacts would be less than significant.

Mitigation Measure: No mitigation is required.

4.2 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 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:	**Potentially Significant Impact**	**Less Than Significant Impact With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				✓
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✓
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				✓
d. Result in the loss of forest land or conversion of forest land to non-forest use?				✓
e. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				✓

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (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 not identified as Prime, Unique, or Farmland of Statewide Importance by the Farmland Mapping and Monitoring program; therefore, no impact would occur in this regard.

Mitigation Measures: No mitigation is required.

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

No Impact. The project site is zoned as "IPD" by the *City of Pico Rivera Zoning Map*. The City does not provide zoning for agricultural use. Thus, no zoning for agricultural use currently applies to the project site or the surrounding areas. Additionally, the project site is not a part of a Williamson Act contract. Thus, no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

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. Refer to Response 4.2 (b). No zoning for forest land or timberland exists within the project site, and no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

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

No Impact. Refer to Responses 4.2 (b) and 4.2 (c). No impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

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

No Impact. As stated above in Responses 4.2(a) through 4.2(d), the project site occurs within an urbanized area and is void of agricultural or forest resources. Thus, there is no potential for the conversion of these resources and no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

4.3 AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?			✓	
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			✓	
d. Expose sensitive receptors to substantial pollutant concentrations?			✓	
e. Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?			✓	

REGULATORY SETTING

South Coast Air Quality Management District

The South Coast Air Quality Management District (SCAQMD) is one of 35 air quality management districts that have prepared Air Quality Management Plans (AQMP) to accomplish a five-percent annual reduction in emissions. On March 3, 2017, the SCAQMD Governing Board approved the 2016 AQMP, which is a regional blueprint for achieving air quality standards and healthful air. The 2016 AQMP represents a new approach, focusing on available, proven, and cost-effective alternatives to traditional strategies, while seeking to achieve multiple goals in partnership with other entities promoting reductions in greenhouse gases and toxic risk, as well as efficiencies in energy use, transportation, and goods movement. The 2016 AQMP incorporates the latest scientific and technical information and planning assumptions, including the latest applicable growth assumptions, Regional Transportation Plan/Sustainable Communities Strategy, and updated emission inventory methodologies for various source categories. The 2016 AQMP relies on a multi-level partnership of governmental agencies at the Federal, State, regional, and local level. These agencies (U.S. Environmental Protection Agency [EPA], California Air Resources Board [CARB], local governments, Southern California Association of Governments [SCAG], and the SCAQMD) are the primary agencies that implement the AQMP programs.

Southern California Association of Governments

SCAG's *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy* (2016-2040 RTP/SCS) was adopted on April 7, 2016. The 2016–2040 RTP/SCS reaffirms the land use policies that were incorporated into the 2012–2035 RTP/SCS. These foundational policies, which guided the development of the 2016–2040 RTP/SCS's strategies for land use, include the following:

- Identify regional strategic areas for infill and investment;
- Structure the plan on a three-tiered system of centers development;[1]
- Develop "Complete Communities";
- Develop nodes on a corridor;
- Plan for additional housing and jobs near transit;
- Plan for changing demand in types of housing;

[1] Complete language: "Identify strategic centers based on a three-tiered system of existing, planned and potential relative to transportation infrastructure. This strategy more effectively integrates land use planning and transportation investment." A more detailed description of these strategies and policies can be found on pages 90–92 of the SCAG 2008 Regional Transportation Plan, adopted in May 2008.

- Continue to protect stable, existing single-family areas;
- Ensure adequate access to open space and preservation of habitat; and
- Incorporate local input and feedback on future growth.

The 2016–2040 RTP/SCS recognizes that transportation investments and future land use patterns are inextricably linked, and continued recognition of this close relationship will help the region make choices that sustain existing resources and expand efficiency, mobility, and accessibility for people across the region. In particular, the 2016–2040 RTP/SCS draws a closer connection between where people live and work, and it offers a blueprint for how southern California can grow more sustainably. The 2016–2040 RTP/SCS also includes strategies focused on compact infill development and economic growth by building the infrastructure the region needs to promote the smooth flow of goods and easier access to jobs, services, educational facilities, healthcare and more.

On September 3, 2020, the Regional Council of SCAG formally adopted the *2020–2045 Regional Transportation Plan/Sustainable Communities Strategy* (2020–2045 RTP/SCS). While SCAG has recently adopted the 2020-2045 RTP/SCS, SCAQMD has not released an updated AQMP. SCAQMD is currently working on the next iteration of the AQMP, the *2022 Air Quality Management Plan* (2022 AQMP). The 2022 AQMP will incorporate the recently adopted 2020-2045 RTP/SCS. However, until the adoption of the 2022 AQMP, project AQMP consistency will be analyzed on the 2016 AQMP and the RTP/SCS that was adopted at the time, the 2016-2040 RTP/SCS.

Air Quality Significance Thresholds

SCAQMD provides guidance to lead agencies on how to evaluate project air quality impacts related to the following criteria: (1) cause or contribute to any new violation of any air quality standard; (2) increase the frequency or severity of any existing violation of any air quality standard; or (3) delay timely attainment of any air quality standard or any required interim emission reductions or other milestones of any Federal attainment plan.

The SCAQMD's *CEQA Air Quality Handbook* also provides significance thresholds for both construction and operation of projects within the SCAQMD jurisdictional boundaries. If the SCAQMD thresholds are exceeded, a potentially significant impact could result.[2] If a project generates emissions in excess of the established mass daily emissions thresholds, as outlined in Table 4.3-1, *South Coast Air Quality Management District Mass Daily Emissions Thresholds*, a significant air quality impact may occur and additional analysis is warranted to fully assess the significance of impacts. In addition, SCAQMD establishes odor thresholds, which indicate that projects creating an odor nuisance pursuant to SCAQMD Rule 402 would cause a significant impact.

Table 4.3-1
South Coast Air Quality Management District Mass Daily Emissions Thresholds

Phase	Pollutant (lbs/day)					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Construction	75	100	550	150	150	55
Operational	55	55	550	150	150	55
Notes: ROG = reactive organic gases; NO_X = nitrogen oxides; CO = carbon monoxide; SO_X = sulfur oxides; PM_{10} = particulate matter up to 10 microns; $PM_{2.5}$ = particulate matter up to 2.5 microns; lbs = pounds						
Source: South Coast Air Quality Management District, *CEQA Air Quality Handbook,* November 1993.						

Localized Significance Thresholds

Localized Significance Thresholds (LSTs) were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated July 2008) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with project-specific level proposed projects. The SCAQMD provides the LST lookup tables for one-, two-, and five-

[2] Ultimately, the lead agency determines the thresholds of significance for impacts.

acre projects emitting CO, NO_X, PM_{10}, or $PM_{2.5}$. The LST methodology and associated mass rates are not designed to evaluate localized impacts from mobile sources traveling over the roadways.

Cumulative Emissions Thresholds

The SCAQMD's *2016 Air Quality Management Plan* (2016 AQMP) was prepared to accommodate growth, meet State and Federal air quality standards, and minimize the fiscal impact that pollution control measures have on the local economy. According to the SCAQMD *CEQA Air Quality Handbook*, project-related emissions that fall below the established construction and operational thresholds should be considered less than significant unless there is pertinent information to the contrary. If a project exceeds these emission thresholds, the SCAQMD *CEQA Air Quality Handbook* states that the significance of a project's contribution to cumulative impacts should be determined based on whether the rate of growth in average daily trips exceeds the rate of growth in population.

City of Pico Rivera

General Plan

The Environmental Resources Element of the General Plan has identified the following applicable goals and policies aimed at improving the air quality within the City:

- **Goal 8.2**: Continued improvement in local and regional air quality with reduced greenhouse gas emissions to maintain the community's health.

    - **Policy 8.2-1 Regional Efforts**. Coordinate local air quality improvements and greenhouse gas emissions reduction efforts with surrounding communities, and regional agencies such as the South Coast Air Quality Management District, the Gateway Cities Council of Governments.

    - **Policy 8.2-3 Construction Emissions**. Require new development projects to incorporate feasible measures that reduce emissions from construction, grading, excavation, and demolition activities to avoid, minimize, and/or offset their impacts consistent with the South Coast Air Quality Management District.

    - **Policy 8.2-4 Operational Emissions**. Require new development projects to incorporate feasible measures that reduce operational emissions through project and site design and use of best management practices to avoid, minimize, and/or offset their impacts consistent with South Coast Air Quality Management District requirements.

    - **Policy 8.2-5 Toxic Air Pollutants**. Locate uses, facilities and operations that may produce toxic or hazardous air pollutants (e.g. industrial uses, highways) an adequate distance from sensitive receptors, consistent with California air Resources Board recommendations.

      Implementation Program for Policy 8.2-5:
        - Require projects for new industrial development or expansion of existing industrial uses that produce air pollutants or toxic air contaminants to conduct a health risk assessment and establish appropriate mitigation prior to approval.

    - **Policy 8.2-6 Odors**. Require that adequate buffer distances be provided between odor sources such as industrial users and sensitive receptors.

    - **Policy 8.2-7 Consolidate Industrial Uses**. Consolidate truck-intensive industrial uses within the southern portion of the city to separate truck routes from neighborhoods and minimize potential impacts of diesel emissions on existing residential uses.

- **Policy 8.2-9 Park and Ride Lots**. To encourage carpooling, work with the city of Whittier to develop additional park and ride facilities along the I-605 freeway, and with the cities of Downey and Commerce to develop additional park and ride facilities along the I-5 freeway.

- **Policy 8.2-10 Employers**. Encourage employers to allow flexible work hours and telecommuting where feasible, and to provide incentives for employee use of public transit, biking, walking, and carpooling for home to work commutes.

- **Policy 8.2-14 Transit Vehicles**. Encourage and work with local and regional transit providers to use transit vehicles and facilities that are powered by alternative fuels and are low emissions.

- **Policy 8.2-18 Electric Vehicles**. Encourage provision of or readiness for charging stations and related infrastructure for electric vehicles within new development and redevelopment proposals and within City operations.

Impact Analysis

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

Less Than Significant Impact. The proposed project is located within the South Coast Air Basin (Basin), which is governed by the SCAQMD. On March 3, 2017, the SCAQMD Governing Board adopted the 2016 AQMP. The 2016 AQMP incorporates the latest scientific and technical information and planning assumptions, including the latest applicable growth assumptions, updated emission inventory methodologies for various source categories. Additionally, the 2016 AQMP utilized information and data from SCAG and its *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy* (2016-2040 RTP/SCS). While SCAG has recently adopted the *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* (2020-2045 RTP/SCS), SCAQMD has not released an updated AQMP. As such, this consistency analysis is based off the 2016 AQMP and the associated 2016-2040 RTP/SCS. According to the SCAQMD's CEQA Air Quality Handbook, projects must be analyzed for consistency with two main criteria, as discussed below.

Criterion 1:

With respect to the first criterion, SCAQMD methodologies require that an air quality analysis for a project include forecasts of project emissions in relation to contributing to air quality violations and delay of attainment.

a) Would the project result in an increase in the frequency or severity of existing air quality violations?

Since the consistency criteria identified under the first criterion pertains to pollutant concentrations, rather than to total regional emissions, an analysis of the project's pollutant emissions relative to localized pollutant concentrations is used as the basis for evaluating project consistency. As discussed in Response 4.3(c), localized concentrations of carbon monoxide (CO), nitrogen oxides (NO_X), particulate matter less than 10 microns in diameter (PM_{10}), and particulate matter less than 2.5 microns in diameter ($PM_{2.5}$) would be less than significant during project construction and operations. Therefore, the proposed project would not result in an increase in the frequency or severity of existing air quality violations.[3]

b) Would the project cause or contribute to new air quality violations?

[3] Because reactive organic gases (ROGs) are not a criteria pollutant, there is no ambient standard or localized threshold for ROGs. Due to the role ROG plays in ozone formation, it is classified as a precursor pollutant and only a regional emissions threshold has been established.

As discussed below in Response 4.3(b) and Response 4.3(c), the proposed project would result in emissions that would be below the SCAQMD thresholds. Therefore, the proposed project would not have the potential to cause or affect a violation of the ambient air quality standards.

c) *Would the project delay timely attainment of air quality standards or the interim emissions reductions specified in the AQMP?*

As shown in Response 4.3(c), the proposed project would result in less than significant impacts with regard to localized concentrations during project construction and operations. As such, the proposed project would not delay the timely attainment of air quality standards or 2016 AQMP emissions reductions.

Criterion 2:

With respect to the second criterion for determining consistency with SCAQMD and SCAG air quality policies, it is important to recognize that air quality planning within the Basin focuses on attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's second criterion for determining project consistency focuses on whether or not the proposed project exceeds the assumptions utilized in preparing the forecasts presented in the *2016 AQMP*. Determining whether or not a project exceeds the assumptions reflected in the *2016 AQMP* involves the evaluation of the three criteria outlined below. The following discussion provides an analysis of each of these criteria.

a) *Would the project be consistent with the population, housing, and employment growth projections utilized in the preparation of the AQMP?*

A project is consistent with the AQMP in part if it is consistent with the population, housing, and employment assumptions that were used in the development of the AQMP. In the case of the *2016 AQMP*, three sources of data form the basis for the projections of air pollutant emissions: the City's General Plan, SCAG's *Growth Management* Chapter of the *Regional Comprehensive Plan and Guide* (RCPG), and SCAG's 2016-2040 RTP/SCS. The 2016-2040 RTP/SCS also provides socioeconomic forecast projections of regional population growth.

The project proposes the construction of a warehousing/distribution building and a print shop facility on a 19.06-acre site. As discussed in Section 4.14, *Population and Housing*, it is not anticipated that implementation of the proposed project would induce substantial population growth within the City either directly or indirectly. The land use for the project site is designated by the General Plan as General Industrial. The General Industrial land use designations are intended for a range of industrial businesses, including manufacturing and assembly, large-scale warehousing and distribution uses, contractors' storage yards, and wholesale activities. General Industrial areas are intended to make a positive contribution to the local economy and municipal revenues and furnish local employment opportunities for area residents. The majority of the proposed project site would include warehouse and distribution uses with supporting offices and truck loading docks. A small portion of the site would include print shop uses. Due to the proposed lot line adjustment near the SCE facility and UPRR right-of-way, the project would include a General Plan Amendment.

According to the City of Pico Rivera Zoning Map, the project site is zoned Industrial Planned Development (IPD) and Public Facilities (P-F). As described in the Municipal Code, Chapter 18.37.020, the purpose of the IPD zone is to encourage high quality industrial development in areas where existing unimproved land, underutilized and/or deteriorating industrial activity have the potential to be revitalized. The proposed project would require a zone reclassification to reclassify the P-F corridor that applies to former railroad right-of-way to be consistent with the remainder of the site (IPD). With approval of the proposed project, including approval of the proposed General Plan Amendment and zoning reclassification, the proposed project would be consistent with the City's General Plan and zoning code. Therefore, the proposed project is considered

consistent with the General Plan, and is consistent with the types, intensity, and patterns of land use envisioned for the site vicinity in the RCPG. The population, housing, and employment forecasts, which are adopted by SCAG's Regional Council, are based on the local plans and policies applicable to the City. As the SCAQMD has incorporated these same projections into the 2016 AQMP, it can be concluded that the proposed project would be consistent with the 2016 AQMP with the approval of the General Plan Amendment and zone reclassification.

b) *Would the project implement all feasible air quality mitigation measures?*

The proposed project would result in less than significant air quality impacts and would comply with all applicable SCAQMD rules and regulations, including Rule 403 that requires excessive fugitive dust emissions controlled by regular watering or other dust prevention measures and Rule 1113 that regulates the ROG content of paint. As such, the proposed project meets this AQMP consistency criterion.

c) *Would the project be consistent with the land use planning strategies set forth in the AQMP?*

Land use planning strategies set forth in the 2016 AQMP are primarily based on the 2016-2040 RTP/SCS. In accordance with the goals of the General Plan, the proposed warehousing and print shop uses would create new economic development and potential new growth within the City. The project would fall under the General Industrial land uses designation, which is intended to make a positive contribution to the local economy and municipal revenues and furnish local employment opportunities for area residents.

Additionally, the project would be consistent with the General Plan Environmental Resources Element Goal 8.2. The project would incorporate applicable SCAQMD Rules and Regulations to help lower construction and operational emissions, including odor impacts, consistent with General Plan Policies 8.2-3, 8.2-4, and 8.2-6. Consistent with General Plan Policy 8.2-5, a Health Risk Assessment (HRA) has been conducted for the project; refer to Response 4.3(c). Additionally, the project is located in the southern portion of the City, near I-605, consistent with General Plan Policy 8.2-7. Therefore, the project would be consistent with the actions and strategies of the 2016-2040 RTP/SCS, as the project would promote new economic development within a large infill area and be consistent with the City's General Plan goals and policies. In addition, as discussed above, the project would be consistent with the General Plan land use designation and zoning upon approval of a General Plan Amendment and Zoning Reclassification. As the SCAQMD has incorporated these same projections into the 2016 AQMP, it can be concluded that the proposed project would be consistent with the 2016 AQMP. As such, the proposed project meets this AQMP consistency criterion.

In conclusion, the determination of AQMP consistency is primarily concerned with the long-term influence of a project on air quality in the Basin. The proposed project would not result in a long-term impact on the region's ability to meet State and Federal air quality standards. As discussed above, the proposed project's long-term influence would also be consistent with the goals and policies of the AQMP and is, therefore, considered consistent with the SCAQMD's *2016 AQMP*.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. The project has the potential to generate short-term emissions during construction and long-term emissions during operations. Construction activities may generate temporary pollutant emissions through the use of heavy-duty construction equipment (e.g., graders, pavers, etc.), as well as construction worker,

vendor, and haul trips. Project operations may generate area, energy, mobile, or stationary source emissions. The following analysis discusses the project-generated construction, operational, and cumulative emissions.

CRITERIA POLLUTANTS

Carbon Monoxide (CO). CO is an odorless, colorless toxic gas that is emitted by mobile and stationary sources as a result of incomplete combustion of hydrocarbons or other carbon-based fuels. In cities, automobile exhaust can cause as much as 95 percent of all CO emissions. CO replaces oxygen in the body's red blood cells. Individuals with a deficient blood supply to the heart, patients with diseases involving heart and blood vessels, fetuses (unborn babies), and patients with chronic hypoxemia (oxygen deficiency) as seen in high altitudes are most susceptible to the adverse effects of CO exposure. People with heart disease are also more susceptible to developing chest pains when exposed to low levels of CO.

Ozone (O_3). O_3 occurs in two layers of the atmosphere. The layer surrounding the Earth's surface is the troposphere. The troposphere extends approximately 10 miles above ground level, where it meets the second layer, the stratosphere. The stratospheric (the "good" O_3 layer) extends upward from about ten to 30 miles and protects life on Earth from the sun's harmful ultraviolet rays. "Bad" O_3 is a photochemical pollutant, and needs volatile organic compounds (VOCs), nitrogen dioxide (NO_X), and sunlight to form; therefore, VOCs and NO_X are O_3 precursors. To reduce O_3 concentrations, it is necessary to control the emissions of these O_3 precursors. Significant O_3 formation generally requires an adequate amount of precursors in the atmosphere and a period of several hours in a stable atmosphere with strong sunlight. High O_3 concentrations can form over large regions when emissions from motor vehicles and stationary sources are carried hundreds of miles from their origins.

While O_3 in the upper atmosphere (stratosphere) protects the Earth from harmful ultraviolet radiation, high concentrations of ground-level O_3 (in the troposphere) can adversely affect the human respiratory system and other tissues. O_3 is a strong irritant that can constrict the airways, forcing the respiratory system to work hard to deliver oxygen. Individuals exercising outdoors, children, and people with pre-existing lung disease such as asthma and chronic pulmonary lung disease are considered to be the most susceptible to the health effects of O_3. Short-term exposure (lasting for a few hours) to O_3 at elevated levels can result in aggravated respiratory diseases such as emphysema, bronchitis and asthma, shortness of breath, increased susceptibility to infections, inflammation of the lung tissue, increased fatigue, as well as chest pain, dry throat, headache, and nausea.

Nitrogen Dioxide (NO_2). NO_X are a family of highly reactive gases that are a primary precursor to the formation of ground-level O_3 and react in the atmosphere to form acid rain. NO_2 (often used interchangeably with NO_X) is a reddish-brown gas that can cause breathing difficulties at elevated levels. Peak readings of NO_2 occur in areas that have a high concentration of combustion sources (e.g., motor vehicle engines, power plants, refineries, and other industrial operations). NO_2 can irritate and damage the lungs and lower resistance to respiratory infections such as influenza. The health effects of short-term exposure are still unclear. However, continued or frequent exposure to NO_2 concentrations that are typically much higher than those normally found in the ambient air may increase acute respiratory illnesses in children and increase the incidence of chronic bronchitis and lung irritation. Chronic exposure to NO_2 may aggravate eyes and mucus membranes and cause pulmonary dysfunction.

Coarse Particulate Matter (PM_{10}). PM_{10} refers to suspended particulate matter, which is smaller than 10 microns or ten one-millionths of a meter. PM_{10} arises from sources such as road dust, diesel soot, combustion products, construction operations, and dust storms. PM_{10} scatters light and significantly reduces visibility. In addition, these particulates penetrate into lungs and can potentially damage the respiratory tract. On June 19, 2003, CARB adopted amendments to the Statewide 24-hour particulate matter standards based upon requirements set forth in the Children's Environmental Health Protection Act (Senate Bill 25).

Fine Particulate Matter ($PM_{2.5}$). Due to recent increased concerns over health impacts related to fine particulate matter (particulate matter 2.5 microns in diameter or less), both State and Federal $PM_{2.5}$ standards have been created. Particulate matter impacts primarily affect infants, children, the elderly, and those with pre-existing cardiopulmonary

disease. In 1997, the U.S. Environmental Protection Agency (EPA) announced new $PM_{2.5}$ standards. Industry groups challenged the new standard in court and the implementation of the standard was blocked. However, upon appeal by the EPA, the United States Supreme Court reversed this decision and upheld the EPA's new standards. On January 5, 2005, the EPA published a Final Rule in the Federal Register that designates the Basin as a nonattainment area for Federal $PM_{2.5}$ standards. On June 20, 2002, CARB adopted amendments for Statewide annual ambient particulate matter air quality standards. These standards were revised and established due to increasing concerns by CARB that previous standards were inadequate, as almost everyone in California is exposed to levels at or above the current State standards during some parts of the year, and the Statewide potential for significant health impacts associated with particulate matter exposure was determined to be large and wide-ranging.

Sulfur Dioxide (SO_2). SO_2 is a colorless, irritating gas with a rotten egg smell that is primarily formed by the combustion of sulfur-containing fossil fuels. Sulfur dioxide is often used interchangeably with sulfur oxides (SO_X). Exposure of a few minutes to low levels of SO_2 can result in airway constriction in some asthmatics.

Volatile Organic Compounds (VOC). VOCs are hydrocarbon compounds (any compound containing various combinations of hydrogen and carbon atoms) that exist in the ambient air. VOCs contribute to the formation of smog through atmospheric photochemical reactions and/or may be toxic. Compounds of carbon (also known as organic compounds) have different levels of reactivity; that is, they do not react at the same speed or do not form O_3 to the same extent when exposed to photochemical processes. VOCs often have an odor, and some examples include gasoline, alcohol, and the solvents used in paints. Exceptions to the VOC designation include carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate. VOCs are criteria pollutants since they are precursors to O_3, which is a criteria pollutant. The SCAQMD uses the terms VOC and ROG (see below) interchangeably.

Reactive Organic Gases (ROG). Similar to VOC, ROG are also precursors in forming O_3 and consist of compounds containing methane, ethane, propane, butane, and longer chain hydrocarbons, which are typically the result of some type of combustion/decomposition process. Smog is formed when ROG and NO_x react in the presence of sunlight. ROGs are criteria pollutants since they are precursors to O_3, which is a criteria pollutant.

Short-Term Construction Emissions

The project involves construction activities associated with grading, on-site earthwork, building construction, paving, and architectural coating. The project would be constructed over approximately 17 months. The proposed earthwork would involve approximately 60,000 cubic yards of cut and 10,000 cubic yards of fill, resulting in approximately 65,000 cubic yards of import and 2,000 cubic yards of export. Exhaust emission factors for typical diesel-powered heavy equipment are based on the California Emissions Estimator Model version 2020.4.0 (CalEEMod) program defaults. Variables factored into estimating the total construction emissions include the level of activity, length of construction period, number of pieces and types of equipment in use, site characteristics, weather conditions, number of construction personnel, and the amount of materials to be transported on- or off-site.[4] The analysis of daily construction emissions has been prepared utilizing CalEEMod. An individual CalEEMod run was compiled for the project's construction emissions; refer to Appendix A, *Air Quality/Greenhouse Gas/Energy Data*, for the CalEEMod outputs and results. Table 4.3-2, *Construction Emissions*, presents the anticipated daily short-term construction emissions.

[4] While Chapter 18.42 of the City's Municipal Code allows for construction activities to occur between seven a.m. and seven p.m., it is anticipated that construction equipment would not be used during every hour of the day. Rather, consistent with industry standards and typical construction practices, it is assumed that each piece of equipment listed would operate up to 8 total hours per day. For example, during grading operations, it can be reasonably inferred that water trucks would not operate continuously over a 12-hour period but would instead be used as necessary to minimize fugitive dust. In fact, most pieces of equipment likely would operate for fewer hours per day than indicated in the modeling.

Table 4.3-2
Construction Emissions

Emissions Source	Pollutant (pounds/day)[1,2]					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Construction Emissions[2,3]						
Year 1	7.05	95.01	51.06	0.23	12.78	6.29
Year 2	70.34	47.40	58.64	0.14	6.73	3.03
SCAQMD Thresholds	*75*	*100*	*550*	*150*	*150*	*55*
Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***

Notes: ROG = reactive organic gases; NO_X = nitrous oxides; CO = carbon monoxide; SO_2 = sulfur oxides; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter

1. Emissions were calculated using CalEEMod version 2020.4.0, as recommended by the SCAQMD. Winter emissions represent worst-case.
2. The reduction/credits for construction emissions are based on "mitigation" included in CalEEMod and are required by the SCAQMD Rules. The "mitigation" applied in CalEEMod includes the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stock piles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. The emissions results in this table represent the "mitigated" emissions shown in Appendix A.
3. The project's 17-month construction schedule would occur over two calendar years.

Refer to Appendix A, *Air Quality/Greenhouse Gas /Energy Data*, for assumptions used in this analysis.

Fugitive Dust Emissions

Construction activities are a source of fugitive dust emissions that may have a substantial, temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the project area. Fugitive dust emissions are associated with land clearing, ground excavation, cut-and-fill, and truck travel on unpaved roadways (including demolition as well as construction activities). Fugitive dust emissions vary substantially from day to day, depending on the level of activity, specific operations, and weather conditions. Fugitive dust from grading, site preparation, and construction is expected to be short-term and would cease upon project completion. Most of this material is inert silicates, rather than the complex organic particulates released from combustion sources, which are more harmful to health.

Dust (larger than 10 microns) generated by such activities usually becomes more of a local nuisance than a serious health problem. Of particular health concern is the amount of PM_{10} generated as a part of fugitive dust emissions. PM_{10} poses a serious health hazard alone or in combination with other pollutants. $PM_{2.5}$ is mostly produced by mechanical processes. These include automobile tire wear, industrial processes such as cutting and grinding, and re-suspension of particles from the ground or road surfaces by wind and human activities such as construction or agriculture. $PM_{2.5}$ is mostly derived from combustion sources, such as automobiles, trucks, and other vehicle exhaust, as well as from stationary sources. These particles are either directly emitted or are formed in the atmosphere from the combustion of gases such as NO_X and SO_X combining with ammonia. $PM_{2.5}$ components from material in the Earth's crust, such as dust, are also present, with the amount varying in different locations.

The project would be subject to all required SCAQMD dust control techniques (i.e., daily watering), limitations on construction hours, and adhere to SCAQMD Rules 402 and 403 (which require watering of inactive and perimeter areas, track out requirements, etc.), to reduce PM_{10} and $PM_{2.5}$ concentrations. As noted in Table 4.3-2, total PM_{10} and $PM_{2.5}$ emissions would not exceed SCAQMD thresholds during construction. Thus, construction air quality impacts would be less than significant.

Construction Equipment and Worker Vehicle Exhaust

Exhaust emissions from construction activities include emissions associated with the transport of machinery and supplies to and from the project site, employee commutes to the project site, emissions produced on-site as equipment is used, and emissions from trucks transporting materials to/from the site. As presented in Table 4.3-2, construction equipment and worker vehicle exhaust emissions would not exceed the established SCAQMD threshold for all criteria pollutants. Therefore, impacts in this regard would be less than significant.

ROG Emissions

In addition to gaseous and particulate emissions, the application of asphalt and surface coatings creates ROG emissions, which are O_3 precursors. In accordance with the methodology prescribed by the SCAQMD, the ROG emissions associated with paving and architectural coating have been quantified with the CalEEMod model. The project would include a large number of prefinished panels or masonry, which would reduce the project's architectural coating area and associated ROG emissions. ROG emissions associated with the proposed project would be less than significant; refer to Table 4.3-2.

Naturally Occurring Asbestos

Asbestos is a term used for several types of naturally occurring fibrous minerals that are human health hazards when airborne. The most common type of asbestos is chrysotile, but other types such as tremolite and actinolite are also found in California. Asbestos is classified as a known human carcinogen by State, Federal, and international agencies and was identified as a toxic air contaminant by CARB in 1986.

Asbestos can be released from serpentinite and ultramafic rocks when the rock is broken or crushed. At the point of release, the asbestos fibers may become airborne, causing air quality and human health hazards. These rocks have been commonly used for unpaved gravel roads, landscaping, fill projects, and other improvement projects in some localities. Asbestos may be released to the atmosphere due to vehicular traffic on unpaved roads, during grading for development projects, and at quarry operations. All of these activities may have the effect of releasing potentially harmful asbestos into the air. Natural weathering and erosion processes can act on asbestos bearing rock and make it easier for asbestos fibers to become airborne if such rock is disturbed. According to the Department of Conservation Division of Mines and Geology, *A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos Report* (August 2000), serpentinite and ultramafic rocks are not known to occur within the project area. Thus, there would be no impact in this regard.

Long-Term Operational Emissions

Long-term air quality impacts would consist of mobile source emissions generated from project-related traffic, and emissions from stationary area and energy sources. Emissions associated with each of these sources were calculated and are discussed below.

Mobile Source

Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ are all pollutants of regional concern (NO_X and ROG react with sunlight to form O_3 [photochemical smog], and wind currents readily transport SO_X, PM_{10}, and $PM_{2.5}$). However, CO tends to be a localized pollutant, dispersing rapidly at the source.

Project-generated vehicle emissions have been estimated using CalEEMod. According to the Transportation Impact Analysis (TIA) prepared for the project (refer to Appendix F, *Vehicle Miles Traveled Memorandum/Traffic Operations Report*), the proposed project would generate approximately 808 total daily trips between the warehouse and print

shop uses. Due to the nature of the proposed on-site uses (warehouse and print shop facility), the TIA provided separate fleet mixes and trip generation rates for both proposed land uses; refer to Appendix F. As such, CalEEMod run was adjusted to accurately model the different fleet mixes and total daily trips between each proposed land uses within the project. Table 4.3-3, *Long-Term Air Emissions*, presents the anticipated mobile source emissions due to the project.

Table 4.3-3
Long-Term Air Emissions

Emissions Source	Pollutant (pounds/day)[1]					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Project Summer Emissions						
Area	7.76	<0.01	0.08	<0.01	<0.01	<0.01
Energy	0.01	0.08	0.07	<0.01	0.01	0.01
Mobile	1.31	12.50	17.95	0.10	6.82	1.91
Total Summer Emissions[2]	***9.07***	***12.59***	***18.10***	***0.10***	***6.83***	***1.92***
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Is Threshold Exceeded? (Significant Impact?)	***No***	***No***	***No***	***No***	***No***	***No***
Project Winter Emissions						
Area	7.76	<0.01	0.08	<0.01	<0.01	<0.01
Energy	0.01	0.08	0.07	<0.01	0.01	0.01
Mobile	1.26	13.12	17.30	0.09	6.82	1.91
Total Winter Emissions[2]	***9.02***	***13.20***	***17.45***	***0.09***	***6.83***	***1.92***
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Is Threshold Exceeded? (Significant Impact?)	***No***	***No***	***No***	***No***	***No***	***No***

Notes:
1. Emissions were calculated using CalEEMod version 2020.4.0, as recommended by the SCAQMD.
2. The numbers may be slightly off due to rounding.

Refer to Appendix A, *Air Quality/Greenhouse Gas /Energy Data*, for assumptions used in this analysis.

Area Source Emissions

Area source emissions are generated from consumer products, architectural coating, and landscaping. The project would be required to comply with SCAQMD Rule 1113. SCAQMD Rule 1113 restricts the VOC content of architectural coatings; reducing ROG emissions. Additionally, the project would include a large number of prefinished panels or masonry, which would reduce the project's architectural coating area and associated ROG emissions. As seen in Table 4.3-3, the project's ROG emissions would not exceed SCAQMD thresholds.

Energy Source Emissions

Energy source emissions would be generated as a result of electricity and natural gas usage associated with the proposed project; refer to Table 4.3-3. The primary use of electricity and natural gas by the project would be for space heating and cooling, water heating, ventilation, lighting, appliances, and electronics.

Total Operational Emissions

As shown in Table 4.3-3, the total operational emissions for both summer and winter would not exceed established SCAQMD thresholds. Therefore, impacts in this regard would be less than significant.

Air Quality Health Impacts

Adverse health effects induced by criteria pollutant emissions are highly dependent on a multitude of interconnected variables (e.g., cumulative concentrations, local meteorology and atmospheric conditions, and the number and character of exposed individual [e.g., age, gender]). In particular, O_3 precursors, VOCs and NO_x, affect air quality on a regional scale. Health effects related to O_3 are therefore the product of emissions generated by numerous sources throughout a region. Existing models have limited sensitivity to small changes in criteria pollutant concentrations and, as such, translating project-generated criteria pollutants to specific health effects or additional days of nonattainment would produce meaningless results. In other words, the project's less than significant increases in regional air pollution from criteria air pollutants during construction would have negligible impacts on human health.

As noted in the Brief of Amicus Curiae by the SCAQMD,[5] the SCAQMD acknowledged it would be extremely difficult, if not impossible to quantify health impacts of criteria pollutants for various reasons including modeling limitations as well as where in the atmosphere air pollutants interact and form. Further, as noted in the Brief of Amicus Curiae by the San Joaquin Valley Air Pollution Control District (SJVAPCD),[6] SJVAPCD has acknowledged that currently available modeling tools are not equipped to provide a meaningful analysis of the correlation between an individual development project's air emissions and specific human health impacts.

The SCAQMD acknowledges that health effects quantification from O_3, as an example, is correlated with the increases in ambient level of O_3 in the air (concentration) that an individual person breathes. SCAQMD's Brief of Amicus Curiae states that it would take a large amount of additional emissions to cause a modeled increase in ambient O_3 levels over the entire region. The SCAQMD further states that based on their own modeling in the SCAQMD's *2012 Air Quality Management Plan*, a reduction of 432 tons (864,000 pounds) per day of NO_x and a reduction of 187 tons (374,000 pounds) per day of VOCs would reduce O_3 levels at highest monitored site by only nine parts per billion. As such, the SCAQMD concludes that it is not currently possible to accurately quantify O_3-related health impacts caused by NO_x or VOC emissions from relatively small projects (defined as projects with regional scope) due to photochemistry and regional model limitations. Thus, as the project would not exceed SCAQMD thresholds for construction and operational air emissions, the project would have a less than significant impact for air quality health impacts.

Cumulative Short-Term Construction Impacts

With respect to the proposed project's construction-period air quality emissions and cumulative Basin-wide conditions, the SCAQMD has developed strategies to reduce criteria pollutant emissions outlined in the 2016 AQMP pursuant to Federal Clean Air Act mandates. As such, the proposed project would be subject to SCAQMD Rule 403 requirements and implement all feasible SCAQMD rules to reduce construction air emissions to the extent feasible. Rule 403 requires that fugitive dust be controlled with the best available control measures in order to reduce dust so that it does not remain visible in the atmosphere beyond the property line of the proposed project. In addition, the proposed project would comply with adopted 2016 AQMP emissions control measures. Implementation of SCAQMD Rule 403 and the 2016 AQMP emissions control measures would help the project reduce its emissions from construction activities, consistent with the General Plan Policy 8.2-3. Pursuant to SCAQMD rules and mandates, as well as the CEQA requirement that significant impacts be mitigated to the extent feasible, these same requirements (i.e., Rule 403 compliance, implementation of all feasible mitigation measures, and compliance with adopted AQMP emissions control measures) would also be imposed on construction projects throughout the Basin.

As discussed above, the project's short-term construction emissions would be below the SCAQMD thresholds and would result in less than significant air quality impacts. Thus, it can be reasonably inferred that the project's construction

[5] South Coast Air Quality Management District, *Application of the South Coast Air Quality Management District for Leave to File Brief of Amicus Curiae in Support of Neither Party and Brief of Amicus Curiae. In the supreme Court of California. Sierra Club, Revive the San Joaquin, and League of Women Voters of Fresno v. County of Fresno*, 2014.

[6] San Joaquin Valley Air Pollution Control District, *Application for Leave to File Brief of Amicus Curiae Brief of San Joaquin Valley Unified Air Pollution Control District in Support of Defendant and Respondent, County of Fresno and Real Party In Interest and Respondent, Friant Ranch, L.P. In the Supreme Court of California. Sierra Club, Revive the San Joaquin, and League of Women Voters of Fresno v. County of Fresno*, 2014.

emissions would not contribute to a cumulatively considerable air quality impact for nonattainment criteria pollutants in the Basin. A less than significant impact would occur in this regard.

Cumulative Long-Term Operational Impacts

As discussed, the proposed project would not result in long-term operational air quality impacts. Additionally, adherence to SCAQMD rules and regulations would alleviate potential impacts related to cumulative conditions on a project-by-project basis. Furthermore, project adherence to SCAQMD rules and regulations would help reduce operational air emissions, consistent with General Plan Policy 8.2-4. Emission reduction technology, strategies, and plans are constantly being developed. As a result, the proposed project would not contribute a cumulatively considerable net increase of any nonattainment criteria pollutant. Therefore, no cumulative operational impacts associated with implementation of the proposed project would result.

Mitigation Measures: No mitigation is required.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis.

The closest sensitive receptors to the project site are residential uses adjacent to the south.[7] In order to identify impacts to sensitive receptors, the SCAQMD recommends addressing LSTs for construction and operations impacts (area sources only). The CO hotspot analysis following the LST analysis addresses localized mobile source impacts.

Localized Significance Thresholds (LST)

LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized air quality impacts. The SCAQMD provides the LST lookup tables for one-, two-, and five-acre projects emitting CO, NO_X, $PM_{2.5}$, or PM_{10}. The LST methodology and associated mass rates are not designed to evaluate localized impacts from mobile sources traveling over the roadways. The SCAQMD notes that any project over five acres may need to perform air quality dispersion modeling to assess impacts to nearby sensitive receptors. The project is located within Sensitive Receptor Area (SRA) 5, Southeast Los Angeles County.

Construction

Although the site is approximately 19 acres, the total acres disturbed per day is based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment. Based off the CalEEMod results, the project would disturb approximately 297 acres over 66 days (4.5 acres per day). Therefore, the LST thresholds interpolated from the two acres and five acres thresholds were utilized for the construction LST analysis. As noted above, the closest sensitive receptor to the project site is a residential property adjacent to the south of the project's construction limits. This sensitive land uses may be potentially affected by air pollutant emissions generated during on-site construction activities. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. According to SCAQMD LST Methodology, projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters. As the nearest sensitive use

[7] While the proposed project is adjacent to the nearest residential property line, the nearest structure is approximately 12 feet to the south.

is located adjacent to the project site, the lowest LST values of 25 meters were utilized. Table 4.3-4, *Localized Significance of Construction Emissions*, shows the construction-related emissions with incorporation of SCAQMD Rule 402 and 403. It is noted that the localized emissions presented in Table 4.3-4 are less than those in Table 4.3-1 because localized emissions include only on-site emissions (i.e., from construction equipment and fugitive dust), and do not include off-site emissions (i.e., from hauling activities). As seen in Table 4.3-4, on-site emissions with SCAQMD rules applied would not exceed the LSTs for SRA 5.

Table 4.3-4
Localized Significance of Construction Emissions

Source	Pollutant (pounds/day)[4]			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Year 1				
On-Site Construction Emissions with SCAQMD Rules Applied[2]	62.92	41.71	8.90	5.07
Localized Significance Threshold[1]	*162*	*1,376*	*12*	*6*
Thresholds Exceeded?	***No***	***No***	***No***	***No***
Year 2				
On-Site Construction Emissions with SCAQMD Rules Applied[3]	31.37	35.93	1.39	1.30
Localized Significance Threshold[1]	*162*	*1,376*	*12*	*6*
Thresholds Exceeded?	***No***	***No***	***No***	***No***

Notes:
1. The Localized Significance Threshold was determined using Appendix C of the SCAQMD *Final Localized Significant Threshold Methodology* guidance document for pollutants NO_X, CO, PM_{10}, and $PM_{2.5}$. The Localized Significance Threshold was based on the anticipated daily acreage disturbance for construction (approximately 4.5 acres; therefore, thresholds interpolated from 2-acre and 5-acre thresholds were used), the distance to sensitive receptors, and the source receptor area (SRA 5).
2. For construction year 1, the grading phase is presented as the worst-case scenario for NO_X, CO, PM_{10}, and $PM_{2.5}$ emissions.
3. For construction year 2, the building construction phase is presented as the worst-case scenario for NO_X, CO, PM_{10}, and $PM_{2.5}$ emissions.
4. The reduction/credits for construction emissions are based on "mitigation" included in CalEEMod and are required by the SCAQMD Rules. The "mitigation" applied in CalEEMod includes the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stock piles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. The emissions results in this table represent the "mitigated" emissions shown in Appendix A.

Refer to Appendix A, *Air Quality/Greenhouse Gas/Energy Data*, for detailed model input/output data.

Operations

According to SCAQMD localized significance threshold methodology, LSTs would apply to the operational phase of a proposed project if the project includes stationary sources or attracts mobile sources that may spend extended periods queuing and idling at the site (e.g., warehouse or transfer facilities). Since the proposed project consists of a warehouse facility, the operational phase LST protocol was applied. If emissions exceed the applicable operational LSTs for the project site, then additional dispersion modeling would need to be conducted to determine if there is an actual exceedance of the ambient air quality standards. Although the project site is approximately 19.06 acres, the five-acre operational LST was utilized to provide a conservative estimate of operational LST impacts. As the nearest sensitive use is located adjacent to the project site, the lowest LST values of 25 meters were utilized.

According to the CalEEMod defaults and output, the project's trip lengths could be as short as 6.90 miles. It was conservatively assumed that 10 percent of this trip length would occur on site, or about 0.69 miles. The project site is approximately 0.36 miles across, which means the 10 percent assumption, or 0.69 miles, would be conservative. As 10 percent of the project's mobile trips would occur on site, the operational LST assessment analyzed 10 percent of the total operational mobile emissions. Table 4.3-5, *Localized Significance of Operational Emissions*, shows the calculated emissions for the project's operational activities compared to the applicable LSTs. As shown in Table 4.3-5, the project's operational area source emissions plus 10 percent of the project's total mobile emissions would not exceed the LSTs for SRA 5. Therefore, localized significance impacts from operations would be less than significant.

Table 4.3-5
Localized Significance of Operational Emissions

Source	Pollutant (pounds/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Total Area Source Emissions	<0.01	0.08	<0.01	<0.01
Total On-site Mobile Emissions[2]	1.31	1.73	0.68	0.19
Total On-site Operational Emissions	1.31	1.81	0.68	0.19
Localized Significance Threshold[2]	*172*	*1,480*	*4*	*2*
Thresholds Exceeded?	***No***	***No***	***No***	***No***

Note:
1. The Localized Significance Threshold was determined using Appendix C of the SCAQMD Final Localized Significant Threshold Methodology guidance document for pollutants NO_X, CO, PM_{10}, and $PM_{2.5}$. The Localized Significance Threshold was based on the total acreage, the distance to sensitive receptors, and the source receptor area (SRA 5).
2. It was conservatively assumed that approximately 10 percent of the project's mobile trips would occur on site, the operational LST assessment analyzed 10 percent of the total winter operational mobile emissions from Table 4.3-2.

Toxic Air Contaminants

Consistent with the General Plan Policy 8.2-5 and Implementation Program for Policy 8.2-5, an HRA was conducted to evaluate the project's operational diesel particulate matter (DPM) emissions from heavy-duty truck trips and the potential health risk at nearby sensitive receptors. Furthermore, it should be noted that the project truck-intensive industrial uses were cited in the southern portion of the City, nearby I-605, consistent with General Plan Policy 8.2-7.

It should be noted that the quantified modeling and analysis of the project's health risk impacts were based upon a previous iteration of the proposed project. This previous version of the project included 45 loading docks for the warehouse, and the updated project plans included 52 loading docks, representing an approximately 16 percent increase. The locations of the loading docks have not been changed. To account for the increased trucks idling time at the additional loading docks, the modeled concentrations and health risk levels were increased by 16 percent and presented below. This is a conservative analysis because the modeled concentrations and health risk levels not only account for trucks idling emissions, but also emissions from trucks movement and maneuvering. The daily truck trips (192 trips per day) did not change due to the updated project plans, and therefore emissions from truck movement and maneuvering did not increase.

Health Risk Assessment Thresholds

In order to determine whether or not a proposed project would cause a significant health risk effect on the environment, the impact of the project must be determined by examining the types and levels of air toxics generated and the associated impacts on factors that affect air quality. While the final determination of significance thresholds is within the purview of the lead agency pursuant to the CEQA Guidelines, the SCAQMD recommends that the following thresholds be used by lead agencies in determining whether the health impact of the proposed project is significant. The thresholds for air toxic emissions are as follows:

- *Cancer Risk*: Emit carcinogenic or toxic contaminants that exceed the maximum individual cancer risk of 10 in one million.

- *Non-Cancer Risk*: Emit toxic contaminants that exceed the maximum hazard quotient of 1.0 in one million.

Cancer risk is expressed in terms of expected incremental incidence per million population. The SCAQMD has established an incidence rate of 10 persons per one million as the maximum acceptable incremental cancer risk due to DPM exposure. This threshold serves to determine whether or not a given project has a potentially significant development-specific and cumulative impact.

The SCAQMD has also established non-carcinogenic risk parameters for use in HRAs. Noncarcinogenic risks are quantified by calculating a "hazard index," expressed as the ratio between the ambient pollutant concentration and its toxicity or Reference Exposure Level (REL). An REL is a concentration at or below, which health effects are not likely to occur. A hazard index of less than one (1.0) means that adverse health effects are not expected. Within this analysis, non-carcinogenic exposures of less than 1.0 are considered less than significant.

Sensitive Receptors

According to the SCAQMD, in order "to identify the maximum impacted receptors (i.e., peak cancer risk and peak hazard indices) a grid spacing of 100 meters or less must be used".[8] As such, receptors were modeled with a 100-meter (82 feet) by 100-meter (82 feet) grid spacing over the entire 6.0 kilometer (km) by 6.0 km modeling site domain[8]; refer to Appendix G, *Health Risk Data*. In addition, smaller sensitive receptor grids of 10 meters (33 feet) by 10 meters (33 feet) or less were modeled over nearby sensitive receptor locations of concern:

- Residential neighborhood along Obregon and Eduardo Avenue adjacent to the south of the project site (SR-1);
- Residential uses located between I-605 to the east, Pioneer Boulevard to the west, Obregon Street to the South, and Beverly Boulevard to the North, approximately 70 meters (230 feet) to the southeast of the project site (SR-2);
- Residential uses located between Strong Avenue to the north, Sherril Street to the south, and east of Pioneer Boulevard, approximately 183 meters (600 feet) to the northeast of the project site (SR-3);
- Residential uses located south of Amigo park, along Jaurez and Esperanza Avenue, bordering I-605, approximately 244 meters (800 feet) to the south of the project site (SR-4);
- Residential uses located east of Pioneer Boulevard, south of Obregon Street, north of Orange Drive, and west of Lockheed Avenue, approximately 263 meters (860 feet) to the southeast of the project site (SR-5);
- Franklin Elementary School, located at 5777 Lockheed Avenue, Whittier, CA 90606, approximately 494 meters (1620 feet) to the southeast of the project site (SR-6);
- San Gabriel River Mid Trail located approximately 80 meters (260 feet) to west of the project site (Trail 1 and Trail 2); and
- Multifamily Residential uses, located at 10165 Beverly Blvd, Whittier, CA 90601, approximately 227 meters (746 feet) to the northeast of the project site (SR-7).

In total, 7,211 individual sensitive receptor locations were modeled over the 6.0 km by 6.0 km site domain in order to capture the maximum individual cancer risk (MICR) due to the operation of the project; refer to Appendix G for the modeling results at these sensitive receptor locations. It should be noted that the project is consistent The United States Geological Survey (USGS) 1/3 arc-second (about 10 meters) National Elevation Dataset (NED) terrain data was processed with AERMAP[9] and imported into AERMOD for the project area. The modeling and analysis were prepared in accordance with the SCAQMD Guidelines.

Health Risk Assessment Methodology

The air dispersion modeling for the HRA was performed using the Environmental Protection Agency (EPA) AERMOD dispersion model version 19191. AERMOD is a steady-state, multiple-source, Gaussian dispersion model designed for use with emission sources situated in terrain where ground elevations can exceed the stack heights of the emission sources (not a factor in this case). AERMOD requires hourly meteorological data consisting of wind vector, wind speed,

[8] Site domain is the area defined in AERMOD, where all the modeled sources and receptors are within it.
[9] U.S. Environmental Protection Agency, *User's Guide for the AERMOD Terrain Preprocessor (AERMAP)*, https://www3.epa.gov/ttn/scram/models/aermod/aermap/aermap_userguide_v18081.pdf, accessed October 1,2020.

temperature, stability class, and mixing height. Surface and upper air meteorological data provided by the SCAQMD for the Pico Rivera Monitoring Station was selected as being the most representative meteorology based on proximity.[10]

According to the TIA, the project would have 808 total daily trips, with 616 passenger car trips and 192 truck trips.[11] On-site emission sources in the model include: seven one-line volume source (comprised of 45 volume sources) to model the 192 trucks idling at the 52 loading docks to the northwest and south of the warehouse, and two one-line volume source modeled surrounding the warehouse (comprised of 74 volume sources) to model truck movement and maneuvering. The off-site emission sources in the model include 12 separate one-line volume sources along: Beverly Boulevard, I-605, Pioneer Boulevard, and Rosemead Boulevard. These off-site emissions sources are comprised of a total of 1,680 volume sources and represent the off-site truck movement on adjacent roadways. An emission rate for PM_{10} (DPM) was calculated using EMFAC2017[12] model run for Los Angeles County. Emissions from heavy trucks were assigned a release height of 4.27 meters (14 feet) in compliance with the California Vehicle Code (CVC) Section 35250. Refer to Appendix G, for all emission calculations, EMFAC2017 model runs, and AERMOD results.

The model was run to obtain the peak one-hour and period (annual) average concentration in micrograms per cubic meter [µg/m^3] at nearby sensitive receptors. According to the SCAQMD's Supplemental Guidelines for Preparing Risk Assessments for the Air Toxics "Hot Spots" Information and Assessment Act (AB 2588), air dispersion modeling is required to estimate (a) annual average concentrations to calculate the MICR, the maximum chronic hazard index (HI), the zones of impact, and excess cancer burden; and (b) peak hourly concentrations to calculate the health impact from substances with acute non-cancer health effects.

The Hotspots Analysis and Reporting Program Version 2 (HARP2) Air Dispersion and Risk Tool (ADMRT) was employed to calculate the health risks of the project on the sensitive receptors near the project site. HARP2 was created for the purpose of assisting and supporting the local California Air Pollution Control and Air Quality Management Districts with implementing the requirements of AB 2588. Although designed to meet the programmatic requirements of the Air Toxics "Hot Spots" Program, HARP2 modules have also been used for preparing risk assessments for other air related programs (e.g., air toxic control measure development, facility permitting applications, roads, ambient monitoring evaluations, CEQA reviews). A health risk computation was performed to determine the potential risk using the maximum annual average and the risk of developing an excess cancer was calculated on a 30-year exposure scenario for nearby sensitive receptors. The chronic and carcinogenic health risk calculations are based on the office of Environmental Health Hazard Assessment (OEHHA) *Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments* (Guidance Manual). Only the risk associated with operations of the proposed project was assessed, as construction emissions do not exceed the SCAQMD thresholds.

Note that the concentration estimate developed using this methodology is considered conservative and is not a specific prediction of the actual concentrations that would occur as a result of the project any one point in time. Actual one-hour and annual average and concentrations are dependent on many variables, particularly the number and type of equipment working at specific distances during time periods of adverse meteorology.

Carcinogenic Risk

Based on the AERMOD outputs, the highest expected annual average DPM emission concentrations resulting from operation of the project (192 daily truck trips) at a discrete receptor grid point would be 0.0020 µg/m^3. This level of concentration would be experienced to the south of the project site; refer to Appendix G. It is acknowledged that the calculations conservatively assume no cleaner technology with lower emissions would occur in future years. Cancer risk calculations are based on 30-year MICR exposure periods. As shown in Table 4.3-6, *Project Maximum Individual Cancer Risk*, the highest calculated carcinogenic risk from project implementation is 1.66 per million for 30-year

[10] South Coast Air Quality Management District, *SCAQMD Meteorological Data for AERMOD*, http://www.aqmd.gov/home/air-quality/air-quality-data-studies/meteorological-data/data-for-aermod, accessed October 1, 2020.
[11] These 192 truck trips are split between 42 2-axle truck trips, 34 3-axle truck trips, and 116 4+-axle truck trips.
[12] California Air Resources Board, *EMFAC 2017 Web Database,* https://www.arb.ca.gov/emfac/2017/, accessed October 1, 2020.

exposure. As shown, impacts related to cancer risk and DPM concentrations from heavy trucks would be less than significant at the MICR.

Table 4.3-6
Project Maximum Individual Cancer Risk

Exposure Scenario	Maximum Individual Cancer Risk (Risk per Million)[1]	Significance Threshold (Risk per Million)	Exceeds Significance Threshold?
30-Year Exposure at a Sensitive Receptor[2]	0.53	10	No
30-Year Exposure within Modeling Domain[3]	1.66	10	No

Notes:
1. Refer to Appendix G, *Health Risk Data*.
2. The maximum cancer risk at a sensitive receptor would be experienced at UTM NAD83 Zone 11S coordinate location 401385.35, 3762424.23 to the south of the project site.
3. The maximum cancer risk within the modeling domain would be experienced at UTM NAD83 Zone 11S coordinate location 401465.73, 3763079.27, directly on the project site.

Refer to Appendix G, *Health Risk Data*, for detailed model input/output data.

Non-Carcinogenic Hazards

The significance thresholds for TAC exposure also require an evaluation of non-cancer risk stated in terms of a hazard index. Non-cancer chronic impacts are calculated by dividing the annual average concentration by the REL for that substance. The REL is defined as the concentration at which no adverse non-cancer health effects are anticipated. The potential for acute non-cancer hazards is evaluated by comparing the maximum short-term exposure level to an acute REL. RELs are designed to protect sensitive individuals within the population. The calculation of acute non-cancer impacts is similar to the procedure for chronic non-cancer impacts.

An acute or chronic hazard index of 1.0 is considered individually significant. The hazard index is calculated by dividing the acute or chronic exposure by the REL. The highest maximum chronic and acute hazard index associated with the emissions from the project at sensitive receptors would be 0.0003 and 0.0027 respectively; refer to Appendix G. Therefore, non-carcinogenic hazards are calculated to be within acceptable limits and a less than significant impact would occur.

As described, non-carcinogenic hazards resulting from the proposed project are calculated to be within acceptable limits. Additionally, impacts related to cancer risk and PM_{10} concentrations from warehouse operations would be less than significant at the MICR. Therefore, impacts related to health risk from warehouse operations would be less than significant.

Carbon Monoxide Hotspots

CO emissions are a function of vehicle idling time, meteorological conditions, and traffic flow. Under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels (i.e., adversely affecting residents, school children, hospital patients, the elderly, etc.).

The Basin is designated as an attainment/maintenance area for the Federal CO standards and an attainment area for State standards. There has been a decline in CO emissions even though vehicle miles traveled on U.S. urban and rural roads have increased. Nationwide estimated anthropogenic CO emissions have decreased 68 percent between 1990 and 2014. In 2014, mobile sources accounted for 82 percent of the nation's total anthropogenic CO emissions.[13] CO emissions have continued to decline since this time. The Basin was re-designated as attainment in 2007 and is

[13] United States Environmental Protection Agency, *Carbon Monoxide Emissions*, https://cfpub.epa.gov/roe/indicator_pdf.cfm?i=10, accessed by September 8, 2020.

no longer addressed in the SCAQMD's AQMP. Three major control programs have contributed to the reduced per-vehicle CO emissions: exhaust standards, cleaner burning fuels, and motor vehicle inspection/maintenance programs.

A detailed CO analysis was conducted in the *Federal Attainment Plan for Carbon Monoxide* (CO Plan) for the SCAQMD's *2003 Air Quality Management Plan*.[14] The locations selected for microscale modeling in the CO Plan are worst-case intersections in the Basin and would likely experience the highest CO concentrations. Thus, CO analysis within the CO Plan is utilized in a comparison to the proposed project, since it represents a worst-case scenario with heavy traffic volumes within the Basin.

Of these locations, the Wilshire Boulevard/Veteran Avenue intersection in Los Angeles experienced the highest CO concentration (4.6 parts per million [ppm]), which is well below the 35-ppm 1-hour CO Federal standard. The Wilshire Boulevard/Veteran Avenue intersection is one of the most congested intersections in Southern California with an average daily traffic (ADT) volume of approximately 100,000 vehicles per day. As the CO hotspots were not experienced at the Wilshire Boulevard/Veteran Avenue intersection, it can be reasonably inferred that CO hotspots would not be experienced at any intersections near the project site due to net increase in volume of traffic of 808 daily trips that would occur as a result of project implementation. Therefore, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. include construction of a warehousing/ distribution building and a print shop facility on the 19.06-acre site and does not include any uses identified by the SCAQMD as being associated with odors. Furthermore, the proposed project would be required to comply with the California Code of Regulations, Title 13, Sections 2485(C)(1) which limits the idling time of trucks to no more than five minutes and would further minimize emissions and possible odors.

Construction activities associated with the project may generate detectable odors from heavy-duty equipment exhaust and architectural coatings. However, construction-related odors would be short-term in nature and cease upon project completion. In addition, the project would be required to comply with the California Code of Regulations, Title 13, Sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by shutting it off when not in use or by reducing the time of idling to no more than five minutes. This would reduce detectable odors from heavy-duty equipment exhaust. As such, the project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

[14] The CO Plan was not updated as part of the 2016 AQMP.

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4.4 BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		✓		
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			✓	
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			✓	
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		✓		
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			✓	
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				✓

This section is based on the *Biological Resources Assessment of the Beverly Boulevard Warehouse Project* (Biological Report) prepared by Michael Baker International (dated June 12, 2020) and the *Delineation of Jurisdictional Waters for the Beverly Boulevard Warehouse Project* (Jurisdictional Delineation) prepared by Michael Baker International (dated July 13, 2020); refer to Appendix B, *Biological Resources Analysis*.

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

Less Than Significant Impact With Mitigation Incorporated. The project site is located within an urbanized area and is disturbed and dominated by non-native vegetation. Additionally, active tilling for weed abatement occurs on-site. Based on the records search conducted as part of the Biological Report, 30 special-status plant species, 27 special-status wildlife species, and three special-status vegetation communities have been recorded within the Biological Study Area (BSA). However, no special-status plant species, wildlife, or vegetation communities were observed during the field survey. Based on the results of the field survey and a review of specific habitat preferences, distributions, and elevation ranges, it was determined that no special-status plant species or vegetation communities are expected to occur on-site. The project site has a low potential to support the following special-status wildlife: Cooper's hawk (*Accipiter cooperii*), coastal whiptail (*Aspidoscelis tigris stejnegeri*), burrowing owl (*Athene cunicularia*), yellow-breasted chat (*Icteria virens*), coast horned lizard (*Phrynosoma blainvillii*), coastal California gnatcatcher (*Polioptila californica californica*), and least Bell's vireo (*Vireo bellii pusillus*). All remaining special-status wildlife

species are not expected to occur within the project site. Thus, project implementation is not anticipated to result in a substantial impact, either directly or through habitat modifications, on any sensitive species. Thus, a less than significant impact would occur in this regard.

The project site and surrounding areas provide suitable foraging and nesting habitat for a variety of year-round and seasonal avian residents as well as migrating songbirds that could occur in the project area. Thus, the project could result in potential impacts to nesting birds protected by the Migratory Bird Treaty Act (MBTA). The MBTA prohibits activities that result in the direct take (defined as killing or possession) of a migratory bird. The proposed project has the potential to impact nesting birds if construction activities occur during the nesting season. Mitigation Measure BIO-1 has been provided to reduce impacts in this regard to a less than significant level.

Mitigation Measures:

BIO-1 If ground-disturbing activities or removal of any trees, shrubs, or any other potential nesting habitat are scheduled within the avian nesting season (nesting season generally extends from January 1 - August 31), a pre-construction clearance survey for nesting birds shall be conducted within three days prior to any vegetation removal or ground disturbing activities.

The biologist conducting the clearance survey shall document the negative results if no active bird nests are observed on the project site during the clearance survey with a brief letter report indicating that no impacts to active bird nests would occur before construction can proceed. If an active nest is found, the bird species should be identified and a "no-disturbance" buffer should be established around the active nest. The size of the "no-disturbance" buffer should be increased or decreased based on the judgement of the qualified biologist and level of activity and sensitivity of the species. A qualified biologist shall be present to monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, project activities within the "no-disturbance" buffer may occur following an additional survey by the qualified biologist to search for any new nests in the restricted area. Results of the pre-construction survey and any subsequent monitoring shall be provided to the City of Pico Rivera, California Department of Fish and Wildlife (CDFW), and other appropriate agencies as required by Federal, state, and local requirements.

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

Less Than Significant Impact . The majority of the project site has been disturbed and no longer consists of undeveloped, native plant communities. The project footprint is generally a combination of bare, vegetated weedy ground, and developed land. Based on the Biological Report and Jurisdictional Delineation prepared for the project, riparian habitat occurs on-site in association with Drainage 1; however, prior to commencement of construction activities, a Section 1602 Streambed Alteration Agreement would be required from the CDFW, which would minimize on-site riparian vegetation (refer to Response 4.4(c), below, for additional information regarding regulatory permits required for the project). Additionally, as stated above, the Biological Report indicates that the project site does not provide suitable habitat that would support any of the sensitive plant species known to occur in the general vicinity of the project site. No other sensitive natural communities are present within the project site or overlying survey area. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.

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?

Less Then Significant Impact. Based on the Jurisdictional Delineation, the project site did not display evidence of potential wetland characteristics; however, two drainage features (Drainage 1 and 2) are located within the northeastern and northern portion of the project site that qualify as jurisdictional waters and fall under the regulatory authority of the U.S. Army Corps of Engineers (Corps), CDFW, and Regional Water Quality Control Board (RWQCB).

Drainage 1 is an ephemeral concrete trapezoidal channel located in the northeastern portion of the project site. Flows within Drainage 1 originate as surface runoff from the adjacent land, surrounding developments, and nearby roadways including I-605 and residential neighborhoods to the east. Drainage 1 enters the eastern boundary of the project site as a concrete trapezoidal channel and proceeds northwest before entering two three-foot underground concrete pipes in the central portion of the project site. No surface water was present within Drainage 1 during the May 13, 2020 site visit conducted as part of the Jurisdictional Delineation. Evidence of an ordinary high water mark (OHWM) within Drainage 1 was observed including a clear line impressed on the channel wall and the presence of litter and debris. Vegetation associated with Drainage 1 consisted of sparse mule fat (*Baccharis salicifolia*, FAC), black mustard (*Brassica nigra*, not indicated [NI]), and castor bean *(Ricinus communis* [FACU]). Within the project site, Drainage 1 measures approximately 337 linear feet in length. Drainage 1 measures approximately six feet in width for the Corps/RWQCB and 15 feet in width for CDFW.

Drainage 2 is an ephemeral concrete trapezoidal channel located in the northern portion of the project site. Flows within Drainage 2 originate as surface runoff from the adjacent land, surrounding developments, and nearby roadways including Beverly Boulevard and the on-ramp to I-605 southbound. Drainage 2 enters the northern boundary of the project site and generally flows west towards the adjacent railway. Drainage 2 exits the project site as a concrete trapezoidal channel and continues to convey flows west until its terminus with a small concrete detention pond outside of the project boundaries. No surface water was present within Drainage 2 during the May 13, 2020 site visit. Evidence of an OHWM within Drainage 2 was observed including a clear line impressed on the channel bank and the presence of litter and debris. Vegetation associated with Drainage 2 consisted of castor bean (FACU), tree tobacco (*Nicotiana Glauca* [FAC]), blue gum (*Eucalyptus globulus* [NI]), pine tree (*pinus sp.* [NI]), and elderberry (*Sambucus nigra* [FACU]). Onsite, Drainage 2 measures approximately 45 linear feet in length. Drainage 2 measures approximately two feet in width for the Corps/RWQCB and five feet in width for CDFW.

Table 4.4-1, *Jurisdictional Limits within the Project Site*, provides a summary of the jurisdictional limits (acreages) for each on-site drainage feature.

Table 4.4-1
Jurisdictional Limits Within the Project Site

Feature	Linear Feet (Width Minimum/Maximum)	Jurisdictional Limits (acres)	
		Corps/RWQCB Non-Wetland Waters of the U.S.	CDFW Jurisdictional Streambed
Drainage 1	337 (6/15)	0.048	0.18
Drainage 2	45 (2/5)	0.002	0.006
Total	*382*	*0.05*	*0.19*
Source: Michael Baker International, *Delineation of Jurisdictional Waters for the Pico Rivera Office Building Project*, June 13, 2020.			

As shown in Table 4.4-1, the project would permanently impact approximately 0.05-acre (382 linear feet) of Corps/RWQCB jurisdiction (non-wetland waters of the U.S.) and approximately 0.19-acre (382 linear feet) of CDFW Streambed, which would be removed as part of the project. Based on the analysis conducted for the project site and proposed improvements, the project applicant shall be required to obtain a Preliminary Jurisdictional Determination (PJD) from the Corps and obtain a Clean Water Act Section 404 Permit (Nationwide Permit No. 39), a Section 1602

Streambed Alteration Agreement from the CDFW, and a Clean Water Act Section 401 Water Quality Certification from the Corps or a Waste Discharge Requirements (WDR) from the RWQCB. Upon obtaining the required permits, as required under existing Federal and State law, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.

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 Impact With Mitigation Incorporated. The project site is not located within any wildlife corridors or habitat conservation plans. The site is surrounded by developed and urban land on all sides, including the UPRR to the east and I-605 to the west. Although the San Gabriel River is located further to the west across the railroad, wildlife movement into or out of the site is likely minimal given the presence of the freeway and railroad bounding the site on its eastern and western ends, respectively. Additionally, the project site is fenced off along the western and southern boundaries and is regularly tilled for weed abatement. Therefore, the project site does not act as a corridor or linkage for wildlife species. Project implementation would not interfere 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. In addition, Mitigation Measure BIO-1 would ensure that impacts to migratory birds during the nesting season would be reduced to a less than significant level. Thus, with implementation of BIO-1, impacts in this regard would be reduced to a less than significant level.

Mitigation Measures: Refer to Mitigation Measure BIO-1.

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

Less Than Significant Impact. Vegetation removal associated with the proposed project would remove of existing ornamental trees and both non-native and native vegetation. Chapters 12.40, 12.48, and 8.44 of the City's Municipal Code contain regulations on tree and shrub planting, removal, and maintenance, including the protection of all trees located along the street, parkway, or other public places during construction activities. Thus, with adherence to Chapters 12.40, 12.48, and 8.44 of the Municipal Code, impacts would be reduced to less than significant levels.

Mitigation Measures: No mitigation is required.

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. According to the U.S. Fish and Wildlife Service's *HCP/NCCP Planning Areas in Southern California Map*[1] and *California Regional Conservation Plans Map*[2] the project site is not located within a Natural Community Conservation Plan (NCCP) or Habitat Conservation Plan (HCP). As such, there would be no impact in this regard.

Mitigation Measures: No mitigation is required.

[1] U.S. Fish and Wildlife Service, Carlsbad Fish and Wildlife Office, *HCP/NCCP Planning Areas in Southern California*, October 2008.

[2] California Department of Fish and Wildlife, *California Regional Conservation Plans Map*, April 2019.

4.5 CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5?			✓	
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?		✓		
c. Disturb any human remains, including those interred outside of formal cemeteries?			✓	

This section is based on the *Cultural and Paleontological Resources Assessment for the Pico Rivera Industrial Project, City of Pico Rivera, Los Angeles County, California* (Cultural Assessment) prepared by Cogstone (dated August 2020); refer to Appendix C, *Cultural Assessment*.

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

Less Than Significant Impact.

As part of the Cultural Assessment, results of the field survey and records search of the California Historic Resources Information System (CHRIS) from the South Central Coastal Information Center (SCCIC) database were included. The CHRIS search also included a review of the National Register of Historic Places (NRHP), California Register of Historic Resources (CRHR), the California Points of Historical Interest list, the California Historical Landmarks list, the Archaeological Determinations of Eligibility list, and the California State Historic Resources Inventory list. The records search also included a review of a variety of additional sources, including the California Built Environment Resource Directory (BERD), California Historical Landmarks (CHL), California Point of Historical Interest (CPHI), and a review of USGS historic topographic maps and historic US Department of Agriculture (USDA) Aerial Photographs.

Two historic built environment resources were encountered during the field survey: a drainage ditch and a railroad segment associated with the previously documented UPRR (P-19-186112). This section of P-19-186112 is located on and near a I-605 railroad bridge overcrossing. The tracks historically crossed the project site to connect with other portions of the UPRR; however, the portion of the tracks that once traversed the project site have been removed.

Anaheim Branch Segment. The railroad segment, which is approximately 930 feet long, was originally constructed in 1917 by the San Pedro, Los Angeles and Salt Lake Railroad, the line passed through what is now residential, shopping, and light industrial areas. Since its discontinuation from UPRR, much of the line has been demolished and is in very poor condition. Based on the Cultural Assessment, this resource no longer retains its integrity of design, materials, feeling, workmanship, or setting. Due to the significant alterations to the Anaheim Branch and the surrounding area over past decades, this segment of the UPRR is recommended not eligible for listing in the NRHP or the CRHR. This resource has not yielded, nor is likely to yield, information important in prehistory or history and, therefore, is recommended ineligible for listing in either the NRHP or the CRHR under Criteria 4/D and is not considered a historical resource under CEQA. Impacts to this resource would not be significant.

Drainage Ditch. Based on historical aerial photographs, the drainage ditch was constructed between 1963 and 1964, adjacent to I-605. Based on the Cultural Assessment, this resource is not associated with events that have made a significant contribution to the broad patterns of history; is not associated with the lives of persons significant to history; does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a

master, or possesses high artistic values; and has not, nor is likely to yield information important in prehistory or history. As such, this feature is recommended not eligible for listing in the NRHP or the CRHR under Criteria A/1, B/2, C/3, and is not considered a historical resource under CEQA. As such, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact With Mitigation Incorporated.

Based on the literary records search and the intensive field survey conducted for the Cultural Assessment, no archaeological resources were identified in the area of potential effect (APE). Based on the results of the field survey and records search, 17 cultural resources occur within a one-mile radius from the designated APE. The cultural resources include one archaeological site and 16 historic built environment resources. The records search identified a total of 39 previous studies that were completed within a one-mile radius, and four previous studies that included a portion of the APE.

No cultural resources are known to occur or were observed on-site. However, given the proximity of the project site to resources identified within a one-mile radius, the Cultural Assessment concludes that the APE has a moderate sensitivity for prehistoric cultural resources. As such, Mitigation Measure CUL-1 is recommended, which would require archaeological and Native American monitoring to minimize impacts related to the potential discovery of previously unknown archaeological/tribal cultural resources. In the event that archaeological/tribal cultural resources are encountered during earth disturbing activities, all work would be required to be halted in the vicinity of the find (a minimum of a 50-foot radius) until the resources can be properly evaluated by a qualified archaeologist. If warranted, and in consultation with the Native American monitor, the archaeologist would have the authority to temporarily divert, redirect, or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources. In the event Native American resources are discovered, the City shall consult with the Native American monitor and affected tribe(s). Upon implementation of recommended mitigation, impacts in this regard would be less than significant.

Mitigation Measures:

CUL-1 During construction, archaeological and Native American monitoring shall be conducted to minimize impacts related to the potential discovery of previously unknown archaeological/tribal cultural resources. If evidence of subsurface cultural resources is found during excavation and other ground-breaking activities, all work within 50 feet of the discovery shall cease and the construction contractor shall contact the City of Pico Rivera. With direction from the City and in coordination with the Los Angeles County Archaeological Society and local Native American organizations, as necessary, the archaeologist shall evaluate the discovery prior to resuming grading in the immediate vicinity of the find. If warranted, and in consultation with the Native American monitor, the archaeologist shall have the authority to temporarily divert, redirect, or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources.

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

Less Than Significant Impact.

Due to the recorded ethnography and the historic setting described in the Cultural Assessment, as well as the recent to current level of disturbances that occurred within the APE, it is unlikely that any disturbance of any human remains, including those interred outside of formal cemeteries, would be encountered during ground-disturbing construction activities for the project. If human remains are found, those remains would require proper treatment, in accordance

with State of California Health and Safety Code Sections 7050.5-7055. Specifically, Health and Safety Code Section 7050.5 describes the requirements if any human remains are accidentally discovered during excavation of a site. As required by State law, the requirements and procedures set forth in Section 5097.98 of the California Public Resources Code would be implemented, including notification of the County Coroner, notification of the Native American Heritage Commission and consultation with the individual identified by the Native American Heritage Commission to be the "most likely descendant." If human remains are found during excavation, excavation must stop in the vicinity of the find and any area that is reasonably suspected to overlay adjacent remains until the County coroner has been called out, and the remains have been investigated and appropriate recommendations have been made for the treatment and disposition of the remains. Following compliance with existing State law, which detail the appropriate actions necessary in the event human remains are encountered, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.

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4.6 ENERGY

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			✓	
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			✓	

REGULATORY AND PLANNING FRAMEWORK

The following is a description of State and local regulations and planning programs related to energy consumption that are relevant to the proposed project.

State

Senate Bill 100. Senate Bill (SB) 100 (Chapter 312, Statutes of 2018) requires that retail sellers and local publicly owned electric utilities procure a minimum quantity of electricity products from eligible renewable energy resources so that the total kilowatt-hours (kWh) of those products sold to their retail end-use customers achieve 44 percent of retail sales by December 31, 2024, 52 percent by December 31, 2027, 60 percent by December 31, 2030, and 100 percent by December 31, 2045. The bill requires the California Public Utilities Commission (CPUC), California Energy Commission (CEC), and all other State agencies to incorporate that policy into all relevant planning. In addition, SB 100 requires the CPUC, CEC, and other State agencies to utilize programs authorized under existing statutes to achieve that policy and, as part of a public process, issue a joint report to the Legislature by January 1, 2021, and every four years thereafter, that includes specified information relating to the implementation of the policy.

California Building Energy Efficiency Standards (Title 24). The 2019 Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6), commonly referred to as "Title 24," became effective on January 1, 2020. In general, Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. Under 2019 Title 24 standards, nonresidential buildings will use about 30 percent less energy, mainly due to lighting upgrades, when compared to 2016 Title 24 standards.[1] The standards offer developers better windows, insulation, lighting, ventilation systems, and other features that reduce energy consumption in homes and businesses.

California Green Building Standards (CALGreen). California Green Building Standards (CALGreen) is the first-in-the-nation mandatory green buildings standards code. The California Building Standards Commission developed the green building standards in an effort to meet the goals of California's landmark initiative Assembly Bill (AB) 32, which established a comprehensive program of cost-effective reductions of greenhouse gases (GHGs) to 1990 levels by 2020. CALGreen was developed to (1) reduce GHGs from buildings; (2) promote environmentally responsible, cost-effective, healthier places to live and work; (3) reduce energy and water consumption; and (4) respond to the environmental directives of the administration. The 2019 California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as CALGreen, went into effect on January 1, 2020. CALGreen requires that new buildings employ water efficiency and conservation, increase building system efficiencies (e.g.

[1] California Energy Commission, *2019 Building Energy Efficiency* Standards, dated March 2018.

lighting, heating/ventilation and air conditioning [HVAC], and plumbing fixtures), divert construction waste from landfills, and incorporate electric vehicles charging infrastructure. There is growing recognition among developers and retailers that sustainable construction is not prohibitively expensive, and that there is a significant cost-savings potential in green building practices and materials.[2]

California Public Utilities Commission Energy Efficiency Strategic Plan. The CPUC prepared an Energy Efficiency Strategic Plan (Strategic Plan) in September 2008 with the goal of promoting energy efficiency and a reduction in greenhouse gases. In January 2011, a lighting chapter was adopted and added to the Strategic Plan. The Strategic Plan is California's single roadmap to achieving maximum energy savings in the State between 2009 and 2020, and beyond 2020. The Strategic Plan contains the practical strategies and actions to attain significant statewide energy savings, as a result of a year-long collaboration by energy experts, utilities, businesses, consumer groups, and governmental organizations in California, throughout the West, nationally and internationally. The plan includes the following four strategies:

1. All new residential construction in California will be zero net energy by 2020.

2. All new commercial construction in California will be zero net energy by 2030.

3. HVAC will be transformed to ensure that its energy performance is optimal for California's climate.

4. All eligible low-income customers will be given the opportunity to participate in the low-income energy efficiency program by 2020.

California Energy Commission Integrated Energy Policy Report. In 2002, the California State legislature adopted SB 1389, which requires the CEC to develop an Integrated Energy Policy Report (IEPR) every two years. SB 1389 requires the CEC to conduct assessments and forecasts of all aspects of energy industry supply, production, transportation, delivery and distribution, demand, and prices, and use these assessments and forecasts to develop energy policies that conserve resources, protect the environment, ensure energy reliability, enhance the State's economy, and protect public health and safety.

The CEC adopted the 2019 IEPR on February 20, 2020.[3] The 2019 IEPR provides the results of the CEC's assessment of a variety of energy issues facing California and covers a broad range of topics, including implementation of SB 100 (statewide GHG reduction targets), integrated resource planning, distributed energy resources, transportation electrification, solutions to increase resiliency in the electricity sector, energy efficiency, transportation electrification, barriers faced by disadvantaged communities, demand response, transmission, landscape-scale planning, electricity and natural gas demand forecast, transportation energy demand forecast, renewable gas, updates on Southern California's electricity reliability, natural gas outlook, and climate adaptation and resiliency.

Executive Order N-79-20. Executive Order N-79-20, issued September 23, 2020, directs the State to require all new cars and passenger trucks sold in the State to be zero-emission vehicles by 2035. Executive Order N-79-20 further states that all medium- and heavy-duty vehicles sold in the State will be zero-emission by 2045.

[2] U.S. Green Building Council, *Green Building Costs and Savings*, https://www.usgbc.org/articles/green-building-costs-and-savings, accessed October 7, 2020.

[3] California Energy Commission, *2019 Integrated Energy Policy Report*, February 20, 2020, https://efiling.energy.ca.gov/GetDocument.aspx?tn=232922&DocumentContentId=65363, accessed October 8, 2020.

Local

Pico Rivera General Plan. Applicable policies related to energy from the General Plan Environmental Resources Element are listed below.

- **Goal 8.1**: A sustainable community where land use and transportation improvements are consistent with regional planning efforts and adopted plans to reduce dependence on the use of fossil fuels and decrease greenhouse gas emissions.
    - **Policy 8.1-5 Energy Conservation**. Promote energy conservation through:
        - Partnerships with Southern California Edison and Southern California Gas Company programs;
        - Improving the energy efficiency and increasing conservation in existing and new city buildings;
        - Improving energy efficiency of outdoor lighting, including upgrading of city owned street lights, as well as outdoor lighting within parks and municipal parking lots to more energy efficient models;
        - Increasing water efficiency and water conservation in existing city buildings and new development projects; and
        - Providing for renewable energy generation at city facilities with the aim of achieving five percent of city facilities' energy needs with renewable energy generation by 2030.
- **Goal 8.3**: A community with improved energy conservation and efficiency.
    - **Policy 8.3-2 Heat Gain Reduction**. Ensure that site and building designs reduce exterior heat gain and heat island effects (e.g., tree planting, reflective paving materials, covered parking, cool roofs), when feasible.
    - **Policy 8.3-3 Tree Planting**. Continue to provide shade trees along street frontages, and promote planting shade trees on private property.
    - **Policy 8.3-4 Building Orientation**. Encourage building orientations and landscaping designs that promote the use of natural lighting, take advantage of passive summer cooling and winter solar access, and incorporate other techniques to reduce energy demands. Where feasible, place the long access of buildings along an east-west axis.
    - **Policy 8.3-5 Renewable Energy**. Encourage new development to install, and consider providing incentives for, onsite renewable energy systems and facilities (e.g., solar).
    - **Policy 8.3-6 Industrial Users**. Encourage new industrial users to install cogeneration facilities and renewable energy systems such as solar, when economically feasible.
    - **Policy 8.3-7 Energy Efficiency**. Encourage all new development to implement additional energy efficient measures beyond what is required by State law to exceed minimum energy efficiency requirements.

METHODOLOGY

The impact analysis focuses on the three sources of energy that are relevant to the proposed project: electricity, natural gas, and transportation fuel for vehicle trips associated with the project as well as the fuel necessary for project construction. The analysis of electricity/natural gas usage is based on CalEEMod version 2020.4.0 GHG emissions modeling, which quantifies energy use for occupancy. The project's estimated electricity and natural gas consumption is based primarily on CalEEMod's default settings for the County, and consumption factors provided by Southern California Edison (SCE) and the Southern California Gas Company (SoCalGas), who are the electricity and natural gas providers for the City and the project site. The results of the CalEEMod modeling are included in Appendix A, *Air Quality/Greenhouse Gas/Energy Data*. The amount of operational fuel use was estimated using the EMFAC2017 computer program, which provides projections for typical daily fuel (i.e. diesel and gasoline) usage in the County, and the project's annual VMT from the VMT Analysis; refer to Appendix F, *Vehicle Miles Traveled Memorandum/Traffic Operations Report*. The estimated construction fuel consumption is based on the project's construction equipment list timing/phasing, and hours of duration for construction equipment, as well as vendor, hauling, and construction worker trips. The results of EMFAC2017 modeling and construction fuel estimates are included in Appendix A.

CEQA Guidelines Appendix F is an advisory document that assists in determining whether a project will result in the inefficient, wasteful, and unnecessary consumption of energy. The analysis on Impact 4.6(a) relies upon Appendix F of the CEQA Guidelines, which includes the following criteria to determine whether this threshold of significance is met:

- Criterion 1: The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal. If appropriate, the energy intensiveness of materials maybe discussed.
- Criterion 2: The effects of the project on local and regional energy supplies and on requirements for additional capacity.
- Criterion 3: The effects of the project on peak and base period demands for electricity and other forms of energy.
- Criterion 4: The degree to which the project complies with existing energy standards.
- Criterion 5: The effects of the project on energy resources.
- Criterion 6: The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

Quantification of the project's energy usage is presented and addresses Criterion 1. The discussion on construction-related energy use focuses on Criteria 2, 4, and 5. The discussion on operational energy use is divided into transportation energy demand and building energy demand. The transportation energy demand analysis discusses Criteria 2, 3, and 6, and the building energy demand analysis discusses Criteria 2, 3, 4, and 5.

IMPACT ANALYSIS

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. The project's estimated energy consumption is summarized in Table 4.6-1, *Project and Countywide Energy Consumption*. As shown in Table 4.6-1, the project's energy usage would constitute an approximate 0.0031 percent increase over Los Angeles County's typical annual electricity consumption and an approximate 0.0002 percent increase over Los Angeles County's typical annual natural gas consumption. The project's construction and operational vehicle fuel consumption would increase Los Angeles County's consumption by 0.0221 percent and 0.0058 percent, respectively (Criterion 1).

Table 4.6-1
Project and Countywide Energy Consumption

Energy Type	Project Annual Energy Consumption[1]	Los Angeles County Annual Energy Consumption[2]	Percentage Increase Countywide[2]
Electricity Consumption	1,460 MWh	46,556,118 MWh	0.0031%
Natural Gas Consumption	3,119 therms	1,812,591,714 therms	0.0002%
Fuel Consumption			
• Construction Fuel Consumption[3]	134,297 gallons	608,470,142 gallons	0.0221%
• Operational Automotive Fuel Consumption[3]	224,447 gallons	3,873,708,021 gallons	0.0058%

Notes:
1. As modeled in CalEEMod version 2020.4.0.
2. The project increases in electricity and natural gas consumption are compared to the total consumption in Los Angeles County in 2019. The project increases in automotive fuel consumption are compared with the projected Countywide fuel consumption in 2022.
   Los Angeles County electricity consumption data source: California Energy Commission, *Electricity Consumption by County*, http://www.ecdms. energy.ca.gov/elecbycounty.aspx, accessed October 5, 2020.
   Los Angeles County natural gas consumption data source: California Energy Commission, *Gas Consumption by County*, http://www.ecdms.energy. ca.gov/gasbycounty.aspx, accessed October 5, 2020.
3. Project fuel consumption calculated based on CalEEMod results. Countywide fuel consumption is from the California Air Resources Board EMFAC2017 model.

Refer to Appendix A, for assumptions used in this analysis.

Construction-Related Energy

During construction, the project would consume energy in two general forms: (1) the fuel energy consumed by construction vehicles and equipment; and (2) bound energy in construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Fossil fuels for construction vehicles and other energy-consuming equipment would be used during grading, building construction, paving, and architectural coating. As indicated in Table 4.6-1, the overall fuel consumption during project construction would be 134,297 gallons, which would result in a nominal increase (0.0221 percent) in fuel use in the County. As such, project construction would have a minimal effect on the local and regional energy supplies and would not require additional capacity (Criterion 2).

Some incidental energy conservation would occur during construction through compliance with State requirements that equipment not in use for more than five minutes be turned off (i.e., Title 13, California Code of Regulations Section 2485). Project construction equipment would also be required to comply with the latest U.S. EPA and CARB engine emissions standards. These emissions standards require highly efficient combustion systems that maximize fuel efficiency and

reduce unnecessary fuel consumption. In addition, because the cost of fuel and transportation is a significant aspect of construction budgets, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction (Criterion 4).

Substantial reductions in energy inputs for construction materials can be achieved by selecting building materials composed of recycled materials that require substantially less energy to produce than nonrecycled materials.[4] It is reasonable to assume that production of building materials such as concrete, steel, etc., would employ all reasonable energy conservation practices in the interest of minimizing the cost of doing business. It is noted that construction fuel use is temporary and would cease upon completion of construction activities. There are no unusual project characteristics that would necessitate the use of construction equipment, or building materials, or methods that would be less energy efficient than at comparable construction sites in the region or State. Therefore, fuel energy and construction materials consumed during construction would not represent a significant demand on energy resources (Criterion 5).

Therefore, construction energy use would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature. A less than significant impact would occur in this regard.

Operational Energy

Transportation Energy Demand

Pursuant to the federal Energy Policy and Conservation Act of 1975, the National Highway Traffic and Safety Administration is responsible for establishing additional vehicle standards and for revising existing standards. Compliance with federal fuel economy standards is not determined for each individual vehicle model. Rather, compliance is determined based on each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the United States. Table 4.6-1 provides an estimate of the daily fuel consumed by vehicles traveling to and from the project site. As indicated in Table 4.6-1, project operations are estimated to consume approximately 224,447 gallons of fuel per year, which would increase Countywide automotive fuel consumption by 0.0058 percent. The project does not propose any unusual features that would result in excessive long-term operational fuel consumption (Criterion 2).

The key drivers of transportation-related fuel consumption for the proposed project are medium- and heavy-duty trucks traveling to and from the project site. At the time of this analysis, the future tenant of the project is unknown. Therefore, it has not been determined if the ultimate tenant will operate its own fleet and most warehouse operators have no control over the trucks entering and exiting their facilities. Consequently, it is infeasible to require trucks with particular emission profiles (e.g., zero-emission [ZE], near-zero-emission [NZE], or 2010 or beyond model year trucks) to visit the project site. Notwithstanding, the project's fleet vehicles would comply with State fuel efficiency standards.

The project would also consume fuel in the form of employees driving to and from the project site. However, employee commuting factors are outside of the scope of the design of the proposed industrial development. Notwithstanding, the project would include installation of electric vehicle (EV) charging stations and a total of 36 parking spaces designated for clean air vehicles, in compliance with CALGreen Code. This requirement would encourage and support the use of electric vehicles and thus reduce the petroleum fuel consumption (Criterion 4 and Criterion 6).

Therefore, fuel consumption associated with vehicle trips generated by the project would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. A less than significant impact would occur in this regard.

[4] California Department of Resources Recycling and Recovery, *Green Building Materials*, https://www.calrecycle.ca.gov/greenbuilding/materials#Material, accessed October 5, 2020.

Building Energy Demand

The CEC developed 2018 to 2030 forecasts for energy consumption and peak demand in support of the 2017 IEPR for each of the major electricity and natural gas planning areas and the State based on the economic and demographic growth projections.[5] CEC forecasts that the statewide annual average growth rates of energy demand between 2016 and 2030 would be 0.99 percent to 1.59 percent for electricity and 0.25 percent to 0.77 percent for natural gas.[6] As shown in Table 4.6-1, operational energy consumption of the project would represent approximately 0.0031 percent increase in electricity consumption and 0.0002 percent increase in natural gas consumption over the current Countywide usage, which would be significantly below CEC's forecasts and the current Countywide usage. Therefore, the project would be consistent with the CEC's energy consumption forecasts. As such, the project would not require additional energy capacity or supplies (Criterion 2). Additionally, the project would consume energy during the same time periods as other industrial developments and would consume energy evenly throughout the day. As a result, the project would not result in unique or more intensive peak or base period electricity demand (Criterion 3).

The proposed project would be required to comply with 2019 Title 24, which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. Implementation of the 2019 Title 24 standards significantly reduces energy usage (30 percent compared to the 2016 Title 24 standards). The Title 24 Building Energy Efficiency Standards are updated every 3-year and become more stringent between each update, therefore, complying with the latest 2019 Title 24 standards would make the proposed project more energy efficient than existing buildings built under the earlier versions of the Title 24 standards. Compliance with 2019 Title 24 standards would also ensure the project would be consistent with General Plan Goal 8.1 (Policy 8.1-5) and Goal 8.3 (Policies 8.3-4, 8.3-5, 8.3-6, and 8.3-7), by incorporating sustainable building design features (Criterion 4).

Furthermore, the electricity provider, SCE, is subject to California's Renewables Portfolio Standard (RPS) reflected in SB 100. The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020 and to 60 percent of total procurement by 2030. Renewable energy is generally defined as energy that comes from resources which are naturally replenished within a human timescale such as sunlight, wind, tides, waves, and geothermal heat. The increase in reliance of such energy resources further ensures that new development projects will not result in the waste of the finite energy resources (Criterion 5).

Therefore, the project would not cause wasteful, inefficient, and unnecessary consumption of building energy during project operation, or preempt future energy development or future energy conservation. A less than significant impact would occur.

Mitigation Measures: No mitigation is required.

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

Less than Significant Impact. The City currently does not have a plan pertaining to renewable energy or energy efficiency. The applicable State plans and policies for renewable energy and energy efficiency include the 2019 Title 24 standards, CALGreen Code, CPUC's Energy Efficiency Strategic Plan, CEC's 2019 IEPR, and Executive Order N-79-20. The project would be required to comply with the latest Title 24 and CALGreen standards pertaining to building energy efficiency. Compliance with 2019 Title 24 standards and 2019 CALGreen Code would ensure the project incorporates energy-efficient windows, insulation, lighting, and ventilation systems, which are consistent with the Energy Efficiency Strategic Plan strategies, the IEPR building energy efficiency recommendations, and General Plan

[5] California Energy Commission, *California Energy Demand 2018-2030 Revised Forecast*, February 2018. Annual average growth rates of electricity demand and natural gas per capita demand are shown in Table 1 and Table 3, respectively.

[6] Ibid.

Goal 8.1 (Policy 8.1-5) and Goal 8.3 (Policies 8.3-4, 8.3-5, 8.3-6, and 8.3-7), as well as water-efficient fixtures and EV charging infrastructure. Additionally, shade trees would be planted throughout the project site, including street frontages, which would ensure consistency with General Plan Goal 8.3 (Policies 8.3-2 and 8.3-3). Further, per the RPS, the project would utilize electricity provided by SCE that is composed of 36 percent renewable energy as of 2018 and would achieve at least 60 percent renewable energy by 2030. Because the project's energy consumption would be significantly less than the existing regional (County) level, the project would be consistent with energy reduction targets identified in statewide plans and programs, such as the Energy Efficiency Strategic Plan and the IEPR. Therefore, the proposed project would be consistently associated with renewable energy or energy efficiency plans and impacts would be less than significant.

Mitigation Measures: No mitigation is required.

4.7 GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1) 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.			✓	
2) Strong seismic ground shaking?		✓		
3) Seismic-related ground failure, including liquefaction?		✓		
4) Landslides?			✓	
b. Result in substantial soil erosion or the loss of topsoil?			✓	
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?		✓		
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?				✓
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				✓
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		✓		

This section is generally based on the *Geotechnical Investigation Proposed Commercial/Industrial Development* (Geotechnical Report) prepared by Southern California Geotechnical, dated June 4, 2020; refer to Appendix D, *Geotechnical Analysis*.

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less Than Significant Impact. Southern California, including the project area, is subject to the effects of seismic activity due to the active faults that traverse the region. Active faults are defined as those that have experienced surface displacement within Holocene time (approximately the last 11,000 years) and/or are in a State-designated Alquist-Priolo Earthquake Fault Zone.

Based on the Geotechnical Report prepared for the project, the project site is not located within an Alquist-Priolo Earthquake Fault Zone and the possibility of significant fault rupture on the site is low. Thus, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.

2) Strong seismic ground shaking?

Less Than Significant Impact With Mitigation Incorporated. Southern California has numerous active seismic faults subjecting residents to potential earthquake and seismic-related hazards. Seismic activity poses two types of potential hazards for residents and structures, categorized either as primary or secondary hazards. Primary hazards include ground rupture, ground shaking, ground displacement, subsidence, and uplift from earth movement. Primary hazards can also induce secondary hazards such as ground failure (lurch cracking, lateral spreading, and slope failure), liquefaction, water waves (seiches), movement on nearby faults (sympathetic fault movement), dam failure, and fires. Both primary and secondary hazards pose a threat to the community as a result of the project's proximity to active regional faults.

The region surrounding the Pico Rivera area is characterized by relatively high seismic activity. The greatest damage from earthquakes results from ground shaking. Ground shaking is generally most severe near quake epicenters and generally become weaker further out from the epicenter. Based on the General Plan, faults most likely to impact the City as a result of seismic activity include the San Andreas, the Sierra Madre, and the Raymond Hill faults. The Whittier Fault is the closest major fault to the project site (along which historic [1987] displacement has occurred), which is located approximately .70 mile east of the project site. As such, the project site may be subject to strong seismic shaking during a seismic event, as is the case with the vast majority of areas of southern California.

The proposed project involves construction of a warehouse, print shop, associated parking and circulation improvements. Due to the location of the project site, which is within seismically-active region, there is potential for seismic ground shaking. However, building and structures that would be constructed for the project would be subject to Chapter 15.42 (Referenced Standards Code) of Title 15 (Buildings and Construction), of the Pico Rivera Municipal Code, in addition to the California Building Code (CBC) in order to minimize hazards during a seismic event. The CBC includes standards related to soils and foundations, structural design, building materials, and structural testing and inspections. Mitigation Measure GEO-1 would require the project applicant to prepare a design-level geotechnical report that addresses seismic design parameters consistent with the Municipal Code and CBC standards and regulations. The design measures would maximize structural stability in the event of an earthquake. Thus, upon implementation of Mitigation Measure GEO-1, impacts would be less than significant.

Mitigation Measures:

GEO-1 Prior to issuance of building permits and subject to Site Plan Review, the project applicant shall prepare a site-specific design-level geotechnical/soils report which addresses structural and geotechnical conditions at the project site that shall be subject to review and approval by the City of Pico Rivera City Engineer. The geotechnical report shall address soil stability, including liquefaction, and shall address potential impacts during earthquakes. Additionally, the City of Pico Rivera City Engineer shall ensure that all improvements conform to existing building requirements of the California Building Code (CBC) in order to minimize the potential for damage and major injury during a seismic event. The geotechnical/soils report shall include specific design measures, which are based on the determination of Site Classification and Seismic Design Categories, specific to the project site. Moreover, design and construction of the proposed project shall comply with existing City standards, including Chapter 15.42 (Referenced Standards Code) of Title 15 (Buildings and Construction), of the Pico Rivera Municipal Code.

3) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact With Mitigation Incorporated. Liquefaction of cohesionless soils can be caused by strong vibratory motion due to earthquakes. Liquefaction is characterized by a loss of shear strength in the affected soil layers, thereby causing the soils to behave as a viscous liquid. Susceptibility to liquefaction is based on geologic and geotechnical data. River channels and floodplains are considered most susceptible to liquefaction, while alluvial fans have a lower susceptibility. Depth to groundwater is another important element in the susceptibility to liquefaction.

Groundwater shallower than 30 feet results in high to very high susceptibility to liquefaction, while deeper water results in low and very low susceptibility.

Subsurface exploration was conducted as part of the analysis for the Geotechnical Report, which consisted of eight borings. Based on the Geotechnical Report, a potentially liquefiable soil stratum was encountered at Boring No. B-1 (located near the northwest corner of the proposed warehouse facility) that consists of a medium dense low-plasticity silt stratum. Since the project site is located within a liquefaction potential area, the project would be required to comply with Mitigation Measure GEO-1. As stated above, this measure would require the applicant to prepare a site-specific design level geotechnical report that addresses geotechnical conditions at the project site and ensures compliance with the Municipal Code and CBC. The design measures are intended to maximize structural stability in the event of liquefaction hazards. Adherence to these existing building requirements and Mitigation Measure GEO-1 would minimize risks related to liquefaction to a less than significant level.

Mitigation Measures: Refer to Mitigation Measure GEO-1.

4) Landslides?

Less Than Significant Impact. Landslides are a geologic hazard, with some moving slowly and causing damage gradually, and others moving rapidly and causing unexpected damage. Gravity is the force driving landslide movement. Factors that commonly allow the force of gravity to overcome the resistance of earth material to landslide movement include saturation by water, steepening of slopes by erosion or construction, alternate freezing or thawing, and seismic shaking.

Based on the Geotechnical Report, project site topography ranges from approximately 220 feet above mean sea level (msl) in the north corner of the project site to 192 feet msl in the southwest corner of site. The northwestern portion of the site slopes towards the concrete lined drainage swale at a gradient of approximately 6 to 10 percent. A slope is present in the central and northern portions of the site. This slope possesses an inclination with a ratio of approximately 2 horizontal to 1 vertical (2h:1v) and descends downward toward the western and northern property lines. The slope ranges in height between 3 and 16 feet, increasing in the northern portion of the site. The remaining areas of the site generally slope downward to the southeast at a gradient of approximately 6 percent. Based on the relatively flat topography, the possibility for landslides is extremely remote. Therefore, there would be a less than significant impact associated with the exposure of people or structures to potential substantial adverse effects involving landslides.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. The primary concern in regards to soil erosion or loss of topsoil would be during the construction phase of the project. Grading and earthwork activities associated with project construction activities would expose soils to potential short-term erosion by wind and water. All demolition and construction activities for the project would be subject to compliance with the CBC. Further, the project would be subject to compliance with the requirements set forth in the National Pollutant Discharge Elimination System (NPDES) Storm Water General Construction Permit for construction activities; refer to Response 4.10(a). The NPDES Storm Water General Construction Permit requires preparation of a Storm Water Pollution Prevention Plan (SWPPP), which would identify specific erosion and sediment control Best Management Practices (BMPs) that would be implemented to protect storm water runoff during construction activities. Compliance with the CBC and NPDES requirements would minimize effects from erosion and ensure consistency with the RWQCB Water Quality Control Plan. Following compliance with Municipal Code, CBC, and NPDES requirements, project implementation would result in a less than significant impact regarding soil erosion.

Mitigation Measures: No mitigation is required.

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 an on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less Than Significant Impact With Mitigation Incorporated. The proposed project site is located within a seismically-active area. As stated within Response 4.7(a)(3), impacts related to liquefaction would be mitigated to a less than significant level with compliance with the CBC and Mitigation Measure GEO-1 and as demonstrated in Response 4.7(a)(4), the project site would not be subject to earthquake-induced landslides.

Due to soil composition and subsurface conditions encountered at the boring locations, on-site soil could become unstable and result in settlement, subsidence, and/or lateral spreading. However, the project would be required to comply with Mitigation Measure GEO-1 and all new structures would conform to existing Municipal Code and CBC requirements in order to minimize the potential for hazards due to unstable soils. With compliance with the CBC and Mitigation Measure GEO-1, impacts in this regard would be reduced to less than significant levels.

Mitigation Measures: Refer to Mitigation Measure GEO-1.

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?

No Impact. Expansive soils are defined as soils possessing clay particles that react to moisture changes by shrinking (when dry) or swelling (when wet). According to the Geotechnical Report, the near-surface soils on-site generally consist of sands, and silty sands, and sandy silts. Based on their composition and lack of any appreciable plasticity, these soils are considered to be non-expansive. Thus, no impacts would occur in this regard.

Mitigation Measures: Refer to Mitigation Measure GEO-1.

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. No septic tanks or alternative wastewater disposal systems would be constructed as part of the project. No impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact With Mitigation Incorporated. Based on the Cultural Assessment prepared for the project, no previous fossil localities have been recorded and no paleontological resources were observed on-site. However, the project site is mapped entirely as middle to late Pleistocene old alluvial fan deposits and localities are known to occur from the same sediment near the project site.

Based on the Cultural Assessment, middle to late Pleistocene older alluvium sediments that occur less than eight feet below the modern surface are assigned a low potential for fossils due to the lack of fossils in these deposits. More than eight feet below the modern surface, these sediments are assigned a moderate potential for fossils due to similar deposits producing fossils at that depth near the project site. As such, Mitigation Measure GEO-2 recommends paleontological monitoring for excavations that are more than eight feet below the ground surface, into native sediments. Drilling or pile driving activities, regardless of depth, have a low potential to produce fossils meeting significance criteria because any fossils brought up by the auger during drilling would not have information regarding formation, depth, or context. The only instance in which such fossils would meet significance criteria is if the fossil is a species new to the region. If unanticipated fossil discoveries are made, all work must halt within 25 feet until a

qualified paleontologist can evaluate the find. Work may resume immediately outside of the 25-foot radius. With implementation of Mitigation Measure GEO-2, impacts would be reduced to a less than significant level.

Mitigation Measures:

GEO-2 Prior to the start of ground-disturbing activities, a professional paleontologist who meets the qualification standards of the Society of Vertebrate Paleontology (project paleontologist) shall be retained to provide paleontological monitoring assistance, and this requirement shall be indicated on project plans and specifications. Construction monitoring shall be conducted by a qualified paleontological monitor overseen by the project paleontologist. Monitoring shall entail the visual inspection of excavated areas greater than eight feet below the ground surface (bgs) during project-related ground-disturbing activities.

Daily monitoring activities shall be documented on field forms accompanied with photographs of activities as well as photographs of soils, sediments, and fossils, if any. In the event a potentially significant paleontological resource is encountered during ground-disturbing activities, the contractor shall stop construction within 25 feet of the discovery and the project paleontologist shall evaluate the significance of the resource. Additional recommendations may be made at that time. If the resource is found to be significant, the paleontologist shall systematically remove it from the site for laboratory preparation, which may entail the stabilization of the resource with glues and consolidants, as needed, and separation from sedimentary matrix, if necessary. Following laboratory preparation, the resource would be identified to the lowest taxonomic level, cataloged, and inventoried in anticipation of curation. All collected and prepared resources would be curated and stored in an accredited repository, such as the Natural History Museum of Los Angeles County or the Western Science Center of Hemet.

At the conclusion of all construction monitoring for the project, the project paleontologist shall prepare a report summarizing the monitoring efforts and results, including documentation of paleontological discoveries, if any. A final copy of the report shall be provided to the City of Pico Rivera and the accredited repository.

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4.8 GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			✓	
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			✓	

Global Climate Change

California is a substantial contributor of global GHGs, emitting over 420 million metric tons of carbon dioxide equivalent ($MTCO_2e$) per year.[1] Methane (CH_4) is also an important GHG that potentially contributes to global climate change. GHGs are global in their effect, which increases the Earth's ability to absorb heat in the atmosphere. As primary GHGs have a long lifetime in the atmosphere, accumulate over time, and are generally well-mixed, their impact on the atmosphere is mostly independent of the point of emission. Every nation emits GHGs and as a result makes an incremental cumulative contribution to global climate change; therefore, global cooperation is required to reduce the rate of GHG emissions enough to slow or stop the human-caused increase in average global temperatures and associated changes in climatic conditions.

The impact of human activities on global climate change is apparent in the observational record. Air trapped by ice has been extracted from core samples taken from polar ice sheets to determine the global atmospheric variation of carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O) from before the start of industrialization (approximately 1750), to over 650,000 years ago. For that period, it was found that CO_2 concentrations ranged from 180 to 300 parts per million (ppm). For the period from approximately 1750 to the present, global CO_2 concentrations increased from a pre-industrialization period concentration of 280 to 379 ppm in 2005, with the 2005 value far exceeding the upper end of the pre-industrial period range. As of May 2020, the highest monthly average concentration of CO_2 in the atmosphere was recorded at 417 ppm.[2]

Regulatory Framework

The Intergovernmental Panel on Climate Change (IPCC) constructed several emission trajectories of GHGs needed to stabilize global temperatures and climate change impacts. It concluded that a stabilization of GHGs at 400 to 450 ppm carbon dioxide equivalent (CO_2e)[3] concentration is required to keep global mean warming below two degrees Celsius (^oC), which in turn is assumed to be necessary to avoid dangerous climate change.

Various Statewide and local initiatives to reduce the State's contribution to GHG emissions have raised awareness that, even though the various contributors to and consequences of global climate change are not yet fully understood, global climate change is under way, and there is a real potential for severe adverse environmental, social, and economic effects in the long term. Every nation emits GHGs and as a result makes an incremental cumulative contribution to global climate change; therefore, global cooperation is necessary to reduce the rate of GHG emissions enough to slow or stop the human-caused increase in average global temperatures and associated changes in climatic conditions.

[1] California Air Resources Board, *California Greenhouse Gas Emissions for 2000 to 2017,* https://ww3.arb.ca.gov/cc/inventory/pubs/reports/2000_2017/ghg_inventory_trends_00-17.pdf, accessed September 30, 2020.

[2] Scripps Institution of Oceanography, *Carbon Dioxide Concentration at Mauna Loa Observatory*, https://scripps.ucsd.edu/programs/keelingcurve/, accessed September 30, 2020.

[3] Carbon Dioxide Equivalent (CO_2e) – A metric measure used to compare the emissions from various greenhouse gases based upon their global warming potential.

Assembly Bill 32 (California Global Warming Solutions Act of 2006). California passed the California Global Warming Solutions Act of 2006 (AB 32; California Health and Safety Code, Sections 38500 - 38599). AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and establishes a cap on Statewide GHG emissions. AB 32 requires that Statewide GHG emissions be reduced to 1990 levels by 2020. AB 32 specifies that regulations adopted in response to AB 1493 should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then CARB should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

Executive Order S-3-05. Executive Order S-3-05 set forth a series of target dates by which Statewide emissions of GHGs would be progressively reduced, as follows:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

Executive Order N-79-20. Executive Order N-79-20, issued September 23, 2020, directs the State to require all new cars and passenger trucks sold in the State to be zero-emission vehicles by 2035. Executive Order N-79-20 further states that all medium- and heavy-duty vehicles sold in the State will be zero-emission by 2045.

Senate Bill 32. Signed into law on September 2016, SB 32 codifies California's 2030 GHG reduction target of 40 percent below 1990 levels by 2030. The bill authorizes CARB to adopt an interim GHG emissions level target to be achieved by 2030.

California Building Energy Efficiency Standards (Title 24). In general, Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. Under the 2019 Title 24 standards, nonresidential buildings would use about 30 percent less energy (mainly due to lighting upgrades) when compared to 2016 Title 24 standards.[4] The standards require installation of energy efficient windows, insulation, lighting, ventilation systems, and other features that reduce energy consumption in homes and businesses.

CARB Scoping Plan. On December 11, 2008, CARB adopted the *Climate Change Scoping Plan* (Scoping Plan), which functions as a roadmap to achieve GHG reductions in California required by AB 32 through subsequently enacted regulations. The Scoping Plan contains the main strategies California implement; to reduce CO_2e emissions by 174 million metric tons (MT), or approximately 30 percent, from the State's projected 2020 emissions level of 596 million $MTCO_2e$ under a business as usual (BAU)[5] scenario. This is a reduction of 42 million $MTCO_2e$, or almost ten percent, from 2002 to 2004 average emissions, but requires the reductions in the face of population and economic growth through 2020.

The Scoping Plan calculates 2020 BAU emissions as the emissions that would be expected to occur in the absence of any GHG reduction measures. The 2020 BAU emissions estimate was derived by projecting emissions from a past baseline year using growth factors specific to each of the different economic sectors (e.g., transportation, electrical power, commercial and residential, industrial, etc.). CARB used three-year average emissions, by sector, for 2002 to 2004 to forecast emissions to 2020. The measures described in the Scoping Plan are intended to reduce the projected 2020 BAU to 1990 levels, as required by AB 32.

[4] California Energy Commission, *2019 Building Energy Efficiency Standards*, dated March 2018.

[5] "Business as Usual" refers to emissions that would be expected to occur in the absence of GHG reductions; refer to http://www.arb.ca.gov/cc/inventory/data/bau.htm. Note that there is significant controversy as to what BAU means. In determining the GHG 2020 limit, CARB used the above as the "definition." It is broad enough to allow for design features to be counted as reductions.

AB 32 requires CARB to update the Scoping Plan at least once every five years. CARB adopted the first major update to the Scoping Plan on May 22, 2014. The 2014 Scoping Plan identifies the actions California had already taken to reduce GHG emissions and focused on areas where further reductions could be achieved to help meet the 2020 target established by AB 32. The 2014 Scoping Plan update also looked beyond 2020 toward the 2050 goal, established in Executive Order S-3-05, and observed that "a mid-term statewide emission limit will ensure that the State stays on course to meet our long-term goal."

In December 2017, CARB approved the *California's 2017 Climate Change Scoping Plan: The Strategy for Achieving California's 2030 Greenhouse Gas Target* (2017 Scoping Plan). This update focuses on implementation of a 40 percent reduction in GHGs by 2030 compared to 1990 levels. To achieve this, the updated 2017 Scoping Plan draws on a decade of successful programs that address the major sources of climate changing gases in every sector of the economy.

Southern California Association of Governments. On September 3, 2020, SCAG adopted the 2020–2045 RTP/SCS. The SCS portion of the 2020-2045 RTP/SCS highlights strategies for the region to reach the regional target of reducing GHGs from autos and light-duty trucks by 8 percent per capita by 2020, and 19 percent by 2035 (compared to 2005 levels). Specifically, these strategies are:

- Focus growth near destinations and mobility options;
- Promote diverse housing choices;
- Leverage technology innovations;
- Support implementation of sustainability policies; and
- Promote a green region.

Furthermore, the 2020-2045 RTP/SCS discusses a variety of land use tools to help achieve the state-mandated reductions in GHG emissions through reduced per capita VMT. Some of these tools include center focused placemaking, focusing on priority growth areas, job centers, transit priority areas, as well as high quality transit areas and green regions.

Pico Rivera General Plan. The Environmental Resources Element of the General Plan has identified the following applicable goals and policies aimed at GHG reduction in the City.

- **Goal 8.1**: A sustainable community where land use and transportation improvements are consistent with regional planning efforts and adopted plans to reduce dependence on the use of fossil fuels and decrease greenhouse gas emissions.
    - **Policy 8.1-2 Gateway Cities SCS**. Continue to implement sustainable strategies identified in, and maintain consistency with, the Gateway Cities Council of Governments 2012 Subregional Sustainable Communities Strategy and updated versions incorporated into SCAG's RTP/SCS.
    - **Policy 8.1-3 Environmental Integrity**. Foster sustainable living by reducing community dependency of fossil fuels and other non-renewable resources, minimizing air pollutant and GHG emissions, retaining existing open space lands, and restoring habitat areas along the Rio Hondo and San Gabriel Rivers.
    - **Policy 8.1-4 Efficient Land Use Patterns**. Promote efficient land use patterns and compact development that supports widespread walkability and bicycle use, providing for a modest and

incremental overall increase in community development intensity that complements the existing community fabric by:

  - Encouraging infill and redevelopment of vacant and underutilized sites;
  - Facilitating the development of engaging and livable streetscapes characterized by benches, vegetation-appropriate architecture, and pedestrian/bicycle linkages.
  - Providing opportunities for non-motorized transportation and linkages between new development and transit.

- **Policy 8.1-7 Solid Waste Management**. Practice and promote responsible waste management with the aim of exceeding mandated waste diversion targets when economically feasible to do so.

- **Goal 8.2:** Continued improvement in local and regional air quality with reduced greenhouse gas emissions to maintain the community's health.

  - **Policy 8.2-2 GHG Reduction Measures**. Reduce greenhouse gas emissions in the City and the region through the following measures including, but not limited to:

    - Implementing land use patterns that reduce automobile dependency by increasing housing and employment densities within mixed use settings and transit-oriented developments;
    - Reducing the number of vehicular miles traveled through implementation of Transportation Demand Management Programs;
    - Encouraging the use of alternative modes of transportation by supporting transit facility and service expansion, expanding bicycle routes and improving bicycle facilities, and improving pedestrian facilities;
    - Increasing building energy efficiency through site design, building orientation, landscaping, and incentive/rebate programs;
    - Implementing water conservation measures;
    - Requiring the use of drought-tolerant landscaping; and
    - Increasing solid waste diversion through recycling efforts.

  - **Policy 8.2-10 Employers**. Encourage employers to allow flexible work hours and telecommuting where feasible, and to provide incentives for employee use of public transit, biking, walking, and carpooling for home to work commutes.

  - **Policy 8.2-13 Contractor Preference**. Give preference to contractors that commit to apply methods to minimize greenhouse gas emissions in building construction and operations, such as the use of low or zero-emission vehicles and equipment.

  - **Policy 8.2-18 Electric Vehicles**. Encourage provision of or readiness for charging stations and related infrastructure for electric vehicles within new development and redevelopment proposals and within City operations.

Thresholds of Significance

The following thresholds of significance are based on CEQA Guidelines Appendix G. For the purposes of this analysis, implementation of the proposed project would be considered to have a significant impact on GHG emissions if it would do any of the following:

1. Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.

2. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

The City currently does not have thresholds of significance for GHG emissions. However, the SCAQMD has adopted a threshold to address significance of GHG emissions from industrial projects: 10,000 metric tons of CO_2e per year.[6] Thus, the 10,000 $MTCO_2e$ per year threshold has been selected as the significance threshold, as it is most applicable to the proposed project for the current analysis. The 10,000 $MTCO_2e$ per year threshold is used in addition to the qualitative thresholds of significance set forth above from Appendix G to the CEQA Guidelines.

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

Less Than Significant Impact.

Project-Related Sources of Greenhouse Gases

The proposed project would result in direct and indirect emissions of CO_2, CH_4, and N_2O, and would not result in other GHGs that would facilitate a meaningful analysis. Therefore, this analysis focuses on these three forms of GHG emissions. Direct project-related GHG emissions include emissions from construction/operational activities, while indirect sources include emissions from electricity consumption. The proposed project would include construction of a warehousing/distribution building and a print shop facility. The CalEEMod version 2020.4.0 was utilized to calculate the project's construction and operational GHG emissions. Due to the nature of the proposed on-site uses (warehouse and print shop facility), the TIA prepared for the project (refer to Appendix F, *Vehicle Miles Traveled Memorandum/Traffic Operations Report*) provided separate fleet mixes and trip generation rates for both proposed land uses. As such, CalEEMod run was adjusted to accurately model the different fleet mixes and total daily trips between each proposed land uses within the project. The CalEEMod outputs are contained within the Appendix A, *Air Quality/Greenhouse Gas /Energy Data*.

Table 4.8-1, *Estimated Greenhouse Gas Emissions*, presents the estimated CO_2, CH_4, and N_2O emissions of the proposed project.

[6] South Coast Air Quality Management District, *South Coast AQMD Air Quality Significance Thresholds*, revised April 2019, http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf, accessed September 30, 2020.

Table 4.8-1
Greenhouse Gas Emissions

Source	CO_2	CH_4		N_2O		Total Metric Tons of CO_2e
	Metric Tons/yr[1]	Metric Tons/yr[1]	Metric Tons of CO_2e[2]	Metric Tons/yr[1]	Metric Tons of CO_2e[2]	
Direct Emissions						
• Construction • (total of 2,207.84 $MTCO_2e$ amortized over 30 years)	72.13	0.01	0.28	<0.01	1.18	73.59
• Area Source	0.02	0.00	0.00	0.00	0.00	0.02
• Mobile Source	1,649.07	0.06	1.61	0.17	49.29	1,699.97
Total Direct Emissions[3]	***1,721.22***	***0.08***	***1.89***	***0.17***	***50.47***	***1,773.58***
Indirect Emissions						
• Energy	275.54	0.02	0.56	<0.01	0.88	276.98
• Solid Waste Generation	34.43	2.03	50.87	0.00	0.00	85.30
• Water Demand	179.14	2.18	54.39	0.05	15.70	249.23
Total Indirect Emissions[3]	***489.11***	***4.23***	***105.82***	***0.06***	***16.58***	***611.51***
Total Project-Related Emissions[3]	***2,385.09 $MTCO_2e$/year***					
GHG Emissions Threshold	***10,000.00 $MTCO_2e$/year***					
GHG Emissions Exceed Threshold?	***No***					

Notes:
1. Emissions calculated using California Emissions Estimator Model Version 2020.4.0 (CalEEMod) computer model.
2. CO_2 Equivalent values calculated using the EPA Website, *Greenhouse Gas Equivalencies Calculator*, http://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator, accessed September 2020.
3. Totals may be slightly off due to rounding.
4. Emission reductions applied in the CalEEMod model include regulatory requirements such as compliance with the 2019 Title 24 Building Standards Code and the 2019 CALGreen Code. These mandatory regulatory requirements would include high efficiency lighting, low flow plumbing fixtures, solid waste diversion, and electricity from renewable energy sources.

Refer to Appendix A, for detailed model input/output data.

Direct Project-Related Sources of Greenhouse Gases

- *Construction Emissions.* Construction GHG emissions are typically summed and amortized over the lifetime of the project (assumed to be 30 years), then added to the operational emissions.[7] As shown in Table 4.8-1, the proposed project would result in 73.59 $MTCO_2e$ per year (amortized over 30 years), which represents a total of 2,207.84 $MTCO_2e$ from construction activities.

- *Area Source.*[8] Area source emissions were calculated using CalEEMod and project-specific land use data. As noted in Table 4.8-1, the proposed project would result in 0.02 $MTCO_2e$ per year of area source GHG emissions.

- *Mobile Source.*[9] The CalEEMod model relies upon trip data within the TIA and project-specific land use data to calculate mobile source emissions. Due to the nature of the proposed on-site uses (warehouse and print shop facility), the TIA provided separate fleet mixes and trip generation rates for both proposed land uses. According to the TIA, the project would generate approximately 808 total daily trips. The project fleet mixe

[7] The project lifetime is based on the standard 30-year assumption of the South Coast Air Quality Management District (SCAQMD). SCAQMD, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #13,* August 26, 2009.

[8] Area sources are defined by the SCAQMD as smaller sources of pollution (e.g., water heaters, gas furnaces, fireplaces, woodstoves, architectural coatings) that are typically associated with homes and non-industrial sources.

[9] Mobile sources are defined by SCAQMD as moving sources of air pollution such as automobiles, motorcycles, trucks, off-road vehicles, boats and airplanes.

and trip generation rates were applied in CalEEMod. The project would directly result in 1,699.97 $MTCO_2e$ per year of mobile source-generated GHG emissions; refer to Table 4.8-1.

Indirect Project-Related Source of Greenhouse Gases

- *Energy Consumption*. Electricity would be provided to the project site by SCE. The project would indirectly result in 276.98 $MTCO_2e$ per year due to energy consumption; refer to Table 4.8-1.

- *Water Demand*. The project operations would result in a demand of approximately 68.82 million gallons of water per year. Emissions from indirect energy impacts due to water supply would result in 249.23 $MTCO_2e$ per year; refer to Table 4.8-1.

- *Solid Waste*. Solid waste associated with operations of the proposed project would result in 85.30 $MTCO_2e$ per year; refer to Table 4.8-1.

Total Project-Related Sources of Greenhouse Gases

As shown in Table 4.8-1, the total amount of proposed project related GHG emissions from direct and indirect sources combined would total 2,385.09 $MTCO_2e$ per year, which is below the SCAQMD GHG threshold of 10,000 $MTCO_2e$ per year. Thus, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. The City has not adopted a Climate Action Plan (CAP) or any other plan for the purpose of reducing GHG emissions. Thus, the GHG plan consistency for this project is based off the project's consistency with the General Plan, 2020-2045 RTP/SCS, and CARB's 2017 Scoping Plan.

Project Consistency with the Pico Rivera General Plan

The Environmental Resources Element of the City's General Plan has identified goals and policies aimed at GHG reduction in the City. As shown in Table 4.8-2, *Project Consistency with the Pico Rivera General Plan*, the project would be consistent with the GHG reduction goals and objectives of the General Plan.

Table 4.8-2
Project Consistency with the Pico Rivera General Plan

Goals and Policies	Project Consistency Analysis
Goal 8.1: A sustainable community where land use and transportation improvements are consistent with regional planning efforts and adopted plans to reduce dependence on the use of fossil fuels and decrease greenhouse gas emissions.	
Policy 8.1-2: Gateway Cities SCS. Continue to implement sustainable strategies identified in, and maintain consistency with, the Gateway Cities Council of Governments 2012 Subregional Sustainable Communities Strategy and updated versions incorporated into SCAG's RTP/SCS.	**Consistent.** As shown in Table 4.8-3, *Project Consistency with the 2020-2045 RTP/SCS*, the project would be consistent with the 2020-2045 RTP/SCS reduction strategies.

Table 4.8-2 (continued)
Project Consistency with the Pico Rivera General Plan

Goals and Policies	Project Consistency Analysis
Policy 8.1-3: Environmental Integrity. Foster sustainable living by reducing community dependency of fossil fuels and other non-renewable resources, minimizing air pollutant and GHG emissions, retaining existing open space lands, and restoring habitat areas along the Rio Hondo and San Gabriel Rivers.	**Consistent.** The electricity provider for the project site, SCE, is subject to SB 100 and the California's RPS. SB 100 requires that retail sellers and local publicly owned electric utilities procure a minimum quantity of electricity products from eligible renewable energy resources so that the total kWh of those products sold to their retail end-use customers achieve 44 percent of retail sales by December 31, 2024, 52 percent by December 31, 2027, 60 percent by December 31, 2030, and 100 percent by December 31, 2045. The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020 and to 60 percent of total procurement by 2030. Per the RPS, the project would utilize electricity provided by SCE that is composed of 36 percent renewable energy as of 2018 and would achieve at least 60 percent renewable energy by 2030. Further, EV charging facilities would be installed at the project site in compliance with CALGreen Nonresidential Mandatory Measure 5.106.5.3, *Electric Vehicle (EV) Charging*. The project would also provide 33 parking spaces for alternative-fueled vehicles in compliance with CALGreen Code Nonresidential Mandatory Measure 5.106.5.2. Additionally, the project site would be located near two Montebello Bus Lines (MBL) transit stops, with one located 0.1-mile northwest of the site, and the other located 0.2-mile to the southeast. Therefore, the project would support this policy and help reduce community dependency on fossil fuels.
Policy 8.1-4: Efficient Land Use Patterns. Promote efficient land use patterns and compact development that supports widespread walkability and bicycle use, providing for a modest and incremental overall increase in community development intensity that complements the existing community fabric by: – *Encouraging infill and redevelopment of vacant and underutilized sites;* – *Facilitating the development of engaging and livable streetscapes characterized by benches, vegetation-appropriate architecture, and pedestrian/bicycle linkages.* – *Providing opportunities for non-motorized transportation and linkages between new development and transit.*	**Consistent.** Under existing conditions, the project site is currently vacant land within an urban area. Therefore, the project would support this policy by constructing an infill industrial development. The project would also include a bridge/sidewalks over the UPRR alignment for bicyclist/pedestrian connectivity between the project site and Beverly Boulevard. As noted above, two MBL transit stops are located within 0.2-mile of the project site. Additionally, the project would provide 22 bicycle parking spaces for employees and customers. By doing so, the project would encourage non-motorized transportation.

Table 4.8-2 (continued)
Project Consistency with the Pico Rivera General Plan

Goals and Policies	Project Consistency Analysis
Policy 8.1-7: Solid Waste Management. Practice and promote responsible waste management with the aim of exceeding mandated waste diversion targets when economically feasible to do so.	**Consistent.** The project would divert 50 percent of all solid waste from landfills in compliance with Assembly Bill 939 (AB 939). Additionally, the project will be required to recycle a minimum of 75 percent of waste in accordance with Assembly Bill 342 (AB 341). Further, the project would not obstruct or interfere with agency efforts to support organic waste landfill reduction goals in CARB's Short-Lived Climate Pollutants (SLCP) Reduction Strategy and Senate Bill 1383 (SB 1383). The project would comply with waste regulations, and it is not feasible to determine economical waste diversion above mandated targets at the time of this analysis since it would be speculative and could vary widely depending on the ultimate user.
Goal 8.2: Continued improvement in local and regional air quality with reduced greenhouse gas emissions to maintain the community's health.	
Policy 8.2-2: GHG Reduction Measures. Reduce greenhouse gas emissions in the City and the region through the following measures including, but not limited to: – *Implementing land use patterns that reduce automobile dependency by increasing housing and employment densities within mixed use settings and transit-oriented developments;* – *Reducing the number of vehicular miles traveled through implementation of Transportation Demand Management Programs;* – *Encouraging the use of alternative modes of transportation by supporting transit facility and service expansion, expanding bicycle routes and improving bicycle facilities, and improving pedestrian facilities;* – *Increasing building energy efficiency through site design, building orientation, landscaping, and incentive/rebate programs;* – *Implementing water conservation measures;* – *Requiring the use of drought-tolerant landscaping; and* – *Increasing solid waste diversion through recycling efforts.*	**Consistent.** The project would provide employment near residential uses. As previously discussed, the project would support alternative modes of transportation by providing bicycle facilities (i.e., 22 bicycle parking spaces). The project would support energy efficiency by complying with all applicable Title 24 and CALGreen building codes (e.g. energy efficient lighting and plumbing fixtures). Landscaping would cover approximately 85,710 square feet of the project site. In accordance with 2019 Title 24 requirements, the project would install water efficient irrigation systems and landscapes. Solid waste diversion and recycling efforts at the project site would be achieved through compliance with AB 939 (i.e., diversion of 50 percent of all solid waste) and AB 341 (I.e., recycle 75 percent of waste). In addition, the project would also include a bridge/sidewalks over the UPRR alignment for bicyclist/pedestrian connectivity between the project site and Beverly Boulevard. As noted above, two MBL transit stops are located within 0.2-mile of the project site. Additionally, the project would provide 33 clean air vehicle parking spaces, with associated electrical vehicle charging facilities.

Table 4.8-2 (continued)
Project Consistency with the Pico Rivera General Plan

Goals and Policies	Project Consistency Analysis
Policy 8.2-10: Employers. Encourage employers to allow flexible work hours and telecommuting where feasible, and to provide incentives for employee use of public transit, biking, walking, and carpooling for home to work commutes.	**Consistent.** The project would include 33 clean air vehicle parking spaces in compliance with the 2019 CALGreen Code Nonresidential Mandatory Measure 5.106.5.2. Further, EV charging facilities would be installed at the project site in compliance with CALGreen Nonresidential Mandatory Measure 5.106.5.3, *Electric Vehicle (EV) Charging*. The project would support alternative modes of transportation by providing bicycle facilities (i.e., 22 bicycle parking spaces). In addition, the project would also include a bridge/sidewalks over the UPRR alignment for bicyclist/pedestrian connectivity between the project site and Beverly Boulevard. As noted above, two MBL transit stops are located within 0.2-mile of the project site. Additionally, the project would provide 33 clean air vehicle parking spaces, with associated electrical vehicle charging facilities. At the time of this analysis, the project tenant has not been identified. Therefore, it is not feasible to determine potential employer incentives and programs.
Policy 8.2-13: Contractor Preference. Give preference to contractors that commit to apply methods to minimize greenhouse gas emissions in building construction and operations, such as the use of low or zero-emission vehicles and equipment.	**Consistent.** The Project Applicant will give preference to contractors committed to reducing GHG emissions through use of low or zero-emission vehicles and equipment. The project would be required to comply with CALGreen construction requirements, including water efficiency and conservation provisions in new buildings, increases in building system efficiencies (e.g., lighting, HVAC, and plumbing fixtures), the diversion of construction waste from landfills, and the incorporation of EV charging infrastructure. The project would be built to specification and the future tenant is unknown at the time of this analysis. Accordingly, it is unknown if the ultimate tenant will operate its own fleet, and most warehouse operators have no control over the trucks entering and exiting their facilities. Consequently, it is infeasible to require trucks with particular emission profiles (e.g., ZE, NZE, or 2010 or beyond model year trucks) to visit the project site. Furthermore, it is unknown what type of on-site cargo handling equipment would be required and whether the required equipment would be available in electric-powered models. Currently, all-electric models of most heavy equipment have not been developed. Therefore, it is infeasible to require all-electric on-site cargo handling equipment.
Policy 8.2-18: Electric Vehicles. Encourage provision of or readiness for charging stations and related infrastructure for electric vehicles within new development and redevelopment proposals and within City operations.	**Consistent.** The project would install 33 clean air vehicle parking spaces and associated EV charging stations in compliance with 2019 Title 24 and CALGreen.
Source: City of Pico Rivera, *Pico Rivera General Plan*, last updated October 2014.	

Project Consistency with the SCAG 2020-2045 RTP/SCS

Table 4.8-3, *Project Consistency with the 2020-2045 RTP/SCS*, shows the project's consistency with the strategies found within the 2020-2045 RTP/SCS. As shown therein, the proposed project would be consistent with the GHG emission reduction strategies contained in the 2020-2045 RTP/SCS.

Table 4.8-3
Project Consistency with the 2020-2045 RTP/SCS

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
Focus Growth Near Destinations and Mobility Options		
• Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations • Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets • Plan for growth near transit investments and support implementation of first/last mile strategies • Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses • Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods • Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations) • Identify ways to "right size" parking requirements and promote alternative parking strategies (e.g. shared parking or smart parking)	**Center Focused Placemaking, Priority Growth Areas (PGA), Job Centers, High Quality Transit Areas (HQTAs), Transit Priority Areas (TPA), Neighborhood Mobility Areas (NMAs), Livable Corridors, Spheres of Influence (SOIs), Green Region, Urban Greening.**	**Consistent.** The project is an infill development that would be consistent with the 2020-2045 RTP/SCS focus on growing development near destinations and mobility options. The project would provide employment near residential uses. The project site is located adjacent to I-605 and Beverly Boulevard, and is located within 0.2- mile of two MBL transit stops. 33 clean air vehicle parking spaces would be provided, with associated electric vehicle charging facilities in compliance with the CALGreen Nonresidential Mandatory Measure 5.106.5.3, *Electric Vehicle (EV) Charging* and 2019 CALGreen Code Nonresidential Mandatory Measure 5.106.5.2. Additionally, the project would promote healthy lifestyles by providing 22 long-term bicycle parking spaces for employees and customers. In addition, the project would also include a bridge/sidewalks over the UPRR alignment for bicyclist/pedestrian connectivity between the project site and Beverly Boulevard. As such, the project would be consistent with this reduction strategy.

Table 4.8-3 (continued)
Project Consistency with the 2020-2045 RTP/SCS

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
Leverage Technology Innovations		
• Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking/drop-off space • Improve access to services through technology—such as telework and telemedicine as well as other incentives such as a "mobility wallet," an app-based system for storing transit and other multi-modal payments • Identify ways to incorporate "micro-power grids" in communities, for example solar energy, hydrogen fuel cell power storage and power generation	**HQTA, TPAs, NMA, Livable Corridors.**	**Consistent.** The project would be required to comply with all applicable 2019 Title 24 and CALGreen building codes at the time of construction. These building codes require EV charging stations, designated EV parking, designated carpool and/or alternative-fueled vehicles, as well as bike parking and storage. In addition, the project would also include a bridge/sidewalks over the UPRR alignment for bicyclist/pedestrian connectivity between the project site and Beverly Boulevard. Therefore, proposed development within the project would leverage technology innovations and help the City, County, and State meet its GHG reduction goals. The project would be consistent with this reduction strategy.
Support Implementation of Sustainability Policies		
• Pursue funding opportunities to support local sustainable development implementation projects that reduce greenhouse gas emissions • Support statewide legislation that reduces barriers to new construction and that incentivizes development near transit corridors and stations • Support local jurisdictions in the establishment of Enhanced Infrastructure Financing Districts (EIFDs), Community Revitalization and Investment Authorities (CRIAs), or other tax increment or value capture tools to finance sustainable infrastructure and development projects, including parks and open space • Work with local jurisdictions/communities to identify opportunities and assess barriers to implement sustainability strategies • Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region • Continue to support long range planning efforts by local jurisdictions • Provide educational opportunities to local decisions makers and staff on new tools, best practices and policies related to implementing the Sustainable Communities Strategy	**PGA, Job Centers, HQTAs, TPA, NMAs, Livable Corridors, SOIs, Green Region, Urban Greening.**	**Not Applicable.** This reduction strategy is directed at regional and local agencies, and not at individual development projects. However, the project would support sustainability policies. As described above, the proposed project site is located within 0.2-mile of two MBL transit stops. The project would implement sustainable design features in accordance with the 2019 Title 24 and CALGreen. Sustainable design features include energy-efficient appliances, water and space heating/cooling equipment, building insulation and roofing, and lighting. Thus, the project would be consistent with this reduction strategy.

Table 4.8-3 (continued)
Project Consistency with the 2020-2045 RTP/SCS

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
Promote a Green Region		
• Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards • Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration • Integrate local food production into the regional landscape • Promote more resource efficient development focused on conservation, recycling and reclamation • Preserve, enhance and restore regional wildlife connectivity • Reduce consumption of resource areas, including agricultural land • Identify ways to improve access to public park space	**Green Region, Urban Greening, Greenbelts and Community Separators.**	**Consistent.** The proposed project would be required to comply with all applicable Title 24 and CALGreen measures, which would help reduce energy consumption and reduce GHG emissions. Thus, the project would support climate change resilience and local policies for efficient development that reduces energy consumption and GHG emissions. The project would be consistent with this reduction strategy. In addition, as noted within Section 4.6, *Energy*, the project would not result in significant impacts related to the wasteful, inefficient, and unnecessary consumption of building energy during project operation, or preempt future energy development or future energy conservation.

Source: Southern California Association of Governments, *2025-2040 Regional Transportation Plan/Sustainable Communities Strategy – Connect SoCal*, September 3, 2020.

Project Consistency with the 2017 Scoping Plan

The 2017 Scoping Plan identifies additional GHG reduction measures necessary to achieve the 2030 target. Some measures have not yet been formally proposed or adopted. It is expected that these measures or similar actions to reduce GHG emissions would be adopted as required to achieve Statewide GHG emissions targets at an unknown time in the future. Table 4.8-4, *Consistency with the 2017 Scoping Plan*, provides an evaluation of applicable reduction actions/strategies by emissions source category to determine whether the project would be consistent with or exceed reduction actions/strategies outlined in the 2017 Scoping Plan.

Table 4.8-4
Consistency with the 2017 Scoping Plan

Actions and Strategies	Project Consistency Analysis
Senate Bill 350	
Achieve a 50 percent Renewables Portfolio Standard (RPS) by 2030, with a doubling of energy efficiency savings by 2030.	The project would utilize electricity from SCE, which is required to comply with SB 350. As such, it can be reasonably inferred that the project would be in compliance with SB 350.

Table 4.8-4 (continued)
Consistency with the 2017 Scoping Plan

Actions and Strategies	Project Consistency Analysis
Low Carbon Fuel Standard (LCFS)	
Increase stringency of carbon fuel standards; reduce the carbon intensity of fuels by 18 percent by 2030, which is up from 10 percent in 2020.	Motor vehicles driven by the proposed project's employees and customers would be required to use LCFS compliant fuels in accordance with Federal and State fuel standards that apply during project operations, thus the project would be in compliance with this strategy.
Mobile Source Strategy (Cleaner Technology and Fuels Scenario)	
Maintain existing GHG standards of light and heavy-duty vehicles while adding an addition 4.2 million zero-emission vehicles (ZEVs) on the road. Increase the number of ZEV buses, delivery trucks, or other trucks.	The project would include light and heavy-duty truck trips that would be required to comply with the applicable Mobile Source Strategy that applies during project operations, including all CARB and SCAQMD regulations. Additionally, the project would be required to comply with CALGreen and would include EV parking and charging stations. Furthermore, the State is expected to see a decrease in transportation sector GHG emissions due to Executive Order N-79-20. Executive Order N-79-20 directs the State to require all new vehicles sold in the State to be zero-emission by 2035 (cars and passenger trucks) and by 2045 (medium- and heavy-duty vehicles). As such, the project would not conflict with the goals of the Mobile Source Strategy.
SB 375 Sustainable Communities Strategies	
Increase the stringency of the 2035 GHG emission per capita reduction target for metropolitan planning organizations (MPO).	As shown in Table 4.8-3, the project would be consistent with the 2020-2045 RTP/SCS.
Source: California Air Resources Board, *2017 Scoping Plan*, November 2017.	

Conclusion

In summary, the plan consistency analysis provided above demonstrates that the project complies with or exceeds the plans, policies, regulations and GHG reduction actions/strategies outlined in the General Plan, 2020-2045 RTP/SCS, and 2017 Scoping Plan. Thus, the project's incremental increase in GHG emissions as described above would not result in a significant impact on the environment. Therefore, project impacts with regard to climate change would be less than significant.

Mitigation Measures: No mitigation is required.

4.9 HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✓	
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		✓		
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			✓	
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				✓
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				✓
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?		✓		
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				✓

This section is based on the *Phase I Environmental Site Assessment, Beverly Boulevard, Pico Rivera, California* (Phase I ESA) prepared by Roux Associates, Inc. (dated July 2, 2021); refer to Appendix H, *Phase I ESA*.

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. The project proposes the construction of warehouse and print shop facilities. Although the end user of the warehouse buildings is not known at this time, long-term operation of the project may involve the routine transport, use, or disposal of hazardous materials. The types and quantities of hazardous substances utilized by the various types of potential future users at the project site would vary and, as a result, the nature of potential hazards would vary. Generally, the exposure of persons to hazardous materials could occur in the following manner: 1) improper handling or use of hazardous materials or hazardous wastes during construction or operation of future developments, particularly by untrained personnel; 2) an accident during transport; 3) environmentally unsound disposal methods; or 4) fire, explosion, or other emergencies. Therefore, the project could result in impacts related to the routine transport, use, and/or disposal of hazardous materials.

The proposed project would be subject to compliance with existing regulations, standards, and guidelines established by the U.S. EPA, State, County, and the City related to the storage, use, and disposal of hazardous materials. The project is subject to compliance with existing hazardous materials regulations, which are codified in California Code of Regulations Titles 8, 22, 26, and 49, as well as the enabling legislations set forth in Health and Safety Code Chapter 6.95. Both the Federal and State governments require any business, where a maximum quantity of a regulated

substance exceeds the specified threshold quantity, register with the County as a manager of regulated substances and prepare a Risk Management Plan. The State's Accidental Release Prevention Law provides for consistency with Federal laws (i.e., the Emergency Preparedness and Community Right-to-Know Act and the Clean Air Act) regarding accidental chemical releases and allows local oversight of both the State and Federal programs. The Accidental Release Prevention Law is implemented by the Certified Unified Program Agencies (CUPAs), in this case, the Los Angeles County Fire Department. The Los Angeles County Fire Department Health Hazardous Materials Division administers and enforces the California Accidental Release Prevention (CalARP) program. The CalARP program encompasses both the federal "Risk Management Program," established in the Code of Federal Regulations, Title 40, Part 68, and the State of California program, in accordance with the California Health and Safety Code, Chapter 6.95, Article 2 and California Code of Regulations, Title 19, Division 2, Chapter 4.5. The Risk Management Plan must contain an off-site consequence analysis, a five-year accident history, an accident prevention program, an emergency response program, and a certification of the truth and accuracy of the submitted information. Businesses would be required to submit their plans to the Certified Unified Program Agency (CUPA) (City of Pico Rivera, Department of Environmental Health [DEH]), which would make the plans available to emergency response personnel. The Risk Management Plan must identify the type of business, location, emergency contacts, emergency procedures, mitigation plans, and chemical inventory at each location.

While the risk of exposure to hazardous materials cannot be eliminated, best management practices can be implemented to reduce risk to acceptable levels. Adherence to existing regulations would ensure compliance with safety standards related to the use and storage of hazardous materials, and the safety procedures mandated by applicable Federal, State, and local laws and regulations, which would ensure that risks resulting from the routine transportation, use, storage, or disposal of hazardous materials or hazardous wastes associated with implementation of the proposed project would be less than significant.

Mitigation Measures: No mitigation is required.

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 With Mitigation Incorporated.

Short-Term Impacts

One of the means through which human exposure to hazardous substance could occur is through accidental release. Incidents that result in an accidental release of hazardous substance into the environment can cause contamination of soil, surface water, and groundwater, in addition to any toxic fumes that might be generated. If not cleaned up immediately and completely, hazardous substances can migrate into the soil or enter a local stream or channel causing contamination of soil and water. Human exposure of contaminated soil, soil gas, or water can have potential health effects depending on a variety of factors, including the nature of the contaminant and the degree of exposure.

Construction Equipment

During project construction, there is a possibility of accidental release of hazardous substances such as petroleum-based fuels or hydraulic fluid used for construction equipment. The level of risk associated with the accidental release of hazardous substances is not considered significant due to the small volume and low concentration of hazardous materials utilized during construction. The construction contractor would be required to use standard construction controls and safety procedures including proper handling of hazardous materials, refueling vehicles off-site, maintaining proper storage containers, and installing best management practices (BMPs) that would avoid and minimize the potential for accidental release of such substances into the environment. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by local, State, and Federal law including the Hazardous Waste Control Act, California Division of Occupational Safety and Health (Cal/OSHA) requirements, Resources Conservation and Recovery Act (RCRA), and the Emergency Planning and

Community Right-to-Know Act (EPCRA). Compliance with existing laws and regulations would ensure impacts in this regard would be less than significant.

Grading Activities

Construction activities could also result in accidental conditions involving existing on-site contamination. The following analysis considers past uses of the project site including historical agricultural and railroad activities, which may have impacted soil, soil gas, and/or groundwater underlying the project site.

Railroad Activities

Based on the Phase I ESA prepared for the site, a Union Pacific Railroad (UPRR) right-of-way is located adjacent to the site, and has been in existence since at least 1923. A rail spur extending from the UPRR right-of-way previously traversed the site in a north to south orientation, but was removed in the early 2000s. Soils along railroads could potentially be impacted by heavy metals, total petroleum hydrocarbons (TPH), polychlorinated biphenyls (PCBs), and/or chlorinated herbicides. Construction debris associated with the railroad spur removal, including ballast and railroad ties, is still located on-site and may also be impacted by hazardous materials. Accordingly, Mitigation Measure HAZ-1 is recommended to reduce potential impacts to less than significant levels. Mitigation Measure HAZ-1 would require that a Phase II/Site Characterization Specialist is retained to define the extent of on-site contamination and recommend appropriate coordination with UPRR and remediation, as necessary, for implementation of the proposed project. The Phase II/Site Characterization Specialist would be required to prepare a Soil Management Plan that identifies necessary sampling efforts and soil management practices necessary during site disturbance (including safety precautions to ensure worker safety). The Plan would also consider necessary sampling efforts, management of soils, and proper disposal of waste materials during grading within railroad right-of-way. Thus, with implementation of Mitigation Measure HAZ-1, impacts would be reduced to less than significant levels.

San Gabriel Valley Superfund Site

Based on the Phase I ESA, the project is located in Area 1 of the San Gabriel Valley Superfund Site (SGV Area 1). According to the Phase I ESA, SGV Area 1 is a groundwater plume that runs along the axis of the Rio Hondo Wash and the Salt Pit Wash in the San Gabriel groundwater basin in El Monte. The plume also parallels the San Gabriel River to the east. It is approximately 4 miles long and 1.5 miles wide. The groundwater of SGV Area 1 is contaminated with trichloroethene (TCE), tetrachloroethene (PCE), and carbon tetrachloride. However, the project site is not located within the documented groundwater contamination plume.

Historical Uses

Based on the Phase I ESA, past uses include agricultural operations that may have involved the use of pesticides and herbicides to control and optimize vegetation typical of agricultural facilities. Based on the historical aerial photographs, the site was used for agricultural purposes until the late 1940s or early 1950s.

The Phase I ESA also noted O'Donnel Oil Refinery operated approximately 0.25-mile north of project site (APN 8129-001-007) from at least 1923 to approximately 1948. The oil refinery was known to have had aboveground storage tanks containing refined petroleum products. Groundwater is approximately 10 to 46 feet below ground surface (bgs). Although a spill of petroleum products was not indicated, the Phase I ESA considers this historic use an OEF.

A leak occurred at the Yellow Freight Systems, Inc. (YFS) facility in 1987 due to a broken pipe connection. YFS is immediately north of site (APN 8129-001-007), located at 9933 East Beverly Boulevard. Six USTs were removed from the property and case closure was confirmed in a letter from the Leaking UST (LUST) cleanup program by the Los Angeles Regional Water Quality Control Board (LARWQCB) dated August 12, 2013. As such, the former presence of these tanks is considered an OEF

Due to the potential for hazards associated with these historic uses, Mitigation Measure HAZ-1 would require that the project applicant retain a Phase II/Site Characterization Specialist to define the extent of on-site contamination and conduct shallow soil, as necessary, and prior to construction. Thus, with implementation of Mitigation Measure HAZ-1, potential impacts associated with the current agricultural operations on-site are less than significant.

Aerially Deposited Lead

Aerially deposited lead (ADL) refers to lead deposited on older roadway shoulders from past leaded fuel vehicle emissions. According to the Caltrans ADL webpage, lead was banned as a fuel additive in California beginning in 1992. Thus, ADL may be present in soils adjacent to highways/roadways in use prior to that time. However, based on Appendix I of the Phase I ESA, ADL associated with I-605 is not considered a Recognized Environmental Condition (REC). As such, impacts would be less than significant in this regard.

Debris Piles

Based on the Phase I ESA, miscellaneous refuse as observed throughout the site including construction debris, old spray paint cans, and paint thinner cans. Based on the small quantities observed, the Phase I ESA determined these debris piles as an OEF. Thus, Mitigation Measure HAZ-1 would be implemented, and would require that a Phase II/Site Characterization Specialist investigate the contents of the debris piles for the presence of hazardous materials. If determined present, the Specialist would identify the extent of on-site contamination and steps for management, handling, and disposal of affected soils. With implementation of Mitigation Measure HAZ-1, impacts would be less than significant in this regard.

Long-Term Operational Impacts

Refer to Response 4.9(a), above, for a description of long-term operational impacts related to proposed development at the site. Upon adherence to existing regulations related to hazardous materials, reasonably foreseeable upset and accident impacts during project operations would be less than significant.

Mitigation Measures:

HAZ-1 The project applicant shall retain a Phase II/Site Characterization Specialist to prepare a Soil Management Plan prior to the issuance of any grading permit for the proposed project. The Phase II/Site Characterization Specialist shall define the extent of on-site contamination associated with the Recognized Environmental Condition (REC) and Other Environmental Features (OEFs) identified in the *Phase I Environmental Site Assessment, Beverly Boulevard, Pico Rivera, California* prepared by Roux Associates, Inc. (dated July 2, 2021). These REC and OEFs pertain to railroad activities and historical uses. The Specialist shall recommend remediation, as necessary, per the standards of, the Los Angeles County Health Hazardous Materials Division, Department of Toxic Substances Control, Los Angeles Regional Water Quality Control Board, and other agencies as applicable. The Soil Management Plan shall identify necessary sampling efforts, and soil management practices necessary during site disturbance (including safety precautions to ensure worker safety). The Plan shall also consider necessary sampling efforts, management of soils, and proper disposal of waste materials during grading and excavation. The handling and/or disposal of contaminated soils shall comply with all federal, state, and local laws and regulations.

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. The project site is located within one-quarter mile of Solid Faith Christian School, which is located approximately 0.2 mile south of the site at 5724 Esperanza Avenue, in unincorporated Los Angeles County. However, as stated above, upon adherence to existing laws and regulations related to construction activities and

operational safety, impacts pertaining to the potential for accidental conditions during project operations would be less than significant. Thus, potential impacts to an existing or proposed school would be less than significant.

Mitigation Measures: No mitigation is required.

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. California Government Code Section 65962.5 requires the DTSC and the State Water Resources Control Board (SWRCB) to compile and update a regulatory site's listing of reported hazardous materials sites (per the criteria of the Section). The California Department of Health Services is also required to compile and update, as appropriate, a list of all public drinking water wells that contain detectable levels of organic contaminants and that are subject to water analysis pursuant to Section 116395 of the California Health and Safety Code. Section 65962.5 also requires the local enforcement agency, as designated pursuant to Section 18051 of Title 14 of the California Code of Regulations, to compile, as appropriate, a list of all solid waste disposal facilities from which there is a known migration of hazardous waste. These lists are made available to the public on EPA's *Cortese List Data Resources* website. Based on the *Cortese List Data Resources* website, the project site is not included on a list of hazardous materials sites pursuant to Government Code Section 65962.5.[1] Thus, no impact would occur in this regard.

Mitigation Measures: No mitigation is required.

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 for people residing or working in the project area?

No Impact. The project site is not located within an airport land use plan and there are no public or private airports or airstrips within two miles of the project site. Thus, no impact would result in this regard.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact With Mitigation Incorporated. The proposed project would not physically interfere with an adopted emergency response plan or emergency evacuation plan. Based on the *City of Pico Rivera Disaster Route Map*, included in the City's Multi-Jurisdictional Hazard Mitigation Plan Update, Beverly Boulevard is designated as a disaster route.[2] Project construction activities could result in short-term temporary impacts to street traffic along Beverly Boulevard. While temporary lane closures would be required, Mitigation Measure TR-1 would ensure travel along Beverly Boulevard and surrounding roadways would remain open and would not interfere with emergency access in the site vicinity. Compliance with Mitigation Measure TR-1 would allow for uninterrupted emergency access to evacuation routes and impacts in this regard would be reduced to less than significant levels.

Mitigation Measures: Refer to Mitigation Measure TR-1.

[1] California Environmental Protection Agency, Cortese List Data Resources, https://calepa.ca.gov/SiteCleanup/CorteseList/, accessed on September 4, 2020.

[2] City of Pico Rivera Multi-Jurisdictional Hazard Mitigation Plan Update, *City of Pico Rivera Disaster Route Map,* dated June 28, 2008

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

No Impact. As discussed in Section 4.20, *Wildfire*, there is no potential to expose people or structures to wildland fires within the project area. No impact would occur in this regard.

Mitigation Measures: No mitigation is required.

4.10 HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?			✓	
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			✓	
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river or through the addition of impervious surfaces, in a manner which would:			✓	
1) Result in substantial erosion or siltation on- or off-site?			✓	
2) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?			✓	
3) 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?			✓	
4) Impede or redirect flood flows?				✓
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			✓	
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			✓	

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

Less Than Significant Impact. As part of Section 402 of the Clean Water Act, the U.S. EPA has established regulations under the NPDES program to control direct storm water discharges. In California, the SWRCB administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The NPDES program regulates industrial pollutant discharges, which include construction activities. The SWRCB works in coordination with the RWQCBs to preserve, protect, enhance, and restore water quality. The City of Pico Rivera is within the jurisdiction of the Los Angeles RWQCB.

According to the *Water Quality Control Plan for the Los Angeles Region* (Region 4), the project site is located within the Lower San Gabriel Hydrologic Area portion (Reach 2) of the San Gabriel River Watershed. The San Gabriel River generally flows south until its confluence with the Pacific Ocean between the cities of Long Beach and Seal Beach. The *Water Quality Control Plan: Los Angeles Region Basin Plan for the Coastal Watersheds of Los Angeles and*

Ventura Counties (Basin Plan) identifies beneficial uses for the San Gabriel River Watershed, including Marine Habitat (MAR) and Threatened, or Endangered Species (RARE).[1]

Short-Term Construction

Short-term impacts may result from the disturbance of on-site soils during construction activities. Runoff from the project site during construction would have the potential to violate water quality standards and water quality discharge requirements. Dischargers whose projects disturb one or more acres of soil or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ (Construction General Permit). Construction activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling, or excavation.

To obtain coverage under the Construction General Permit, the project must register with the Stormwater Multiple Application and Report Tracking System, as well as develop and implement a SWPPP. The SWPPP is required to contain a site map(s) that depicts the construction site perimeter, existing and proposed buildings, lots, roadways, stormwater collection and discharge points, general topography both before and after construction, and drainage patterns across the project site. The SWPPP must list BMPs the discharger would implement to mitigate potential pollutants in stormwater runoff and the locations of those BMPs at the construction site. BMPs for construction activities may include measures to control pollutants at particular sources, such as fueling areas, trash storage areas, outdoor materials storage areas, and outdoor work areas. BMPs are also used during treatment of the pollutants at these particular source areas. The following BMPs may be implemented prior to construction to capture sediment, stabilize slopes, and prevent runoff and sediment from leaving the construction site and entering the City's storm drain system and entering receiving waters:

- Silt curtains,
- Erosion control fiber mats,
- Silt fences,
- Sandbag barriers, and
- Sediment traps.

In addition to the BMPs, the SWPPP must contain: a visual monitoring program; a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment.

The project's construction activity would be subject to the Construction General Permit, as it involves clearing, grading, and disturbances to the ground such as stockpiling or excavation, and a construction site with soil disturbance greater than one acre. The SWPPP is required to outline the erosion, sediment, and non-storm water BMPs, in order to minimize the discharge of pollutants at the construction site. These BMPs would include measures to contain runoff from vehicle washing at the construction site, prevent sediment from disturbed areas from entering the storm drain system using structural controls (i.e., sandbags at inlets), and cover and contain stockpiled materials to prevent sediment and pollutant transport. Implementation of the BMPs would ensure runoff and discharges during the project's construction phase would not violate any water quality standards. Compliance with NPDES requirements and the Construction General Permit would reduce short-term construction-related impacts to water quality to a less than significant level.

[1] California Waterboards, Los Angeles – R4. Revised March 2020. *Water Quality Control Plan: Los Angeles Region Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties*. Available at: https://www.waterboards.ca.gov/losangeles/water_issues/programs/basin_plan/. Accessed on September 10, 2020.

Long-Term Operations

Long-term operation of the warehouse and print shop facilities would similarly have the potential for impacting drainage systems due to pollutants in stormwater runoff (heavy metals, nutrients, and refuse) that could have the potential to affect tributary drainage features. The City of Pico Rivera is an active participant in preparing and adhering to the Lower San Gabriel River Watershed Management Program, which requires pollutants in runoff generated on impervious surfaces be treated to the maximum extent prior to being released from development sites. Low-impact development (LID) strategies (post-construction BMPs) shall be utilized to infiltrate, store, and reuse stormwater runoff whenever possible.

In accordance with the Los Angeles County Municipal Separate Storm Sewer System (MS4) Permit requirements and NPDES Permit No. CAS004001, Order No. R4-2012-0175, a project-specific Water Quality Management Plan (WQMP) would be prepared for the project. The WQMP would identify structural and non-structural BMPs to minimize potential water quality issues related to LID, hydromodification, identification of receiving waters. Potential BMPs include but would not be limited to, revegetation to stabilize disturbed soils, grading design that increases stormwater retention and infiltration, and maintenance programs to remove trash, debris, and waste. Other options include:

- Implement minimum BMPs as applicable to the project, such as installing storm drain stencils and/or maintaining landscape with minimal pesticide use.

- Infiltration and Biotreatment BMPs (where technically feasible), such as infiltration trenches, infiltration basins, bioretention, biofiltration swales and/or biofiltration strips.

- Maintenance programs to remove trash, debris, and waste, such as installing adequate receptacles, weekly waste collection, and/or waste bag dispensers to ensure trash is not discharged into the City's MS4.

Furthermore, the City's NPDES and Standard Urban Storm Water Mitigation Plan (SUSMP) regulations contained in Chapter 16.04 of the Municipal Code state that:

A. Subject new development and redevelopment projects are required to comply with SUSMP conditions assigned by the City that shall consist of: (1) LID structural and non-structural BMPs; (2) source control BMPs; and (3) structural and non-structural BMPs for specific types of uses.

B. As a condition for issuing a certificate of occupancy for new development or redevelopment project, the authorized enforcement officer shall require facility operators and/or owners to build all the stormwater pollution control best management practices and structural or treatment control BMPs that are shown on the approved project plans and to submit a signed certification statement stating that the site and all structural or treatment control BMPs will be maintained in compliance with the SUSMP and other applicable regulatory requirements.

C. The transfer or lease of a property subject to a requirement for maintenance of structural and treatment control BMPs shall include conditions requiring the transferee and its successors and assigns to either: (1) assume responsibility for maintenance of any existing structural or treatment control BMP; or (2) to replace existing structural or treatment control BMPs with new control measures or BMPs meeting the then current standards of the city and the SUSMP. Such requirement shall be included in any sale or lease agreement or deed for such property. The condition of transfer shall include a provision that the successor property owner or lessee conduct maintenance inspections of all structural or treatment control BMPs at least once a year and retain proof of inspection.

Following compliance with applicable laws and regulations, including preparation of a project specific WQMP (as required under the MS4 Permit), and implementation of recommended BMPs therein, long-term water quality impacts would be less than significant.

Mitigation Measures: No mitigation is required.

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.

Based on the Basin Plan, the project site is located within the Central Basin, in the Montebello Forebay subarea. Sources of recharge to the Montebello Forebay include surface water/stormwater, imported water, groundwater, and recycled water. Sources of discharge from the Central Basin include pumping, subsurface outflow to adjacent basins and the ocean, and groundwater discharge to surface water. Based on the Geotechnical Report prepared for the project, the project site's depth to groundwater is approximately 49 feet bgs.

Short-Term Construction Impacts

The project would not have the potential to result in substantial impacts to groundwater supplies or recharge during construction. During the construction phase, ground disturbance is anticipated to reach a maximum of approximately 15 feet bgs along the majority of the site, a maximum of 20 feet for utilities, and a maximum of 75 feet for bridge piles. Should groundwater be encountered, and dewatering be required, the project would be required to comply with Los Angeles RWQCB and NPDES Dewatering Permit regulations, both of which regulate the discharge of dewatering wastes from construction and other similar types of discharges that pose an insignificant (de minimis) threat to water quality. To obtain regulatory coverage under this order, an applicant must submit a Notice of Intent (NOI) at least 45 days prior to discharge and basic information needed to characterize the dewatering discharge including a list of potential pollutants, maximum flow rates, and proposed treatment systems. A standard monitoring and reporting program is included as part of the permit. Adherence to existing NPDES requirements as discussed in Response 4.10(a) above, and acquisition of a Dewatering Permit would sufficiently mitigate short-term construction impacts in the events that groundwater is encountered during project construction. Impacts in this regard would be less than significant.

Long-Term Operational Impacts

The proposed project would not include any land uses or facilities that would require groundwater extraction or have the capacity to substantially decrease groundwater supplies or recharge. The proposed project would generally include construction of a warehouse and print shop facilities, associated parking lots, and landscaping; refer to Section 2.4, *Project Characteristics*. The project would result in an increase in impervious area on-site as compared to existing conditions. However, as noted above in Response 4.10(a), the project would be required to comply with the Los Angeles County MS4 Permit requirements and NPDES Permit No. CAS004001, Order No. R4-2012-0175. These permits require preparation of a WQMP that would necessitate implementation of multiple BMPs intended to provide for stormwater retention and infiltration, including measures such as infiltration trenches, infiltration basins, and/or bioretention. Thus, it is not anticipated that the increase of impervious surface that would result from project implementation would impede percolation of runoff into the groundwater basin underneath the project area. The project would not have the capacity to substantially interfere with groundwater recharge, such that there would be a net deficit in aquifer volume or lowering of the groundwater table level during long-term operations. Long-term operational impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.

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

1) Result in substantial erosion or siltation on- or off-site?

Less Than Significant Impact. Soil disturbance would temporarily occur during project construction due to earth-moving activities such as excavation and trenching for foundations and utilities, soil compaction and moving, and grading. Disturbed soils would be susceptible to high rates of erosion from wind and rain, resulting in sediment transport via storm water runoff from the project site.

The project would be subject to compliance with the requirements set forth in the NPDES Stormwater General Construction Permit for construction activities; refer to Response 4.10(a). Compliance with the NPDES, including preparation of a SWPPP would reduce the volume of sediment-laden runoff discharging from the site. The implementation of BMPs such as storm drain inlet protection and fiber rolls would reduce the potential for sediment and storm water runoff containing pollutants from entering receiving waters. Therefore, project implementation would not substantially alter the existing drainage pattern of the site during the construction process such that substantial erosion or siltation would occur.

The long-term operation of the proposed warehouse and print shop facilities would not have the potential to result in substantial erosion or siltation on- or off-site. Further, project implementation is anticipated to have similar drainage patterns to existing on-site conditions and the project would be required to comply with City's MS4 permit as explained in Response 4.10(a). Thus, impacts in this regard are anticipated to be less than significant.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. Refer to Response 4.10(c)(1), above. The project site is generally flat and is located within an urbanized area. The project site is not located within areas of potential flooding according to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map for the project area.[2] The project would collect on-site stormwater runoff on the project site in accordance with the City's MS4 permit and City design standards. It is not anticipated that the project would increase surface runoff in a manner that would result in on- or off-site flooding. Thus, impacts in this regard are anticipated to be less than significant.

Mitigation Measures: No mitigation is required.

3) 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. Refer to Responses 4.10(a) and 4.10(c)(1), above. Although implementation of the project would result in an increase in impervious area, the proposed stormwater system would collect on-site stormwater at the project site resulting in less runoff leaving the project site than the existing condition. Therefore, the development is not expected to exceed the capacity of the existing/planned stormwater drainage systems. Additionally, the project would be required to comply with the City's MS4 permit, which would ensure that potential water quality impacts are minimized to a less than significant level. Thus, impacts in this regard are anticipated to be less than significant.

Mitigation Measures: No mitigation is required.

[2] Federal Emergency Management Agency, Flood Insurance Rate Map #06037C1664F and 06037C1803F, revised September 26, 2008.

4) Impede or redirect flood flows?

No Impact. According to the FEMA Flood Insurance Rate Map for the project area, the project site is located outside of the 100-year flood zone.[3] No impacts would result in this regard.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. A tsunami is a great sea wave, commonly referred to as a tidal wave, produced by a significant undersea disturbance such as tectonic displacement of a sea floor associated with large, shallow earthquakes. Mudflows result from the downslope movement of soil and/or rock under the influence of gravity.

Based on the Safety Element, Figure 9-3, *Dam Inundation*, of the General Plan, the project site is located within the flood inundation area of the Whittier Narrows Dam, a major flood control facility operated by the Corps. Although the potential for inundation exists during a major storm event, inundation is not anticipated to result in the release of pollutants as a result of the project. As stated in Response 4.9(a), chemical/materials storage, or other uses that could result in a release of pollutants would be subject to compliance with existing regulations, standards, and guidelines established by the U.S. EPA, State, County, and City. Thus, the risk of a release of pollutants during a potential inundation event would be less than significant.

Additionally, the project site is located approximately 22 miles east of the Pacific Ocean and is not situated within the tsunami inundation area.[4] Therefore, a less then significant impact would occur in this regard.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. As discussed in Responses 4.10(a) and 4.10(b) above, the project would comply with NPDES and RWQCB requirements, and would not have the capacity to conflict with a water quality control plan or groundwater management plan for the region. Therefore, a less than significant impact would occur in this regard.

Mitigation Measures: No mitigation is required.

[3] Ibid.
[4] California Geologic Survey, CGS Information Warehouse: Tsunami, available at https://maps.conservation.ca.gov/cgs/informationwarehouse/tsunami/, accessed on September 11, 2020.

4.11 LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an established community?				✓
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			✓	

a) Physically divide an established community?

No Impact. The proposed project would not result in impacts related to the division of an established community. The proposed warehouse and print shop facility would be constructed on primarily undeveloped land, within a developed area of the City. Surrounding land uses in proximity to the project site are comprised of industrial, residential, open space, and railroad uses. The surrounding uses are currently separated from the project site by existing public facilities (i.e., UPRR, I-605, local roads, etc.), and public access to the project is currently precluded. Thus, no impacts would result in this regard.

Mitigation Measures: No mitigation is required.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact.

GENERAL PLAN CONSISTENCY

The City of Pico Rivera General Plan Land Use Map designates the project site as "I; General Industrial" and "PF; Public Facilities." General Industrial designations are intended for a range of industrial businesses including manufacturing and assembly, large-scale warehousing and distribution uses, contractors' storage yards, and wholesale activities. Retail or service uses designed to meet the needs of businesses may be permitted subject to applicable zoning regulations. General Industrial areas are intended to make a positive contribution to the local economy and municipal revenues, and furnish local employment opportunities for area residents. The Public Facilities designation is intended to recognize existing publicly owned facilities, and to provide areas for the conduct of public and institutional activities, including public and private utilities. Within the project site, the Public Facilities designation applies to former railroad right-of-way that traverses the site, extending from the existing UPRR right-of-way on the west to the railroad bridge over I-605 to the east.

The proposed warehousing/print shop uses would be consistent with the General Industrial land use designation for the project site. However, as noted above, there is an existing abandoned rail alignment that traverses the site that is designated Public Facilities under the General Plan. The proposed project would require a General Plan Amendment to redesignate this Public Facilities corridor to be consistent with the remainder of the site (General Industrial). The existing rail alignment traversing the site has been abandoned for many years, and the former railroad ties/tracks have been removed. Upon the City's approval of the General Plan Amendment for the project, impacts in regard to consistency with the General Plan would be less than significant. Additionally, the project would be consistent with goals and policies of the General Plan in regard to air quality, energy, greenhouse gases, and noise; refer to Sections 4.3, 4.6, 4.8, and 4.13 of this Initial Study, respectively.

The Land Use Element of the General Plan also designates the project site as an "Opportunity Area" in the City. "Opportunity Areas" are identified as areas where the potential exists for redevelopment, economic development, and potential new growth. In accordance with the goals of the General Plan, the proposed warehousing and print shop uses would create new economic development and potential new growth within the City. The proposed project would represent a beneficial impact in this regard.

ZONING CODE CONSISTENCY

The City's Zoning Map zones the project site as "IPD; Industrial Planned Development" and "P-F; Public Facilities." Based on the Municipal Code, the intent and purpose of the IPD zone is to establish certain areas within the City that promote desirable industrial and sales related uses conducive to the physical characteristics of the land and surrounding development by integrating environmental land planning and development flexibility and encourage creative and innovative architectural design. The purpose of this zone is to encourage high quality industrial development in areas where existing unimproved land, underutilized, and/or deteriorating industrial activity should be revitalized. The Municipal Code state that the intent of the P-F zone is to recognize existing publicly owned facilities and to clearly distinguish certain areas within the city that will best facilitate the development and conduct of government and public related institutional activities. Within the project site, the P-F designation applies to former railroad right-of-way that traverses the site, extending from the existing UPRR right-of-way on the west to the railroad bridge over I-605 to the east.

Under Municipal Code Chapter 18.40, Land Use Regulations, the proposed warehousing and print shop uses are an acceptable use for the IPD zone, upon issuance of a Conditional Use Permit (CUP). In accordance with Chapter 18.40, a precise plan of design would be submitted to the City for the proposed project, as required within the IPD zone. Both the CUP and precise plan of design will be reviewed and considered by the City as part of the project application submitted by the proponent. In addition, the proposed project would include on-site parking in compliance with Chapter 18.44, Off-Street Parking and Loading, of the City's Municipal Code.

As noted above, the existing abandoned rail alignment that traverses the site is zoned P-F. The proposed project would require a zone reclassification to reclassify this P-F corridor to be consistent with the remainder of the site (IPD). The existing rail alignment has been abandoned for many years, and the former railroad ties/tracks have been removed.

Thus, with the approval of the CUP and zone reclassification for the proposed project, the project would be consistent with the City's Zoning Code and a less than significant impact would occur in this regard.

Mitigation Measures: No mitigation is required.

4.12 MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✓
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✓

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

No Impact. According to the General Plan, there are no known mineral resources located within the City. In addition, according to the State Division of Mines and Geology, no lands within the City have been identified to contain significant aggregate resources.[1] No impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

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. Refer to Response 4.12 (a), above. No known mineral resources are located within the City, and no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

[1] California Department of Conservation, *Update of Mineral Land Classification for Portland Cement Concrete-Grade Aggregate in the San Gabriel Valley Production-Consumption Region, Los Angeles County, California*, 2010.

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4.13 NOISE

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		✓		
b. Generation of excessive groundborne vibration or groundborne noise levels?		✓		
e. 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?				✓

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air, and is characterized by both its amplitude and frequency (or pitch). The human ear does not hear all frequencies equally. In particular, the ear deemphasizes low and very high frequencies. To better approximate the sensitivity of human hearing, the A-weighted decibel scale (dBA) has been developed. On this scale, the human range of hearing extends from approximately 3 dBA to around 140 dBA.

Noise is generally defined as unwanted or excessive sound, which can vary in intensity by over one million times within the range of human hearing; therefore, a logarithmic scale, known as the decibel scale (dB), is used to quantify sound intensity. Noise can be generated by a number of sources, including mobile sources such as automobiles, trucks, and airplanes, and stationary sources such as construction sites, machinery, and industrial operations. Noise generated by mobile sources typically attenuates (is reduced) at a rate between 3 dBA and 4.5 dBA per doubling of distance. The rate depends on the ground surface and the number or type of objects between the noise source and the receiver. Hard and flat surfaces, such as concrete or asphalt, have an attenuation rate of 3 dBA per doubling of distance. Soft surfaces, such as uneven or vegetated terrain, have an attenuation rate of about 4.5 dBA per doubling of distance. Noise generated by stationary sources typically attenuates at a rate between 6 dBA and about 7.5 dBA per doubling of distance.

There are a number of metrics used to characterize community noise exposure, which fluctuate constantly over time. One such metric, the equivalent sound level (L_{eq}), represents a constant sound that, over the specified period, has the same sound energy as the time-varying sound. Noise exposure over a longer period of time is often evaluated based on the Day-Night Sound Level (L_{dn}). This is a measure of 24-hour noise levels that incorporates a 10-dBA penalty for sounds occurring between 10:00 p.m. and 7:00 a.m. The penalty is intended to reflect the increased human sensitivity to noises occurring during nighttime hours, particularly at times when people are sleeping and there are lower ambient noise conditions. Typical L_{dn} noise levels for light and medium density residential areas range from 55 dBA to 65 dBA.

Two of the primary factors that reduce levels of environmental sounds are increasing the distance between the sound source to the receiver and having intervening obstacles such as walls, buildings, or terrain features between the sound source and the receiver. Factors that act to increase the loudness of environmental sounds include moving the sound source closer to the receiver, sound enhancements caused by reflections, and focusing caused by various meteorological conditions.

REGULATORY SETTING

State of California

The State Office of Planning and Research (OPR) *Noise Element Guidelines* include recommended exterior and interior noise level standards for local jurisdictions to identify and prevent the creation of incompatible land uses due to noise. The *Noise Element Guidelines* contain a land use compatibility table that describes the compatibility of various land uses with a range of environmental noise levels in terms of the Community Noise Equivalent Level (CNEL). A noise environment of 50 CNEL to 60 CNEL is considered to be "normally acceptable" for residential uses. OPR recommendations also note that, under certain conditions, more restrictive standards than the maximum levels cited may be appropriate.

City of Pico Rivera

Pico Rivera General Plan. The City of Pico Rivera General Plan (Pico Rivera General Plan) *Noise Element* examines noise sources within the City and evaluates the potential for noise conflicts and identifies ways to reduce existing and potential future noise impacts. It contains the following applicable goals, policies, and implementation programs to achieve and maintain noise levels compatible with various land uses.

- **Goal 11.1**: An acceptable noise environment for existing and future residents that also meets the business needs of the community.

    - **Policy 11.1-1: Land Use Compatibility**. Strive to achieve and maintain land use patterns that are consistent with the noise compatibility guidelines set forth in [General Plan] Table 11-1 (Table 4.13-1, *City of Pico Rivera Maximum Allowable Environmental Noise Standards*).

Table 4.13-1
City of Pico Rivera Maximum Allowable Environmental Noise Standards

Land Use	Hours of Day[1]	
	Exterior Noise Level from Property Line L_{dn}/CNEL, dB	Interior Noise Level L_{dn}/CNEL, dB[2]
Residential (Low Density, Multi Family, Mixed-Use)	65	45
Transient Lodging (Motels/Hotels)	65	45
Schools, Libraries, Churches, Hospitals/Medical Facilities, Nursing Homes, Museums	70	45
Theaters, Auditoriums	70	N/A
Playgrounds, Parks	75	N/A
Golf Courses, Riding Stables, Water Recreation	75	N/A
Office Buildings, Business Commercial and Professional	70	N/A
Industrial, Manufacturing, and Utilities	75	N/A

Notes: dBA = A-weighted decibel scale
1. The noise level standard is the maximum decibel level which may be imposed upon the referenced land use. Where a proposed use is not specifically listed on this table, the use shall comply with the noise exposure standards for the nearest similar use as determined by the Planning Director.
2. This noise exposure maximum requires windows and doors to remain closed to achieve the acceptable interior noise level and will necessitate the use of an air conditioning unit and/or exterior noise level reduction measures such as a block wall and double pane windows.

Source: City of Pico Rivera, *General Plan Noise Element: Table 11-1*, October 2014.

- **Policy 11.1-2: Existing Noise Incompatibilities**. Within areas where existing or future noise levels exceed the guidelines set forth in [General Plan] Table 11-1 (Table 4.13-1), encourage establishment of noise buffers and barriers, modifications to noise-generating operations, and/or retrofitting of buildings housing noise-sensitive uses, where feasible and appropriate.

- **Policy 11.1-3: New Stationary Noise Sources**. Require new stationary noise sources to mitigate impacts on noise-sensitive uses consistent with the noise compatibility guidelines set forth in [General Plan] Table 11-1 (Table 4.13-1).

- **Goal 11.2**: Minimize disruptions to residential neighborhoods and businesses caused by transportation-related noise.

    - **Policy 11.2-4: Truck Routes**. Maintain a system of truck routes that avoid truck travel through or adjacent existing and future residential neighborhoods, to the extent feasible.

- **Goal 11.3**: Minimize disruptions to residential neighborhoods and businesses caused by construction related-related noise.

    - **Policy 11.3-1: Construction Noise**. Minimize construction-related noise and vibration by limiting construction activities within 500 feet of noise-sensitive uses from 7:00 A.M. to 7:00 P.M. seven days a week; after hour permission shall be granted by City staff, Planning Commission, or the City Council.

        - Require proposed development adjacent to occupied noise sensitive land uses to implement a construction-related noise mitigation plan. This plan would depict the location of construction equipment storage and maintenance areas, and document methods to be employed to minimize noise impacts on adjacent noise sensitive land uses.

        - Require that construction equipment utilize noise reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer.

        - Require that haul truck deliveries be subject to the same hours specified for construction. Additionally, the plan shall denote any construction traffic haul routes where heavy trucks would exceed 100 daily trips (counting those both to and from the construction site). To the extent feasible, the plan shall denote haul routes that do not pass sensitive land uses or residential dwellings.

    - **Policy 11.3-2: Vibration Standards**. Require construction projects and new development anticipated to generate a significant amount of vibration to ensure acceptable interior vibration levels at nearby noise-sensitive uses based on Federal Transit Administration criteria as shown in [General Plan] Table 11-2 (Table 4.13-2, *City of Pico Rivera Groundborne Vibration Impact Criteria for General Assessment*).

Table 4.13-2
City of Pico Rivera Groundborne Vibration Impact Criteria for General Assessment

Construction Time	Impact Levels (VdB)		
	Frequent Events[a]	Occasional Events[b]	Infrequent Events[c]
Category 1: Buildings where vibration would interfere with interior operations.	65[d]	65[d]	65[d]
Category 2: Residences and buildings where people normally sleep	72	75	80
Category 3: Institutional land uses with primarily daytime uses	75	78	83

Notes: VdB= Vibration Velocity Level (LV)
Vibration levels are measured in or near the vibration-sensitive use.
a. "Frequent Events" is defined as more than 70 vibration events of the same source per day.
b. "Occasional Events" is defined as between 30 and 70 vibration events of the same source per day.
c. "Infrequent Events" is defined as fewer than 30 vibration events of the same source per day.
d. 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.

Source: City of Pico Rivera, *General Plan Noise Element: Table 11-2*, October 2014.

Pico Rivera Municipal Code. The City of Pico Rivera Municipal Code (Pico Rivera Municipal Code) lists the following ordinances to help control noise impacts within the City.

Chapter 8.40 Noise

8.40.010 Unnecessary noises prohibited.

> *A. 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 which 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.*

Chapter 18.42 Property Development Regulations

18.42.050 Special use conditions and chart notes.

> *Note 50. All construction activities on any lot or parcel shall take place only between the hours of seven a.m. and seven p.m. except for purposes of emergencies.*

County of Los Angeles

While the project site is located within the City of Pico Rivera, the nearest sensitive receptors, located adjacent to the project site on the south, are located within the unincorporated County of Los Angeles. As potential noise arising from the construction and operation of the project may impact these sensitive receptors, noise level requirements from the County of Los Angeles' General Plan and County Code were analyzed.

Los Angeles General Plan: The County of Los Angeles 2035 General Plan (Los Angeles General Plan) Noise Element is the guiding document for the County's noise policy. The purpose of the noise element is to reduce and limit the exposure of the general public to excessive noise levels. The noise element provides noise mitigation regulations and delineates Federal, State and City jurisdictions relative to rail, automotive, aircraft, and nuisance noise. It also sets forth noise management goals, objectives, policies, and programs of the County. The applicable Los Angeles General Plan Noise Element standards are implemented and enforced by the Los Angeles County Code.

Los Angeles County Code. The County applies the Noise Control Ordinance in Chapters 12.08 and 12.12 of the Los Angeles County Code (Los Angeles County Code), which is designed to protect people from objectionable non-transportation noise sources such as music, construction activity, machinery, pumps, and air conditioners. The Los Angeles County Code includes standards for stationary noise sources, such as non-transportation fans, blowers, pumps, turbines, saws, engines, and other (similar) machinery. These standards do not gauge the compatibility of developments in the noise environment, but provide restrictions on the amount and duration of noise generated at a property; as measured at the property line of the noise receptor. The county's exterior noise standards for stationary sources are presented in Table 4.13-3, *County of Los Angeles Exterior Noise Standards*.

Table 4.13-3
County of Los Angeles Exterior Noise Standards

Noise Zone	Noise Level Standard (dBA) [1,2]	
	7:00 a.m. to 10:00 p.m.	10:00 p.m. to 7:00 a.m.
Noise-Sensitive Area	45	45
Residential Properties	50	45
Commercial Properties	60	55
Industrial Properties	70	70
1. According to Los Angeles County Code Section 12.08.390, if the ambient noise levels exceed the exterior noise standards above, then the ambient noise level becomes the noise standard. If the source of noise emits a pure tone or impulsive noise, the exterior noise levels limits shall be reduced by five decibels. 2. If the measurement location is on a boundary property between two different zones, the noise limit shall be the arithmetic mean of the maximum permissible noise level limit of the subject zones; except when a intruding noise source originates on an industrial property and is impacting another noise zone, the applicable exterior noise level shall be the daytime exterior noise level for the subject receptor property.		
Source: Los Angeles County Code, Section 12.08.390.		

The following adjustments are applicable to the exterior standards in Table 4.13-3; noise levels at sensitive receptors may not exceed the standards:

- For a cumulative period of more than thirty minutes in any hour;
- Plus 5 dB for a cumulative period of more than fifteen minutes in any hour;
- Plus 10 dB for a cumulative period of more than five minutes in any hour;
- Plus 15 dB for a cumulative period of more than one minute in any hour; or
- Plus 20 dB for any period of time (L_{max}) If the ambient noise level exceeds the noise level standard for any of the above noise metrics, then the ambient noise level becomes the noise level standard for that noise metric. If the measurement location is on a boundary property between two different zones, the exterior noise level standard shall be the arithmetic mean of the noise levels standards for the two zones. Except as provided above, when an intruding noise source originates on an industrial property and is impacting another noise zone, the applicable exterior noise level shall be the daytime exterior noise level for the subject receptor property.

County Code Section 12.08.400 presents interior noise standards for residential uses. This section states that no person shall operate or cause to be operated within a dwelling unit, any source of sound, or allow the creation of any noise that causes the noise level when measured inside a neighboring receiving dwelling unit to exceed the standards in Table 4.13-4, *County of Los Angeles Interior Noise Standards*.

Table 4.13-4
County of Los Angeles Interior Noise Standards

Noise Zone	Designated Land Use	Noise Level Standard (dBA)[1]	
		7:00 a.m. to 10:00 p.m.	10:00 p.m. to 7:00 a.m.
All	Multifamily	45	40
	Residential	45	40
Source: Los Angeles County Code, Section 12.08.400.			

The following adjustments are applicable to the exterior standards in Table 4.13-4:

Noise levels at sensitive receptors may not exceed the standards

- For a cumulative period of more than five minutes in any hour;
- Plus 5 dB for a cumulative period of more than one minute in any hour; or
- Plus 10 dB for any period of time (L_{max}).

Los Angeles County Code Section 12.08.440 includes restrictions on construction noise. The County prohibits the operation of any tools or equipment used in construction, drilling, repair, alteration, or demolition work between weekday hours of 7:00 p.m. and 7:00 a.m., or at any time on Sundays or holidays, such that the sound therefrom creates a noise disturbance across a residential or commercial real-property line. Exceptions are provided for emergency work of public service utilities or if a variance is issued by the Health Officer. The County also sets maximum noise level limits for mobile equipment (nonscheduled, intermittent, short-term operations for less than 10 days) at the affected structure as summarized in Table 4.13-5, *County of Los Angeles Mobile Construction Equipment Noise Limits*.

Table 4.13-5
County of Los Angeles Mobile Construction Equipment Noise Limits

Time of Day	Single-family Residential (dBA)	Multi-family Residential (dBA)	Semi-residential/ Commercial
Daily, except Sundays and legal holidays, 7:00 a.m. to 8:00 p.m.	75	80	85
Daily, 8:00 p.m. to 7:00 a.m. and all day Sunday and legal holidays	60	64	70
Source: Los Angeles County Code, Section 12.08.440.			

Maximum noise levels from stationary equipment (repetitively scheduled and relatively long-term operations of 10 days or more) at the affected structure are summarized in Table 4.13-6, *County of Los Angeles Stationary Construction Equipment Noise Limits*.

Table 4.13-6
County of Los Angeles Stationary Construction Equipment Noise Limits

Time of Day	Single-family Residential (dBA)	Multi-family Residential (dBA)	Semi-residential/ Commercial
Daily, except Sundays and legal holidays, 7:00 a.m. to 8:00 p.m.	60	65	70
Daily, 8:00 p.m. to 7:00 a.m. and all day Sunday and legal holidays	50	55	60
Source: Los Angeles County Code, Section 12.08.440.			

Los Angeles County Code Section 12.08.560 prohibits the operation of any device that creates vibration that is above 0.01 inch/second at or beyond the property boundary of the source, if on private property, or at 150 feet from the source, if on a public space or public right-of-way. This threshold is pertinent to the evaluation of vibration-annoyance impacts from ongoing industrial uses to nearby sensitive receptors.

The County exempts all vehicles of transportation on private right-of-way and private property (with a few exceptions) that operate in a legal manner in accordance with vehicle-noise regulations within the public right-of-way, railway, or air space, or on private property, from the standards of the Los Angeles County Code Section 12.08.570. The County has no adopted ordinance regulating individual motor vehicle noise levels.

EXISTING MOBILE SOURCES

The majority of the existing noise from mobile sources in the project area is generated from vehicle sources along Beverly Boulevard to the north and I-605 to the east of the project site. Mobile source noise was modeled using the Federal Highway Administration's Highway Noise Prediction Model (FHWA RD-77-108), which incorporates several roadway and site parameters. The model does not account for ambient noise levels. Noise projections are based on modeled vehicular traffic as derived from the *Beverly Boulevard Warehouse Project Traffic Operations Report* (TOR) prepared by Michael Baker International (dated November 2020); refer to Appendix F, *Vehicle Miles Traveled Memorandum/Traffic Operations Report*.[1] As shown in Table 4.13-7, *Existing Traffic Noise Levels*, mobile noise sources in the vicinity of the project site range from 61.7 dBA to 66.6 dBA.

Table 4.13-7
Existing Traffic Noise Levels

Roadway Segment	Existing Conditions				
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)		
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour
Beverly Boulevard					
Paramount Boulevard to Rosemead Boulevard	28,600	65.2	223	103	-
Rosemead Boulevard to Durfee Avenue	35,400	66.1	257	119	-
Durfee Avenue to San Gabriel River Parkway	36,100	66.2	260	121	-
San Gabriel River Parkway to I-605 Southbound ramp	39,700	66.4	266	123	57
I-605 Southbound Ramp to Pioneer Boulevard	41,700	66.6	275	127	59
Pioneer Boulevard to Norwalk Boulevard	34,800	66.1	254	118	-
East of Norwalk Boulevard	38,200	66.5	270	125	-
Rosemead Boulevard					

[1] ADT volumes that include the planned I-605/Beverly Boulevard Interchange Improvement Project were utilized for the FHWA RD-77-108 noise modeling. This project includes various improvements at and surrounding the existing I-605/Beverly Boulevard interchange to reduce congestion and improve safety and traffic operations.

Table 4.13-7 (continued)
Existing Traffic Noise Levels

Roadway Segment	Existing Conditions				
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)		
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour
North of Beverly Boulevard	32,000	65.7	241	112	-
South of Beverly Boulevard	30,400	65.2	221	103	-
San Gabriel River Parkway					
North of Beverly Boulevard	10,600	61.7	130	60	-
Pioneer Boulevard					
I-605 Northbound Ramp to Beverly Boulevard	16,700	62.6	149	69	-
Notes: ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level, - = Contour located within the roadway right of way.					
Source: Based on traffic data within the *Beverly Boulevard Warehouse Project Traffic Operations Report*, prepared by Michael Baker International, November 2020.					

EXISTING STATIONARY SOURCES

The project area is urbanized and generally built-out. Surrounding land uses in proximity to the project site are primarily comprised of industrial, residential, RV storage, commercial, and the UPRR railway. The primary sources of stationary noise in the project vicinity are urban-related activities (i.e., mechanical equipment associated with existing industrial uses). The noise associated with these sources may represent a single-event noise occurrence, short-term or long-term/continuous noise.

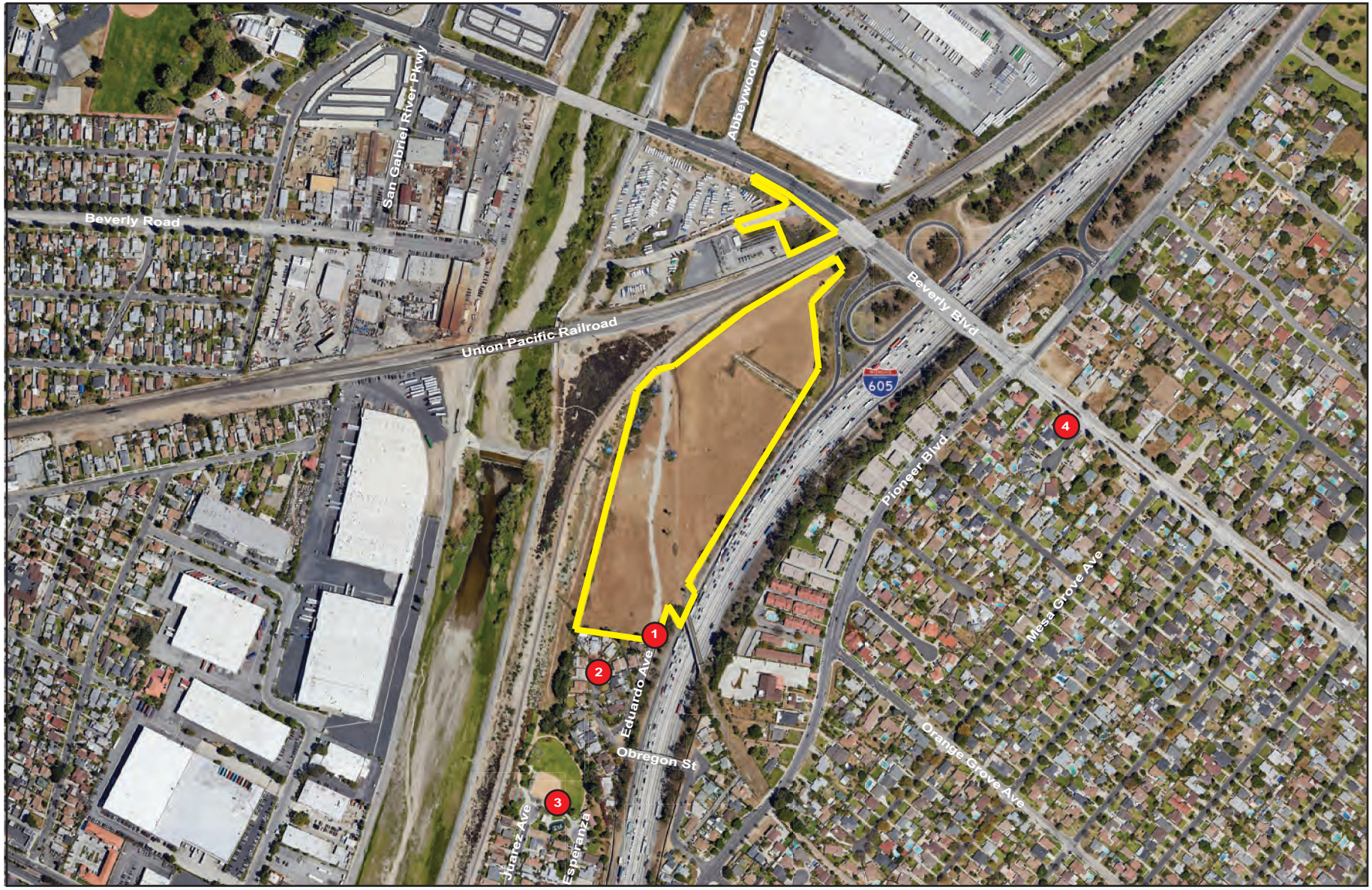
NOISE MEASUREMENTS

In order to quantify existing ambient noise levels in the project area, Michael Baker International (Michael Baker), conducted four short-term noise measurements on August 6, 2020; refer to Table 4.13-8, *Noise Measurements*. The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the project site. The ten-minute measurements were taken between 10:30 a.m. and 12:00 p.m. Short-term (L_{eq}) measurements are considered representative of the noise levels throughout the day and relate closely with the noise standards for the project area. Exhibit 4-1, *Noise Measurement Locations*, depicts the location of the noise measurements.

Table 4.13-8
Noise Measurements

Site No.	Location	L_{eq} (dBA)	L_{min} (dBA)	L_{max} (dBA)	Peak (dBA)	Time
1	End of Eduardo Avenue, adjacent to the south of the project site.	69.4	65.1	74.7	98.9	10:33 a.m.
2	Oregon Street cul-de-sac.	58.3	54.6	73.1	92.5	10:47 a.m.
3	Near picnic benches within Amigo Park.	57.6	54.6	61.7	88.9	11:05 a.m.
4	Lenvale Avenue cul-de-sac.	66.6	46.6	85.8	106.5	11:25 a.m.
Source: Michael Baker International, August 6, 2020.						

Meteorological conditions when the measurements were taken were cloudy skies, cool temperatures, with moderately light wind speeds (less than 5 miles per hour), and low humidity. Measured noise levels during the daytime measurements ranged from 57.6 to 69.4 dBA L_{eq}. Noise monitoring equipment used for the ambient noise survey consisted of a Brüel & Kjær Hand-held Analyzer Type 2250 equipped with a Type 4189 pre-polarized microphone. The



Source: Google Earth Pro. July 2020

NOT TO SCALE

Michael Baker INTERNATIONAL

07/20 | JN 179201

Noise Measurement Locations

Project Site

BEVERLY BOULEVARD WAREHOUSE PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION (IS/MND)

Noise Measurement Locations

Exhibit 4-1

monitoring equipment complies with applicable requirements of the American National Standards Institute (ANSI) for Type I (precision) sound level meters. The results of the field measurements are included in Appendix E, *Noise Data*.

SENSITIVE RECEPTORS

Sensitive populations are more susceptible to the effects of noise than are the general population. Land uses considered sensitive by the State of California include schools, playgrounds, athletic facilities, hospitals, rest homes, rehabilitation centers, long-term care and mental care facilities. Generally, a sensitive receptor is identified as a location where human populations (especially children, senior citizens, and sick persons) are present. Land uses less sensitive to noise are business, commercial, and professional developments. Noise receptors categorized as being least sensitive to noise include industrial, manufacturing, utilities, agriculture, natural open space, undeveloped land, parking lots, warehousing, and transit terminals. These types of land uses often generate high noise levels. Moderately sensitive land uses typically include multi-family dwellings, hotels, motels, dormitories, and outpatient clinics. The nearest sensitive receptors are residences located directly to the south, adjacent to the project site boundaries, within the County of Los Angeles.[1] The nearest sensitive receptors in the City of Whittier are residential uses located approximately 300 feet to the east of the project site, across I-605. Similarly, the nearest sensitive receptors in the City of Pico Rivera are residential uses located approximately 1,275 feet to the west of the project site.

Impact Analysis

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. It is difficult to specify noise levels that are generally acceptable to everyone; what is annoying to one person may be unnoticed by another. Standards may be based on documented complaints in response to documented noise levels, or based on studies of the ability of people to sleep, talk, or work under various noise conditions. However, all such studies recognize that individual responses vary considerably. Standards usually address the needs of the majority of the general population.

As stated above, while the project site is located within the City of Pico Rivera, the nearest sensitive receptors are located within unincorporated County of Los Angeles. The closest sensitive receptors in the City of Whittier are located approximately 300 feet to the east of the project site, across I-605. The nearest sensitive receptors in the City of Pico Rivera are located approximately 1,275 feet to the west of the project site. In between these sensitive receptors in the City of Pico Rivera and the project site are two large warehousing uses and the UPRR railway. Due to the distance and intervening structures, noise levels generated from project construction and operation would be inaudible at sensitive receptors within the City of Whittier and City of Pico Rivera. Thus, only the adjacent sensitive receptors in the unincorporated County of Los Angeles were analyzed. The Los Angeles County Code includes regulations controlling unnecessary, excessive, and annoying noise within the County of Los Angeles, which are applicable to this analysis.

Short-Term Noise Impacts

Construction activities generally are temporary and have a short duration, resulting in periodic increases in the ambient noise environment. Construction activities would include grading, on-site earthwork, building construction, paving, and architectural coating. Ground-borne noise and other types of construction-related noise impacts typically occur during the initial earthwork phase. This phase of construction has the potential to create the highest levels of noise. Typical noise levels generated by construction equipment are shown in Table 4.13-9, *Maximum Noise Levels Generated by Construction Equipment*. It should be noted that the noise levels identified in Table 4.13-9 are maximum sound levels (L_{max}), which are the highest individual sound occurring at an individual time period. Operating cycles for these types

1 While the nearest sensitive receptor property line is located in the City of Whittier, adjacent to the southern portion of the project site, the nearest structure is located approximately 12 feet away.

of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be due to random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts).

The closest sensitive receptors to the project site are the single-family residential uses immediately to the south of the project site. These sensitive uses may be exposed to elevated noise levels during project construction.

Table 4.13-9
Maximum Noise Levels Generated by Construction Equipment

Type of Equipment	Acoustical Use Factor[1]	L_{max} at 50 Feet (dBA)
Concrete Saw	20	90
Crane	16	81
Augur Drill Rig	20	85
Concrete Mixer Truck	40	79
Backhoe	40	78
Dozer	40	82
Excavator	40	81
Forklift	40	78
Paver	50	77
Roller	20	80
Tractor	40	84
Water Truck	40	80
Grader	40	85
General Industrial Equipment	50	85

Note:
1. Acoustical Use Factor (percent): Estimates the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation.

Source: Federal Highway Administration, *Roadway Construction Noise Model (FHWA-HEP-05-054),* January 2006.

Construction noise is difficult to quantify because of the many variables involved, including the specific equipment types, size of equipment used, percentage of time each piece is in operation, condition of each piece of equipment, and number of pieces that would operate on the site. Construction equipment produce maximum noise levels when equipment is operating under full power conditions (i.e., the equipment engine at maximum speed). However, equipment used on construction sites typically operates under less than full power conditions, or part power. To more accurately characterize construction-period noise levels, the average (L_{eq}) noise level associated with each construction stage is calculated based on the quantity, type, and usage factors for each type of equipment that would be used during each construction stage. These noise levels are typically associated with multiple pieces of equipment simultaneously operating on part power. The estimated construction noise levels at the nearest noise-sensitive receptors is presented in Table 4.13-10, *Construction Noise Levels at Adjacent Residential Receptors*. To present a conservative analysis, the estimated noise levels were calculated for a scenario in which all heavy construction equipment were assumed to operate simultaneously in each phase of construction and be located at the construction area nearest to the affected receptors.

Table 4.13-10
Construction Noise Levels at Adjacent Residential Receptors

Nearest Sensitive Receptor to Project Site	Distance to Construction Activities (Feet)	Construction Phase	Estimated Exterior Construction Noise Level (dBA L_{eq})[1]	Estimated Exterior Construction Noise Level (dBA L_{eq}) with Mitigation[2]	Construction Noise Standard (dBA L_{eq})[3]	Exceeds Standards with Mitigation?
Southern Residences	20	Grading	92.7	72.7	75	**No**
	20	Paving	90.3	70.3	75	**No**
	275	Building Construction	79.9	59.9	75 / 60	**No**
	275	Architectural Coatings	61.9	41.9	60	**No**

Notes:
1. These noise levels conservatively assume the simultaneous operation of all heavy construction equipment at the same precise location.
2. Project estimated exterior construction noise levels with mitigation include a sound reduction of 20 dBA from Mitigation Measure NOI-2.
3. The Los Angeles County Code Section 12.08.440 identifies mobile (i.e., 75 dBA) and stationary (i.e. 60 dBA) noise standards for construction activities occurring in the vicinity of single-family residential uses. For the purposes of this analysis, mobile (i.e., 75 dBA) and/or stationary (i.e., 60 dBA) noise standards were applied to construction phases with mobile and/or stationary construction equipment.

Source: Federal Highway Administration, *Roadway Construction Noise Model (RCNM)*, 2006 (see Appendix E, *Noise Data*).

Pico Rivera Municipal Code Section 18.42.050 exempts construction activities from the noise standard providing that such activities take place between the hours of 7:00 a.m. to 7:00 p.m. except for purposes of emergencies. Los Angeles County Code Section 12.08.440 exempts construction activities from the noise standard providing that such activities take place between the hours of 7:00 a.m. to 7:00 p.m. (except Sundays and holidays) and the construction noise levels generated do not exceed the construction mobile noise standard (i.e., 75 dBA) or the construction stationary noise standard (i.e., 60 dBA) at single-family residential uses. As depicted in Table 4.13-10, adjacent residential receptors could be exposed to temporary and intermittent noise levels ranging from 61.9 to 92.7 dBA, which exceeds the County's construction mobile (i.e., 75 dBA) and construction stationary (i.e., 60 dBA) noise standards. It should be noted that the City does not have construction noise standards for residential uses. As previously noted, noise levels presented in Table 4.13-10 are conservative, as these noise levels assume the simultaneous operation of all construction equipment at the same precise location. In reality, construction equipment would be used throughout the project site and would not be concentrated at the point closest to the sensitive receptors.

To ensure compliance with the County's construction noise standards (outlined in Los Angeles County Code Section 12.08.440) and reduce construction-generated noise at nearby receptors, the proposed project would be required to implement Mitigation Measure NOI-1 and NOI-2. Mitigation Measure NOI-1 would require construction equipment to be equipped with properly operating and maintained mufflers and other state required noise attenuation devices. Further, as shown in Table 4.13-10, implementation of Mitigation Measure NOI-2 would reduce the project's construction noise levels below the County's construction mobile (i.e., 75 dBA) and construction stationary (i.e. 60 dBA) noise standards with the use of a temporary noise barrier or enclosure along the southern/southwestern portion of the project site to break the line of sight between the construction equipment and the adjacent residences. Therefore, project construction activities would not generate noise levels in excess of County standards with implementation of Mitigation Measures NOI-1 and NOI-2. A less than significant impact would occur in this regard.

Construction Truck Trips

Construction activities would also cause increased noise along access routes to and from the site due to movement of equipment and workers, as well as hauling trips. Grading of the project site would require the import of approximately 65,000 cubic yards and export of approximately 2,000 cubic yards, which would result in approximately 8,375 soil

hauling trips.[2] It is anticipated that construction worker trips would be a maximum of 349 trips per day, and vendor trips during the building construction phase would equate to a total of 136 trips per day.[3] As a result, mobile source noise would increase along access routes to and from the project site during construction. However, mobile traffic noise from construction trips would be temporary and would cease upon project completion.

As discussed above, project construction would result in increased noise levels in the project area. Although the City does not have construction noise limits, the County limits mobile construction noise levels to 75 dBA (Los Angeles County Code Section 12.08.440). A maximum of 60 trips per day (i.e., construction worker trips, vendor trips, and truck hauling trips) are anticipated to occur along Eduardo Avenue, between the hours of 7:00 a.m. to 7:00 p.m. in compliance with Pico Rivera Municipal Code Section 18.42.050 and Los Angeles County Code Section 12.08.440. The operation of dump trucks would produce the loudest source of noise from construction truck trips. Based on FTA data, dump trucks generate a noise level of 72.5 dBA at a distance of 50 feet.[4] Affected structures along Eduardo Avenue contain either block walls or chain-link fence. The nearest affected structure is a residential use with a block wall along Eduardo Avenue, located approximately 25 feet from dump truck operations along Eduardo Avenue. The block wall would attenuate dump truck noise levels by approximately 10 dBA.[5] Therefore, accounting for the intervening block wall, dump truck noise levels would be approximately 68.5 dBA. The remaining affected structures (i.e., residential uses) contain chain-link fence along Eduardo Avenue. These affected structures are located approximately 38 feet from dump truck operations along Eduardo Avenue. At this distance, dump truck noise levels would be approximately 74.9 dBA. Therefore, mobile traffic noise from construction trips would not exceed the County's 75 dBA mobile construction noise standard. Thus, upon compliance with the City and County's allowable construction hours (Pico Rivera Municipal Code Section 18.42.050 and Los Angeles County Code Section 12.08.440), short-term noise impacts from construction equipment would be less than significant.

Long-Term Noise Impacts

Off-Site Mobile Noise

Future development generated by the proposed project would result in additional traffic on adjacent roadways, thereby increasing vehicular noise in the vicinity of existing and proposed land uses. According to the *Highway Traffic Noise Analysis and Abatement Policy and Guidance*, a doubling of traffic volumes would result in a 3 dB increase in traffic noise levels, which is barely detectable by the human ear.[6]

Existing Conditions

According to Table 4.13-11, *Existing With Project Traffic Noise Levels*, under the "Existing" scenario, noise levels at a distance of 100 feet from the roadway centerline would range from approximately 61.7 dBA to 66.6 dBA, with the highest noise levels occurring along Beverly Boulevard, between the I-605 Southbound on-ramp and Pioneer Boulevard. The "Existing With Project" scenario noise levels at a distance of 100 feet from the roadway centerline would range from approximately 62.3 dBA to 66.6 dBA, with the highest noise occurring along the same roadway segment. As shown in Table 4.13-11, the noise levels would result in a maximum increase of 0.1 dBA as a result of the proposed project. As these noise level increases are below 3.0 dBA[7], a less than significant impact would occur in this regard.

[2] Based on California Emissions Estimator Model version 2020.4.0 (CalEEMod) outputs; refer to Appendix A, *Air Quality/Greenhouse Gas/Energy Data*.

[3] Ibid.

[4] Federal Highway Administration, Roadway Construction Noise Model (RCNM), 2006.

[5] Federal Highway Administration, *Roadway Construction Noise Model User's Guide*, January 2016.

[6] U.S. Department of Transportation, *Highway Traffic Noise Analysis and Abatement Policy and Guidance, updated August 24, 2017*, https://www.fhwa.dot.gov/environMent/noise/regulations_and_guidance/polguide/polguide02.cfm, accessed on October 7, 2020.

[7] According to the California Department of Transportation's *Traffic Noise Analysis Protocol*, dated May 2011, a 3.0 dB difference in noise level is generally the point at which the human ear will perceive a difference in noise level. As such, 3.0 dB is considered a conservative and reasonable threshold of significance, as the City of Pico Rivera does not have an established threshold in this regard.

Opening Year Conditions

The "Opening Year Without Project" and "Opening Year With Project" scenarios were compared (opening year has been analyzed as 2022). According to Table 4.13-12, *Opening Year Traffic Noise Levels*, under the "Opening Year Without Project" scenario, the noise levels would range from approximately 61.8 dBA to 66.6 dBA, with the highest noise levels occurring along Beverly Boulevard, between the I-605 Southbound on-ramp and Pioneer Boulevard. Under the "Opening Year With Project" scenario, the noise levels would range from approximately 61.8 dBA to 66.6 dBA, with the highest noise levels occurring along Beverly Boulevard, between the I-605 Southbound on-ramp to Pioneer Boulevard. As shown in Table 4.13-12, the noise levels would result in a maximum increase of 0.1 dBA as a result of the proposed project. This increase in noise would occur at three segments along Beverly Boulevard and Pioneer Boulevard. As these noise level increases are below 3.0 dBA, a less than significant impact would occur in this regard.

Cumulative Mobile Source Impacts

A project's contribution to a cumulative traffic noise increase would be considered significant when the combined effect exceeds perception level (i.e., auditory level increase) threshold. The combined effect compares the "Opening Year With Project" condition to "Existing" conditions. This comparison accounts for the traffic noise increase generated by a project combined with the traffic noise increase generated by related projects in the project vicinity including Pico Rivera, Whittier, and Montebello; refer to Table 7-6, Cumulative Projects, of the Traffic Operations Report provided in Appendix F, *Vehicle Miles Traveled Memorandum/Traffic Operations Report* of this Initial Study. The cumulative projects consist of 12 residential, industrial, commercial, retail, and recreational uses. The following criterion has been utilized to evaluate the combined effect of the cumulative noise increase.

- Combined Effect. The cumulative with project noise level ("Opening Year With Project") would cause a significant cumulative impact if a 3.0 dB increase over existing conditions occurs and the resulting noise level exceeds the applicable exterior standard at a sensitive use.

Although there may be a significant noise increase due to the proposed project in combination with other related projects (combined effects), it must also be demonstrated that the project has an incremental effect. In other words, a significant portion of the noise increase must be due to the proposed project. The following criterion has been utilized to evaluate the incremental effect of the cumulative noise increase.

- Incremental Effects. The "Opening Year With Project" causes a 1.0 dBA increase in noise over the "Opening Year Without Project" noise level.

Table 4.13-11
Existing With Project Traffic Noise Levels

Roadway Segment	Existing					Existing With Project					Difference In dBA @ 100 Feet from Roadway
	ADT[1]	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)			ADT[1,2]	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)			
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour	
Beverly Boulevard											
Paramount Boulevard to Rosemead Boulevard	28,600	65.2	223	103	-	28,800	65.2	224	104	-	0.0
Rosemead Boulevard to Durfee Avenue	35,400	66.1	257	119	-	35,700	66.2	258	120	-	0.1
Durfee Avenue to San Gabriel River Parkway	36,100	66.2	260	121	-	36,400	66.3	262	121	-	0.1

Table 4.13-11 (continued)
Existing With Project Traffic Noise Levels

Roadway Segment	Existing					Existing With Project					Difference In dBA @ 100 Feet from Roadway
	ADT[1]	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)			ADT[1,2]	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)			
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour	
San Gabriel River Parkway to I-605 Southbound ramp	39,700	66.4	266	123	57	40,200	66.4	268	124	58	0.0
I-605 Southbound Ramp to Pioneer Boulevard	41,700	66.6	275	127	59	42,000	66.6	276	128	59	0.0
Pioneer Boulevard to Norwalk Boulevard	34,800	66.1	254	118	-	34,900	66.1	254	118	-	0.0
East of Norwalk Boulevard	38,200	66.5	270	125	-	38,300	66.5	271	126	-	0.0
Rosemead Boulevard											
North of Beverly Boulevard	32,000	65.7	241	112	-	32,100	65.7	242	112	-	0.0
South of Beverly Boulevard	30,400	65.2	221	103	-	30,500	65.2	221	103	-	0.0
San Gabriel River Parkway											
North of Beverly Boulevard	10,600	61.7	130	60	-	10,600	61.7	130	60	-	0.0
Pioneer Boulevard											
I-605 Northbound Ramp to Beverly Boulevard	16,700	62.6	149	69	-	16,900	62.6	150	70	-	0.0

ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level- = Contour located within the roadway right of way.

Notes:
1. For the existing scenario, the average daily trips (ADTs) volumes that include the planned Interstate 605 improvement were utilized for the FHWA RD-77-108 noise modeling; refer to Appendix E.
2. "Existing With Project" ADT's were calculated by adding the "Project with the I-605 improvement: ADT's to the "Existing with I-605 improvement scenario"; refer to Appendix E.

Source: Based on traffic data within the *Beverly Boulevard Warehouse Project Traffic Operations Report*, prepared by Michael Baker International, November 2020.

Table 4.13-12
Opening Year Traffic Noise Levels

Roadway Segment	Opening Year Without Project					Opening Year With Project					Difference In dBA @ 100 Feet from Roadway
	ADT[1]	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)			ADT[1]	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)			
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour	
Beverly Boulevard											
Paramount Boulevard to Rosemead Boulevard	28,800	65.2	224	104	-	29,000	65.3	225	104	-	0.1
Rosemead Boulevard to Durfee Avenue	35,700	66.2	258	120	-	36,000	66.2	260	121	-	0.0
Durfee Avenue to San Gabriel River Parkway	36,400	66.3	262	121	-	36,700	66.3	263	122	-	0.0
San Gabriel River Parkway to I-605 Southbound ramp	40,000	66.4	267	124	58	40,500	66.5	269	125	58	0.1
I-605 Southbound Ramp to Pioneer Boulevard	42,000	66.6	276	128	59	42,300	66.6	277	129	60	0.0
Pioneer Boulevard to Norwalk Boulevard	35,100	66.1	255	118	-	35,200	66.1	256	119	-	0.0
East of Norwalk Boulevard	38,500	66.5	272	126	-	38,600	66.5	272	126	-	0.0
Rosemead Boulevard											
North of Beverly Boulevard	32,300	65.8	243	113	-	32,400	65.8	243	113	-	0.0
South of Beverly Boulevard	30,600	65.2	222	103	-	30,700	65.2	222	103	-	0.0
San Gabriel River Parkway											
North of Beverly Boulevard	10,700	61.8	131	61	-	10,700	61.8	131	61	-	0.0
Pioneer Boulevard											
I-605 Northbound Ramp to Beverly Boulevard	16,800	62.6	149	69	-	17,000	62.7	150	70	-	0.1

ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level, - = Contour located within the roadway right of way.

Notes:
1. The average daily trips (ADTs) volumes that include the planned Interstate 605 improvement were utilized for the FHWA RD-77-108 noise modeling; refer to Appendix E.

Source: Based on traffic data within the *Beverly Boulevard Warehouse Project Traffic Operations Report*, prepared by Michael Baker International, November 2020.

A significant impact would result only if both the combined and incremental effects criteria have been exceeded. Noise by definition is a localized phenomenon, and reduces as distance from the source increases. Consequently, only the proposed project and growth due to occur in the project site's general vicinity (i.e., the 12 residential, industrial, commercial, retail, and recreational uses projects identified in the Traffic Operations Report) would contribute to cumulative noise impacts. Table 4.13-13, *Cumulative Traffic Noise Levels*, provides traffic noise effects along roadway segments in the project vicinity for "Existing," "Opening Year Without Project," and "Opening Year With Project" conditions, including incremental and net cumulative impacts. As indicated in Table 4.13-13, noise levels under the combined effects criterion would not exceed 3.0 dBA under the combined effect criterion or 1.0 dBA under the incremental effect criterion. As such, a cumulative noise impact would not occur. Therefore, there would not be any roadway segments that would be subject to significant cumulative impacts, as they would not exceed both the combined and incremental effects criteria. Therefore, the proposed project, in combination with cumulative background traffic noise levels, would result in less than significant cumulative impacts.

Table 4.13-13
Cumulative Traffic Noise Levels

Roadway Segment	Existing	Opening Year Without Project	Opening Year With Project	Combined Effects	Incremental Effects	Cumulatively Significant Impact?
	dBA @ 100 Feet from Roadway Centerline	dBA @ 100 Feet from Roadway Centerline	dBA @ 100 Feet from Roadway Centerline	Difference In dBA Between Existing and Future With Project	Difference in dBA Between Future Without Project and Future With Project	
Beverly Boulevard						
Paramount Boulevard to Rosemead Boulevard	65.2	65.2	65.3	0.1	0.1	***No***
Rosemead Boulevard to Durfee Avenue	66.1	66.2	66.2	0.1	0.0	***No***
Durfee Avenue to San Gabriel River Parkway	66.2	66.3	66.3	0.1	0.0	***No***
San Gabriel River Parkway to I-605 Southbound ramp	66.4	66.4	66.5	0.1	0.1	***No***
I-605 Southbound Ramp to Pioneer Boulevard	66.6	66.6	66.6	0.0	0.0	***No***
Pioneer Boulevard to Norwalk Boulevard	66.1	66.1	66.1	0.0	0.0	***No***
East of Norwalk Boulevard	66.5	66.5	66.5	0.0	0.0	***No***
Rosemead Boulevard						
North of Beverly Boulevard	65.7	65.8	65.8	0.1	0.0	***No***
South of Beverly Boulevard	65.2	65.2	65.2	0.0	0.0	***No***
San Gabriel River Parkway						
North of Beverly Boulevard	61.7	61.8	61.8	0.1	0.0	***No***
Pioneer Boulevard						
I-605 Northbound Ramp to Beverly Boulevard	62.6	62.6	62.7	0.1	0.1	***No***

Notes: ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level.
1. The average daily trips (ADTs) volumes that include the planned Interstate 605 improvement were utilized for the FHWA RD-77-108 noise modeling; refer to Appendix E.

Source: Based on traffic data within the *Beverly Boulevard Warehouse Project Traffic Operations Report*, prepared by Michael Baker International, November 2020.

Stationary Noise Impacts

The project proposes a warehousing/distribution building and a print shop facility. Stationary noise sources associated with the proposed project would include mechanical equipment, slow moving trucks, and parking activities. As noted above, the nearest sensitive receptors are located within the unincorporated County of Los Angeles. A discussion of the project's stationary noise sources is provided below.

Mechanical Equipment. HVAC systems typically result in noise levels that average 55 dBA at 50 feet from the source.[8] The nearest sensitive receptors, residential uses, are located approximately 280 feet southeast of the proposed HVAC units for the warehouse building and main office. HVAC units would be included on the roof of the structure and could be located toward the southern portion of the structure. These HVAC units would be screened by a parapet wall, which would reduce noise levels. At a distance of 280 feet, HVAC noise levels would attenuate to 40 dBA. Therefore, HVAC noise levels would not exceed the County's exterior daytime (i.e. 50 dBA) or nighttime (i.e. 45 dBA) noise standards for residential uses; refer to Table 4.13-3. Furthermore, HVAC noise levels would be much lower than the existing ambient noise within the project vicinity (58.3 to 69.4 dBA) as shown in Table 4.13-8. Thus, the proposed project would not result in noise impacts to nearby receptors from HVAC units, and the nearest receptors would not be directly exposed to substantial noise from on-site mechanical equipment. Impacts in this regard would be less than significant.

8 U.S. Environmental Protection Agency, *Community Noise*, 1971.

Slow-Moving Trucks. Typically, slow-moving, heavy-duty delivery trucks accessing loading docks can generate a noise level of approximately 79 dBA at a distance of 50 feet.[9] These are noise levels generated by a truck that is operated by an experienced "reasonable" driver with typically applied accelerations. Higher noise levels may be generated by the excessive application of power. Lower levels may be achieved but would not be considered representative of a nominal truck operation.

The project proposes a warehouse building near the southern portion of the project site. The warehouse building would have 18 dock doors at the southern end, approximately 330 feet from the nearest sensitive receptor to the south. At a distance of 330 feet, slow moving and heavy-duty delivery trucks would generate a maximum noise of 62.6 dBA. Additionally, in compliance with Pico Rivera Municipal Code Chapter 18.40.050 Note 19(h), a 6-foot masonry wall would be constructed along the property line, which would break the line of sight and shield the nearest sensitive receptors from the dock noises, reducing noise levels by about 3 dBA.[10] As such, on-site slow-moving truck noise would be approximately 59.6 dBA. It should be noted that existing ambient noise levels near the sensitive receptors range from 58.3 to 69.4 dBA; refer to Table 4.13-8. Therefore, slow-moving truck noise levels would not be perceptible above ambient noise levels. Further, Los Angeles County Code Section 12.08.570 exempts transportation noise from motor vehicles on public right-of-way and private property. A less than significant impact would occur in this regard.

Loading Docks. Loading docks would predominantly produce noise from back-up alarms (also known as back-up beepers). These back-up beepers are required to warn on-site workers that trucks are reversing. Back-up beepers produce a typical volume of 97 dBA at one meter (3.28 feet) from the source. The property line of the nearest sensitive receptor (i.e., a residence) would be located approximately 330 feet south of the trailer loading docks. At this distance, exterior noise levels from back-up beepers would be approximately 57 dBA. However, the Los Angeles County Code Section 12.08.570 specifically exempts warning devices from noise level regulations. Therefore, a less than significant impact would occur in this regard.

Parking Areas. Traffic associated with parking lots is typically not of sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the CNEL scale. However, the instantaneous maximum sound levels generated by a car door slamming, engine starting up, and car pass-bys may be an annoyance to adjacent noise-sensitive receptors. Estimates of the maximum noise levels associated with some parking lot activities are presented in Table 4.13-14, *Typical Noise Levels Generated by Parking Lots*.

Table 4.13-14
Typical Noise Levels Generated by Parking Lots

Noise Source	Maximum Noise Levels at 50 Feet from Source
Car door slamming	63 dBA L_{eq}
Car starting	60 dBA L_{eq}
Car idling	61 dBA L_{eq}
Source: Kariel, H. G., *Noise in Rural Recreational Environments*, Canadian Acoustics 19(5), 3-10, 1991.	

It should be noted that parking lot noises are instantaneous noise levels compared to noise standards in the CNEL scale, which are averaged over time. As a result, actual noise levels over time resulting from parking lot activities would be far lower than what is identified in Table 4.13-14. Parking lot noise would occur within the on-site surface parking lot adjacent to sensitive receptors to the south. The nearest surface parking would be approximately 25 feet from the sensitive receptors. At this distance, parking noise levels would range from 66 to 69 dBA, based on data provided in Table 4.13-14 and considering distance attenuation. While parking lot noise may be as loud as 69 dBA,

9 Elliot H. Berger, Rick Neitzel, and Cynthia A. Kladden, *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, July 6, 2010.

10 Federal Highway Administration, *FHWA Construction Noise Model User's Guide*, January 2006.

these noise levels would be short-term and intermittent. Additionally, parking lot noise levels would not exceed the measured ambient noise levels within the vicinity of the sensitive receptors and project site (69.4 dBA near the proposed parking lot) as shown in Table 4.13-8. Furthermore, Los Angeles County Code Section 12.08.570 exempts transportation noise from motor vehicles on public right-of-way and private property. Therefore, noise generated from parking lots near the sensitive receptors would be short-term and would be below ambient noise levels. A less than significant impact would occur.

Mitigation Measures:

NOI-1 Prior to issuance of any grading or building permit, the project applicant shall demonstrate, to the satisfaction of the City of Pico Rivera City Engineer that the project complies with the following:

- Construction contracts specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other state required noise attenuation devices.

- Property owners and occupants located within 1,000 feet of the project boundary shall be sent a notice, at least 15 days prior to commencement of construction, regarding the construction schedule of the proposed project. A sign, legible at a distance of 50 feet shall also be posted at the project construction site. All notices and signs shall be reviewed and approved by the City of Pico Rivera Public Works Department prior to mailing or posting and shall indicate the dates and duration of construction activities, as well as provide a contact name and a telephone number where residents can inquire about the construction process and register complaints.

- The construction contractor shall provide evidence that a construction staff member will be designated as a Noise Disturbance Coordinator and will be present on-site during construction activities. The Noise Disturbance Coordinator shall be responsible for responding to any local complaints about construction noise. When a complaint is received, the Noise Disturbance Coordinator shall notify the City within 24-hours of the complaint and determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall implement reasonable measures to resolve the complaint, as deemed acceptable by the City of Pico Rivera Public Works Department. All notices that are sent to residential units immediately surrounding the construction site and all signs posted at the construction site shall include the contact name and the telephone number for the Noise Disturbance Coordinator.

- The project applicant shall demonstrate to the satisfaction of the City of Pico Rivera City Engineer that construction noise reduction methods shall be used, including but not limited to, shutting off idling equipment, maximizing the distance between construction equipment staging areas and occupied residential areas, and the use of electric air compressors and similar power tools, to the extent feasible.

- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers.

- In compliance with Los Angeles County Code Section 12.08.440, construction shall only occur between the hours of 7:00 a.m. to 7:00 p.m. Monday through Saturday, with no work permitted on Sundays or holidays.

NOI-2 In order to reduce construction noise, a temporary noise barrier or enclosure shall be used along the southern and southwestern portion of the project site to break the line of sight between the construction equipment and the adjacent residences; Assessor's Parcel Number (APN) 8130-023-011, 8130-023-012, and 8130-023-017.

The temporary noise barrier shall have a sound transmission class (STC) of 20 or greater in accordance with American Society for Testing and Materials Test Method E90, or at least 2 pounds per square foot to ensure adequate transmission loss characteristics. In order to achieve this, the barrier may consist of 3-inch steel tubular framing, welded joints, a layer of 18-ounce tarp, a 2-inch-thick fiberglass blanket, a half-inch-thick weatherwood asphalt sheathing, and 7/16-inch sturdy board siding with a heavy duct seal around the perimeter. The length, height, and location of noise control barrier walls shall be adequate to assure proper acoustical performance. In addition, to avoid objectionable noise reflections, the source side of the noise barrier shall be lined with an acoustic absorption material meeting a noise reduction coefficient rating of 0.70 or greater in accordance with American Society for Testing and Materials Test Method C423. All noise control barrier walls shall be designed to preclude structural failure due to such factors as winds, shear, shallow soil failure, earthquakes, and erosion. A provision for this noise attenuation feature shall be indicated on project plans and specifications for verification by the City of Pico Rivera City Engineer.

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

Less Than Significant Impact With Mitigation Incorporated. Project construction can generate varying degrees of ground-borne vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of a construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Ground-borne vibration from construction activities rarely reach levels that damage structures.

Although the City of Pico Rivera has established a vibration threshold, the nearest sensitive receptors and structures are located in the unincorporated County of Los Angeles, thus the Pico Rivera vibration threshold would not apply. As previously discussed, the County as established a vibration threshold of 0.01 inch/second at or beyond the property boundary or the source. However, the County's vibration threshold is applicable to ongoing operational vibration impacts. Therefore, the Federal Transit Administration (FTA) vibration thresholds were utilized. The FTA has published standard vibration velocities for construction equipment operations. In general, the FTA architectural damage criterion for continuous vibrations (i.e., 0.20 inch/second) appears to be conservative. The types of construction vibration impact include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment.

The project would utilize an impact pile driver during bridge construction. Based on FTA data, impact pile drivers generate 1.518 inch/second PPV at a distance of 25 feet. Sensitive receptors would be located further than 500 feet from proposed impact pile driver activities. However, the nearest structure (i.e., industrial use) would be locate approximately 230 feet from impact pile driver activities. At this distance, groundborne vibration generated by impact pile driver activities would be approximately 0.054 inch/second PPV. Therefore, impact pile driver vibration levels would not exceed the 0.2 inch/second PPV significance threshold for building damage and human annoyance.

The vibration produced by construction equipment utilized during the development of the warehousing/distribution building and a print shop facility are illustrated in Table 4.13-15, *Typical Vibration Levels for Construction Equipment*.

Table 4.13-15
Typical Vibration Levels for Construction Equipment

Equipment	Approximate peak particle velocity at 26 feet (inches/second)	Approximate peak particle velocity at 25 feet (inches/second)	Approximate peak particle velocity at 12 feet (inches/second)
Large bulldozer	0.084	0.089	0.268
Loaded trucks	0.072	0.076	0.229
Small bulldozer	0.003	0.003	0.009
Vibratory Roller	0.198	0.210	0.631
Jackhammer	0.033	0.035	0.105

Notes:
1. Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Guidelines*, September 2018. Table 12-2.
2. Calculated using the following formula:
   $PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$
   where: PPV (equip) = the peak particle velocity in in/sec of the equipment adjusted for the distance
   PPV (ref) = the reference vibration level in in/sec from Table 12-2 of the FTA *Transit Noise and Vibration Impact Assessment Guidelines*
   D = the distance from the equipment to the receiver

The highest degree of groundborne vibration during the warehousing/distribution building and print shop facility construction would be generated during the paving phase due to the operation of a vibratory roller. As seen in Table 4.13-15, vibration velocities from vibratory roller operations are approximately 0.631 inch/second peak particle velocity (PPV) at 12 feet and approximately 0.198 inch/second PPV at 26 feet from the source of activity.[11] As such, structures located greater than 26 feet from vibratory roller operations would not experience groundborne vibration above the 0.2 inch/second PPV significance threshold for building damage and human annoyance.

All residential structures surrounding the project site are located more than 26 feet from vibratory roller operations with the exception of the residences located approximately 12 feet to the south of the project boundary (Assessor's Parcel Numbers [APNs] 8130-023-017, 8130-023-012, and APN: 8130-023-011). At this distance, vibration velocities from vibratory roller operations would be approximately 0.631 inch/second PPV and would exceed the FTA significance threshold for building damage and human annoyance. Therefore, groundborne vibration generated from vibratory roller construction activities is potentially significant. Implementation of Mitigation Measure NOI-3 would ensure the use of a static (non-vibratory) roller, as an alternative to vibratory rollers, within 26 feet of the southern residences to ensure vibration levels do not exceed the 0.2 inch/second PPV significance threshold for building damage and human annoyance. With implementation of Mitigation Measure NOI-3, impacts would be reduced to less than significant.

Operational Vibration Impacts

Operation of the project would not include or require equipment, facilities, or activities that would result in perceptible groundborne vibration. Heavy duty trucks would travel to and from the project site on surrounding roadways. According to the FTA, it is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads.[12] As such, it can be reasonably inferred that the operations of the project would not create perceptible vibration impacts to the nearest sensitive receptors. A less than significant impact would occur in this regard.

Mitigation Measures:

NOI-3 Prior to issuance of a grading permit, the project applicant shall prepare a paving control plan to ensure that the paving construction phase does not result in damage to existing residential structures to the south of the project site. The paving control plan shall be subject to approval by the City of Pico Rivera City Engineer. To reduce groundborne vibration levels, the paving control plan shall stipulate that static (non-

[11] Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.
[12] Ibid.

vibratory) rollers be used, as an alternative to vibratory rollers, within 26 feet of the southern residential structures (Assessor's Parcel Numbers [APNs] 8130-023-017, 8130-023-012, and 8130-023-011). Vibratory roller operations shall be prohibited within 26 feet of APNs 8130-023-017, 8130-023-012, and 8130-023-011.

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 project site is not located within an airport land use plan and there are no public or private airports or airstrips within two miles of the project site. Thus, no impact would result in this regard.

Mitigation Measures: No mitigation is required.

4.14 POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			✓	
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				✓

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

Less Than Significant Impact. A project could induce population growth in an area, either directly (for example, by proposing new homes and/or businesses) or indirectly (for example, through extension of roads or other infrastructure). No residential uses would be developed as part of the project. Therefore, the project would not induce direct population growth in the City through new housing development.

The proposed project would involve the construction of a warehouse and print shop facility on vacant and undeveloped land. The addition of new facilities on a previously vacant site would increase employment within the City. Thus, the project would lead to an increase in the daytime employee population within the area. This additional employment created by the proposed project has the potential to result in an indirect growth in the City's population, since the potential exists that "future employees" (and their families) that currently reside outside of the City could choose to relocate to the City. Estimating the number of future employees who may choose to relocate to the City would be highly speculative, since many factors influence personal housing location decisions (e.g., family income levels and the cost and availability of suitable housing in the local area). Additionally, housing opportunities exist for the project's future employees in the communities surrounding the City.

The project would generate approximately 128 employees. Based on a conservative estimate of 128 employees relocating to Pico Rivera and the City's average household size of 3.76, project implementation would result in a population increase of approximately 481 persons.[1] Based on this information, population growth associated with the project would represent only a 0.7 percent increase above the City's estimated 2021 population of 63,157persons[2]

Potential population growth impacts are also assessed based on a project's consistency with adopted plans that have addressed growth management from a local and regional standpoint. The Southern California Association of Governments (SCAG) growth forecasts estimate the City's population to reach 69,100 persons by 2040, representing a total increase of 5,700 between 2016 and 2040.[3] SCAG's regional growth forecasts are based upon long-range development assumptions (i.e., General Plans) of the relevant jurisdiction. The project's anticipated population increase (481 persons) would represent approximately 8.4 percent of the City's anticipated population growth by 2040, or 0.6 percent of the City's projected population by 2040.

1 California Department of Finance Demographic Research Unit, *Report E-5 Population and Housing Estimates for Cities, Counties, and the State, January 1, 2011-2021, with 2010 Benchmark*, Sacramento, California, May 1, 2021.
2 Ibid.
3 Southern California Association of Governments, *2025-2040 RTP/SCS Technical Report, Demographics and Growth Forecast,* September 3, 2020.

Although the proposed project would result in direct population growth, project would not induce substantial population growth exceeding existing local conditions (0.7 percent) or regional projections (0.5 percent). The project does not eliminate a barrier to growth, but rather complies with the City's planned growth within the project area since it is consistent with the General Plan land use designation and Municipal Code zoning for the majority of the project site. As such, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.

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

No Impact. The project site is currently located on vacant, undeveloped land. There is no existing housing on-site. Project implementation would not displace any existing housing or persons; thus, would not necessitate the construction of replacement housing elsewhere. No impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

4.15 PUBLIC SERVICES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
1) Fire protection?			✓	
2) Police protection?			✓	
3) Schools?			✓	
4) Parks?			✓	
5) Other public facilities?			✓	

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

1) Fire protection?

Less Than Significant Impact. The Los Angeles County Fire Department (LACFD) provides fire prevention, protection, and control services to the City of Pico Rivera and the project site. There are three LACFD stations located in the City.[1] The station that would serve the project site is Fire Station 40, located at 4864 South Durfee Avenue, approximately 0.55 miles southwest of the site. According to the City's General Plan, the expected average response time for the first arriving LACFD station is four minutes for 90 percent of incidents.

The proposed project is not expected to require the construction of new or physically altered fire facilities. The proposed project would be subject to payment of development fees to the City and site plan review by both the City and LACFD. Additionally, the overall project design will be subject to compliance with the requirements set forth in the 2016 California Fire Code (CFC), CBC and Los Angeles County Code Title 32, *Fire Code*. The proposed project would include features such as fire-resistant construction materials, fire alarm/sprinkler systems, hydrants, and adequate fire access for emergency vehicles. Upon payment of development fees, site plan review, and adherence to local and State regulations, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.

[1] City of Pico Rivera, *Fire Department*, http://www.pico-rivera.org/residents/fire.asp, accessed September 11, 2020.

2) Police protection?

Less Than Significant Impact. The Los Angeles County Sherriff's Department (LACSD) provides law enforcement services to the City. The Sherriff's Department provides one station for the City of Pico Rivera at 6631 Passons Boulevard, which is approximately 2.05 miles southwest of the project site.[2] According to the General Plan, the expected average response time for LACSD is four minutes for 90 percent of incidents.

The project proposes to construct a warehouse and print shop facility on vacant land. The project would provide additional planned employment opportunities and could result in indirect population growth within the City that could result in additional demand for police protection services; however, it is not anticipated that long-term operation of the project would require new or physically altered police facilities, the construction of which could cause significant environmental impacts. The project would be subject to development fees and site plan review by the City to ensure that it meets City and LACSD safety requirements provided under Municipal Code Title 15, Buildings and Construction, including unobstructed emergency access and security lighting to minimize potential concerns regarding public safety. Thus, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.

3) Schools?

Less Than Significant Impact. The area surrounding the project site is served by the El Rancho Unified School District, which includes 14 public schools and two magnet schools in the City of Pico Rivera[3]. Charles A Buffum Elementary, is located approximately 0.45 mile east of the project site. Additionally, Benjamin F Tucker Elementary is located approximately 0.68 mile southeast of the project site.

The project proposes to construct a warehouse and print shop facility, which could result in indirect population growth within the City. However, the project would be subject to the requirements of AB 2926 and SB 50, which allows school districts to collect development impact fees to minimize potential impacts to school districts as a result of new development. Thus, upon payment of development fees by the project applicant consistent with existing State requirements, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.

4) Parks?

Less Than Significant Impact. The project does not propose new or physically altered parks or recreational facilities. According to the City of Pico Rivera Parks and Facilities Department, the City maintains eight parks and five community centers, among other recreational programs and services.[4] The nearest park to the project site is Pico Park, located at 4220 Durfee Avenue, approximately 0.5 mile west of the project site. The proposed project is not expected to substantially impact the City's existing parks or recreational facilities. Although the project could indirectly increase population growth within the project vicinity, the potential increase is not anticipated to generate substantive additional demands for parkland or other recreational facilities. Less than significant impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

[2] Los Angeles County Sherriff's Department, *Pico Rivera Sherriff's Station,* https://lasd.org/pico-rivera/, accessed September 11, 2020.

[3] El Rancho Unified School District, *Our Schools* – El Rancho Unified School District, https://www.erusd.org/apps/pages/index.jsp?uREC_ID=1473231&type=d&pREC_ID=1625802, accessed September 11, 2020.

[4] City of Pico Rivera, Parks and Facilities website, http://www.pico-rivera.org/depts/parks/facilities/default.asp, accessed September 11, 2020.

5) Other public facilities?

Less Than Significant Impact. Other public services that could potentially be impacted by the proposed project include public libraries. Library services for the City of Pico Rivera are provided by the Pico Rivera Public Library and the Rivera Library. The closest public library to the project site is the Pico Rivera Public Library, located at 9001 Mines Avenue, approximately 1.34 miles west of the site. The proposed project is industrial in nature and would not result in impacts to public libraries. As noted above, the project would provide additional planned employment opportunities and could result in indirect population growth within the City that could result in additional demand for library services; however, it is not anticipated that long-term operation of the project would require new or physically altered library facilities, the construction of which could cause significant environmental impacts. Therefore, less than significant impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

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4.16 RECREATION

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			✓	
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				✓

a) 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. Refer to Response 4.15(a)(4). The proposed project would not result in a substantial increase in demand for parks or other recreational facilities, including the San Gabriel River Trail west of the project site and would not result in physical deterioration of these facilities. The project would lead to an increase in the daytime employee population within the area; however, as concluded in Response 4.14(a), unplanned direct and indirect population growth impacts would be less than significant. As such, less than significant impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

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?

No Impact. Refer to Response 4.15(a)(4). The project does not include recreational facilities, nor would it require the construction or expansion of existing recreational facilities. No impacts would result in this regard.

Mitigation Measures: No mitigation is required.

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4.17 TRANSPORTATION

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			✓	
b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?			✓	
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				✓
d. Result in inadequate emergency access?		✓		

This section is based upon the Beverly Boulevard Warehouse VMT Assessment Memorandum (VMT Memorandum) prepared by Michael Baker, dated July 9, 2021 and the Beverly Boulevard Warehouse Traffic Operations Report (TOR) prepared by Michael Baker, dated July 9, 2021. The VMT Memorandum and the TOR are provided as part of Appendix F, *Vehicle Miles Traveled Memorandum/Traffic Operations Report*).

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

Less Than Significant Impact. The proposed project would not result in significant impacts related to conflicts with a program, ordinance, or policy addressing the circulation system including the Los Angeles County Bicycle Master Plan, General Plan, Municipal Code regulations and standards, and Los Angeles County Congestion Management Plan. The project would be consistent with City standards including Municipal Code Title 15, Buildings and Construction, which adopts the California Building Code standards and regulations related to access and circulation, and would be subject to review by the City's Public Works Department during final design to ensure adherence to local requirements for internal site circulation, bridge design, secondary access, and primary access from Beverly Boulevard.

Transit service near the project site is provided by Montebello Bus Lines (MBL). Specifically, MBL provides service via Route 40 Beverly boulevard and Route 90 Express. Route 90 provides access directly to downtown Los Angeles, as well as neighboring communities. There are two Route 40 transits stops within the vicinity of the project site located at the Beverly Boulevard intersections with Abbeywood Avenue (adjoining the northwest portion of the project site) and Pioneer Boulevard (approximately 0.2-mile southeast of the project site). The closest Route 90 Express service bus stop is located at the Beverly Boulevard and Durfee Avenue intersection (approximately 0.6-mile northwest of the project site). Metro rail service does not exist in proximity to the project site. The project would not interfere or conflict with MBL transit service or stops within the site vicinity, and no impacts would occur in this regard.

The project site is located within approximately 0.05-mile of the San Gabriel River Bicycle Path to the west. The bike path is classified as a Class I - Bike Path by the Los Angeles County Department of Public Works. According to the *Los Angeles County Bicycle Master Plan* and the City's General Plan, there are no dedicated bicycle routes within the project area. The project would not interfere or impact any existing bicycle routes or facilities within the project area, and the project would also include a bridge/sidewalks over the UPRR alignment for bicyclist/pedestrian connectivity

between the project site and Beverly Boulevard, and the project would provide 22 bicycle parking spaces for employees and customers. Impacts would not occur in this regard.

As noted in Section 2.0, *Project Description*, sidewalk improvements would be provided for pedestrian connectivity. The proposed sidewalk would connect to existing sidewalk along the southerly side of Beverly Boulevard, continue over the proposed bridge and around the western and southern sides of the print shop and end at the warehouse building. Impacts in regard to pedestrian mobility would not be significant.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. The VMT Memo prepared for the project follows the CEQA guidance for determining transportation impacts in accordance with SB 743. The City has not yet established VMT analysis procedures at this time; therefore, in lieu of the City adopting and setting its own VMT metric and thresholds, this analysis is consistent with the approach provided in the *Los Angeles County Public Works Transportation Impact Guidelines*, dated July 23, 2020 (County Guidelines). The *Governor's Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA*, December 2018 (Technical Advisory) has been used as a secondary resource.

Land use projects that meet the County Guidelines screening thresholds identified in Table 4.17-1, *Screening Criteria for Land Use Projects Exempt from VMT Calculation*, are assumed to result in a less than significant transportation impact under CEQA and do not require a detailed quantitative VMT assessment. The project does not meet any of the Screening Criteria for land use projects which would allow a determination of a less than significant impact on VMT, thus a project-specific VMT assessment is required.

Table 4.17-1
Screening Criteria for Land Use Projects Exempt from VMT Calculation

Screening Criteria	OPR Recommended Screening Criteria	Project Evaluation	Result
3.1.2.1 – Non-Retail Project Trip Generation Screening Criteria	Does the development project generate a net increase of 110 or more daily vehicle trips?	Project is anticipated to generate approximately 800 daily trips.	Does Not Meet Criteria
3.1.2.2 – Retail Project Site Plan Screening Criteria	Does the project contain retail uses that exceed 50,000 square feet of gross floor area?	The project includes industrial (warehouse) and service (copy, print, and express ship store) uses.	Does Not Meet Criteria
3.1.2.3 – Proximity to Transit Based Screening Criteria	Is the project located within a one-half mile radius of a major transit stop or an existing stop along a high-quality transit corridor?	The project is not located within a Transit Priority Area.	Does Not Meet Criteria
3.1.2.4 – Residential Land Use Based Screening Criteria	Are 100% of the units, excluding manager's units, set aside for lower income households?	Project does not include any residential housing.	Does Not Meet Criteria
Source: Michael Baker International, *Beverly Boulevard Warehouse VMT Assessment Memorandum*, July 9, 2021; refer to Appendix F.			

Project Trip Generation

The number of project site trips was estimated using the Institute of Transportation Engineers' (ITE) Trip Generation Manual (10th Edition). Table 4.17-2, *Trip Generation Rates*, provides the trip generation rates and Table 4.17-3, *Project Trip Generation*, shows the trip generation calculations for the proposed project.

Table 4.17-2
Trip Generation Rates

Land Use	ITE Land Use Code	Vehicle Type Breakdown		Daily Trip Rate	AM Peak Hour		PM Peak Hour	
					Rate	In/Out	Rate	In/Out
Warehouse	150	Passenger Car	69%	1.201/KSF	0.117	77% / 23%	0.131	27% / 73%
		2 Axle Truck	6.8%	0.118/KSF	0.012		0.013	
		3 Axle Truck	5.5%	0.096/KSF	0.009		0.010	
		4+ Axle Truck	18.7%	0.325/KSF	0.032		0.036	
		Total Truck	31.0%	0.539/KSF	0.053		0.059	
		Total		1.74/KSF	0.170		0.190	
Copy, Print, Express Ship Store	920	Passenger Car	100%	74.2/KSF	2.78	75% / 25%	7.42	44% / 56%

Notes: KSF = 1,000 square feet, Warehousing vehicle breakdown based on ITE-South Coast Air Quality Management District's (SCAQMD) High-Cube Warehouse Vehicle Trip Generation Analysis (October 2016).
Source: Michael Baker International, *Beverly Boulevard Warehouse VMT Assessment Memorandum*, July 9, 2021; refer to Appendix F.

Table 4.17-3
Project Trip Generation

Land Use	ITE Land Use Code	Intensity	Vehicle Type Breakdown		Daily Trips	AM Peak Hour			PM Peak Hour		
						Volume	In	Out	Volume	In	Out
Warehouse	150	357.903 ksf	Passenger Car	69%	430	42	32	10	47	13	34
			2 Axle Truck	6.8%	42	4	3	1	5	1	4
			3 Axle Truck	5.5%	34	3	2	1	4	1	3
			4+ Axle Truck	18.7%	116	11	8	3	13	4	9
			Total Truck	31.0%	192	18	13	5	22	6	16
			Total:		**622**	**60**	**45**	**15**	**69**	**19**	**50**
Copy, Print, Express Ship Store	920	2.5 ksf	Passenger Car	100%	**186**	**7**	**5**	**2**	**19**	**8**	**11**
Total:					**808**	**67**	**50**	**17**	**88**	**27**	**61**

Notes: KSF = 1,000 square feet
Source: Michael Baker International, *Beverly Boulevard Warehouse VMT Assessment Memorandum*, July 9, 2021; refer to Appendix F.

VMT Threshold of Significance

Table 4.17-4, *County Guidelines Impact Thresholds*, shows the thresholds of significance per the County Guidelines. As shown, the primary site use (industrial warehouse) is not directly addressed in the guidance. Since the County Guidelines do not provide direct guidance and City-specific thresholds have not been developed, an assumption was made regarding an appropriate and reasonable threshold for the purposes of this analysis.

Table 4.17-4
County Guidelines Impact Thresholds

Project Type	VMT Metric	Threshold of Significance
Residential	VMT/Capita	The project's residential VMT per capita would not be 16.8% below the existing residential VMT per capita for the Baseline Area in which the project is located.
Office	VMT/Employee	The project's employment VMT per employee exceeding would not be 16.8% below the existing employment VMT per employee for the Baseline Area in which the project is located.
Regional Service Retail	Total VMT	The project would result in a net increase in existing total VMT.
Land Use Plans	VMT/Service Population	The plan total VMT per service population (residents and employees) would not be 16.8% below the existing VMT per service population for the Baseline Area in which the plan is located.
Other Land Use Types	Varies based on land use type	Contact Public Works to determine which of the above area an appropriate threshold of significance to be utilized.

Source: Michael Baker International, *Beverly Boulevard Warehouse VMT Assessment Memorandum*, July 9, 2021; refer to Appendix F.

The VMT metric is based on the two uses planned for the site. The warehouse component of the project would be a combination of employee trips and truck trips. Per the Technical Advisory, trucks are excluded from the assessment and thus only employees are considered under the warehouse evaluation. The County Guidelines do not specify a metric for warehouse, and as summarized in Table 4.17-4, other project types metrics are at the discretion of the local agency. The copy, print, express ship store component of the project would be a combination of employee trips and patron trips. Given the mix of employee and patron trips anticipated for this site and since the County Guidelines state that the local agency may select the appropriate metric for use in the analysis, VMT per service population was considered for the overall project VMT metric in this analysis.

Service population is defined as the total employees for the site and the total patrons to the facility (per day). Table 4.17-5, *Baseline Impact Criteria*, shows the impact thresholds as provided in the County Guidelines. The project falls within the South County area. The impact metric for the South County Area for the Project is 16.8% below the Baseline, or 25.9 VMT/Service Population.

Table 4.17-5
Baseline Impact Criteria

Baseline VMT for North and South County			
Baseline Area	**Residential VMT per Capita**	**Employment VMT per Employee**	**Total VMT per Service Population**
North County	22.3	19.0	43.1
South County	12.7	18.4	31.1
VMT Impact Criteria (16.8% Below Area Baseline)			
Baseline Area	**Residential VMT per Capita**	**Employment VMT per Employee**	**Total VMT per Service Population**
North County	18.6	15.8	35.9
South County	10.6	15.3	25.9

Source: Michael Baker International, *Beverly Boulevard Warehouse VMT Assessment Memorandum*, July 9, 2021; refer to Appendix F.

Project Level VMT Analysis

The VMT Memorandum included project specific travel demand modeling evaluation using the Southern California Association of Governments (SCAG) regional Travel Demand Model (TDM). The model was provided to the City by SCAG for use on this Project in August 2020. The 2016 SCAG RTP model with 2020 Socio-Economic Data (SED) was used for the evaluation of project and background VMT.

This analysis uses the SCAG Regional Travel Demand Model (TDM) toto conduct project-specific travel demand modeling. The 2016 SCAG RTP model with 2020 Socio-Economic Data (SED) was used for the evaluation of project and background VMT.

Based on the VMT Memorandum, employee forecasts for the warehouse were based on the ratio of trips generated based on area versus trips generated per employee and employee forecasts for the copy, print, express ship store were an assumption based on experience with operations of similar uses. A total of 128 employees are estimated for the project as a whole, as summarized in Table 4.17-6, *Employee Estimates*. Additionally, the number of copy, print, express ship store patrons were estimated by removing the employee trips from the total trip generation and assuming two trips per patron (one trip to the facility and one leaving the facility), as shown in Table 4.17-7, *Print Shop Patron Estimate*.

Table 4.17-6
Employee Estimates

Category	Value
Number of Employees	5
Assumed Daily Trips Per Employee	3
Estimated Number of Employee Trips	15
Estimated Daily Trips (Trip Generation Analysis*)	186
Patron Trips**	171
Assumed Daily Trips Per Patron	2
Number of Patrons***	86

Notes:
* Daily trip estimate (2.5 ksf * 74.2 trips/ksf = 186 trips/ksf)
** Patron Trips = 186 total trips – 15 employee trips
*** Number of Patrons = 171 patron trips / 2 trips per patron = 86 patrons
Source: Michael Baker International, *Beverly Boulevard Warehouse VMT Assessment Memorandum*, July 9, 2021; refer to Appendix F.

Table 4.17-7
Print Shop Patron Estimate

Land Use	Thousand Square Feet (KSF)	ITE Land Use Code	Trips Per KSF*	Trips Per Employee**	Total Number of Employees
Warehousing	357.903	150	1.74	5.05	123
Print Shop	2.500	920	--	--	5***
TOTAL					128

Notes:
* Per ITE Trip Generation Manual, 10th Edition.
** Per ITE Trip Generation Manual, 10th Edition (warehouse).
*** Assumption based on anticipated use.
Source: Michael Baker International, Beverly Boulevard Warehouse VMT Assessment Memorandum, July 9, 2021; refer to Appendix F.

The VMT travel demand model calculation results are shown in Table 4.17-8, *Project VMT Summary*. As stated previously, the impact threshold is assumed to be based on service population. The project is estimated to generate a daily total (Production-Attraction, PA) VMT of 4,207. The resulting VMT/Service Population is 19.66 (4,207 VMT / 214 service population).[1] A comparison of the Project VMT/Service Population (19.66 VMT/Service Population) to the Citywide VMT/Service Population (27.21 VMT/Service Population) shows that the Project VMT/Service Population is anticipated to be 72.25 percent of the City VMT/Service Population. Since the project is 15 percent below the Citywide VMT/Service Population threshold, the project is not anticipated to result in a significant transportation impact under SB 743.

Table 4.17-8
Project VMT Summary

Description	Year 2020	
	South County Baseline	Year 2020 Project
Total Population	--	--
Total Employment	--	128
Patrons	--	86
Total Service Population	--	214
Daily Total PA VMT	--	4,207
VMT/Service Population	**25.9**	**19.66 (75.9% of the Baseline)**
Is Project above or below Impact Threshold?	**Below**	
Transportation Impact?	**NO**	

Note: Impact Threshold of 16.8% below the South County Baseline (31.1 VMT/Service Population) equals 25.9 VMT/Service Population.
Source: Michael Baker International, *Beverly Boulevard Warehouse VMT Assessment Memorandum*, July 9, 2021; refer to Appendix F.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact. The project does not propose changes to the City's circulation system, such as sharp curves or dangerous intersections, and would not introduce incompatible uses to area roadways (e.g., farm equipment). Rather, the project proposes alterations to existing entrances and driveways that would improve circulation within the area. The project proposes to construct a vehicular/bicycle/pedestrian bridge that would span over the UPRR to provide connectivity between Beverly Boulevard and the project site. The project would utilize the existing SCE driveway and entrance along Beverly Boulevard as the primary access point to the bridge and project site. The project access point would be designed to accommodate motor vehicles and be compatible with the City's existing circulation system. Additionally, the existing access point to the project site at Eduardo Avenue would be maintained as a secondary site access location. The existing gate would also be maintained and off-site improvements are not anticipated. As discussed in Section 2.0, *Project Description*, inbound traffic would enter the site from Beverly Boulevard via a new yield protected, eastbound right-turn lane and an existing unprotected, westbound left-turn pocket, which would be restriped to accommodate 150 feet of queuing. As such, the project would not increase hazards due to a geometric design feature or incompatible use and no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

d) Result in inadequate emergency access?

Less Than Significant Impact. As detailed above in Response 4.17(c), the project would include two access points for the project, one of which would have limited use as a secondary emergency access (Eduardo Avenue). The

[1] The 128 employees and 86 print shop patrons make up the total 214 service population.

proposed access and circulation improvements would meet fire and other emergency access requirements as the City will conduct a Site Plan Review prior to issuing any permits per City standards.

The proposed project would require improvements along Beverly Boulevard, which may result in temporary impacts to circulation that could impede emergency access. Inbound vehicular traffic would enter the site from Beverly Boulevard via a new yield protected, eastbound right-turn lane and an existing unprotected, westbound left-turn pocket. The left-turn pocket along westbound Beverly Boulevard would be restriped to accommodate 150 feet of queuing. Project construction activities could result in short-term temporary impacts to street traffic along Beverly Boulevard. To address this temporary issue, Mitigation Measure TR-1 would be implemented. Mitigation Measure TR-1 would require implementation of a Transportation Management Plan (TMP), which would include various provisions to ensure continuous and adequate emergency access during the construction process. The TMP could include measures such as construction signage, pedestrian protection, limitations on timing for lane closures to avoid peak hours, temporary striping plans, construction vehicle routing plans, and the need for a construction flag person to direct traffic during heavy equipment use. With implementation of Mitigation Measure TR-1, the impact would be less than significant.

Mitigation Measures:

TR-1 Prior to the initiation of construction, the City of Pico Rivera shall ensure that a Traffic Management Plan (TMP) has been prepared for the proposed project and incorporated into the final project plans, specifications, and estimates (PS&E). The TMP shall include measures to minimize the potential safety impact during the short-term construction process, when partial lane closures may be required. It shall include, but not be limited to, measures such as construction signage, pedestrian protection, limitations on timing for lane closures to avoid peak hours, temporary striping plans, construction vehicle routing plans, and the need for a construction flag person to direct traffic during heavy equipment use. The TMP shall be incorporated into project specifications for verification prior to final plan approval.

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4.18 TRIBAL CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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:				
1) 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			✓	
2) 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.		✓		

The analysis of cultural resources is partially based upon the *Cultural and Paleontological Resources Assessment Report for the Pico Rivera Industrial Project, City of Pico Rivera, Los Angeles County, California* (Cultural Assessment), prepared by Cogstone (dated August 2020); refer to Appendix C, *Cultural Assessment*.

As of July 1, 2015, California Assembly Bill 52 (AB 52) was enacted and expanded CEQA by establishing a formal consultation process for California tribes within the CEQA process. The bill specifies that any project may affect or cause a substantial adverse change in the significance of a tribal cultural resource would require a lead agency to "begin consultation with a California Native American tribe that is traditional and culturally affiliated with the geographic area of the proposed project." Section 21074 of AB 52 also defines a new category of resources under CEQA called tribal cultural resources. Tribal cultural resources are defined as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" and is either listed on or eligible for the California Register of Historical Resources or a local historic register, or if the lead agency chooses to treat the resource as a tribal cultural resource.

Signed into law in 2004, Senate Bill 18 (SB 18) requires that cities and counties notify and consult with California Native American Tribes about proposed local land use planning decisions for the purpose of protecting traditional tribal cultural sites. Cities and counties must provide general and specific plan amendment proposals to California Native American Tribes that have been identified by the Native American Heritage Commission as having traditional lands located within the city's boundaries. If requested by the Native American Tribes, the city must also conduct consultations with the tribes prior to adopting or amending their general and specific plans.

As required under AB 52 and SB 18, the City of Pico Rivera distributed letters to tribes, based on a tribal consultation list provided by the Native American Heritage Commission (NAHC) dated July 1, 2020. The letters provided a description of the project, and notified each tribe of the opportunity to consult with the City regarding the proposed

project. As of the conclusion of the 90-day tribal response period under SB18, no tribal responses have been received by the City.

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:

1) 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

Less Than Significant Impact. Refer to Response 4.5(a). Based on the Cultural Assessment prepared for the project, two historic built environment resources were encountered during the field survey: a drainage ditch and a railroad segment associated with the previously documented UPRR (P-19-186112). However, the drainage ditch and railroad segment were determined not 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) that would be affected by the project. Thus, impacts to historic resources would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

2) 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. As noted above, the City solicited consultation with potentially affected Native American tribes regarding the proposed project in accordance with AB 52 and SB 18. No tribes responded to the City's solicitation for consultation. Based on the literary records search and the intensive field survey conducted for the Cultural Assessment, no archaeological resources were identified in the area of potential effect (APE). Based on the results of the field survey and records search, 17 cultural resources occur within a one-mile radius from the designated APE. The cultural resources include one archaeological site and 16 historic built environment resources. The records search identified a total of 39 previous studies that were completed within a one-mile radius, and four previous studies that included a portion of the APE.

No cultural resources are known to occur or were observed on-site. However, given the proximity of the project site to resources identified within the archaeological records search, the Cultural Assessment concluded that the APE has a moderate sensitivity for prehistoric cultural resources. As such, Mitigation Measure CUL-1 is recommended which would require archaeological and Native American monitoring to minimize impacts related to the potential discovery of previously unknown archaeological/tribal cultural resources. In the event that archaeological/tribal cultural resources are encountered during earth disturbing activities, all work would be required to be halted in the vicinity of the find (a minimum of a 50-foot radius) until the resources can be properly evaluated by a qualified archaeologist. If warranted, and in consultation with the Native American monitor, the archaeologist would have the authority to temporarily divert, redirect, or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources. In the event Native American resources are discovered, the City shall consult with the Native American monitor and affected tribe(s). Upon implementation of this mitigation measure, potential impacts to unknown tribal cultural resources that may underlie the project site would be reduced to less than significant levels.

Mitigation Measures: Refer to Mitigation Measure CUL-1 within Section 4.5, *Cultural Resources*.

4.19 UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			✓	
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			✓	
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			✓	
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			✓	
e. Comply with Federal, State, and local management and reduction statutes and regulations related to solid waste?			✓	

a) Require or result in the relocation or construction of new or expanded water, or 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.

Water

The project site and its surrounding area are served by the City of Pico Rivera Water Authority (PRWA), one of two water purveyors for the City. The other supplier is the Pico Water District (PWD). According to the *City of Pico Rivera Water Authority 2015 Urban Water Management Plan* (UWMP), PRWA's primary source of potable water supply has been groundwater extracted from the Central Basin Municipal Water District's (CMBWD) groundwater aquifer; which is comprised of a number of sources: 1) natural recharge from precipitation and runoff from regional/local watersheds; 2) artificial recharge supplied through purchased imported water; and 3) treated effluent from regional wastewater treatment facilities. Based on the UWMP, groundwater supplies have been generally sufficient to meet the area's water demands.

Based on the UWMP, the City's projected water demand is currently 5,365 acre-feet per year (AFY).[1] The UWMP projects that water demand in 2035 would increase to 5,412 AFY. The UWMP includes an analysis of water supply reliability projected through 2035. Based on the analysis, the City would be capable of providing adequate water supply to its service area under a normal supply and demand scenario, single dry-year supply and demand scenario, and multiple dry-year supply and demand scenario through 2035. Thus, the PRWA UWMP accounts for increased demand as growth within the City occurs. In addition, the project is consistent with the City's planned growth within the project area.

The proposed project would entail the construction and development of a warehouse and print shop facility on vacant land, thus, resulting in construction of new pipelines and utilities to accommodate the new development and increased water demand on-site. The proposed project would install a domestic water pipeline, water service laterals, and an irrigation service line, each with associated meter and back flow preventor (BFP), to connect to the City's existing water infrastructure. Payment of standard water connection and user fees to PRWA would ensure that potential impacts to existing water facilities are adequately offset. It is not anticipated that project implementation would require construction of new or expanded water facilities that could result in substantial environmental impacts. A less than significant impact would occur in this regard.

Wastewater

The Los Angeles County Sanitation District (LACSD) oversees treatment facilities that serve the City of Pico Rivera.[2] Wastewater generated by the proposed project would be treated at the Los Coyotes Water Reclamation Plant (WRP). WRP is located in the City of Cerritos, and provides primary, secondary, and tertiary treatment at a capacity of 37.5 million gallons of wastewater per day (mgd).[3]

As mentioned above, the project would entail the construction and development of a new warehouse and print shop facility on vacant land requiring new pipelines and utilities to accommodate the proposed new development. Given the remaining capacity of 37.4 mgd available at the WRP, [4] and an estimated increase of average water waste flow from the project site of approximately 9,0973 gallons per day (gpd), sufficient capacity exists to serve the project. New wastewater treatment facilities or expansion of existing facilities would not be necessary. Notwithstanding, the project would be required to pay standard wastewater connection fees and ongoing user fees to LACSD to ensure that sufficient wastewater treatment capacity is available. Based on payment of fees and existing LACSD treatment capacity, it is not anticipated that project implementation would require construction of new or the expansion of existing wastewater facilities that would result in a substantial environmental impact. Less than significant impacts would occur in this regard.

Stormwater

Stormwater and non-stormwater runoff generated within City limits is transported through the MS4, and then discharged, untreated, into local waterbodies such as the San Gabriel River. Existing stormwater facilities on-site include a concrete-lined drainage ditch that traverses the site in an east to west direction and a drainage culvert located at the north-eastern side of project site. The project would require removal of the existing concrete-lined drainage ditch and implementation of water quality features sized to meet the project's design capture volume in accordance with the City's MS4 permit requirement; refer to Section 4.10, *Hydrology and Water Quality*. Therefore, it is not anticipated that project implementation would require construction of new or expanded stormwater facilities that could result in substantial environmental impacts. As discussed in Section 4.10, compliance with relevant laws, ordinances, and regulations would ensure the project's impacts associated with the proposed storm drain improvements are less than significant.

[1] City of Pico Rivera, *Pico Rivera Water Authority 2015 Urban Water Management Plan*, June 2016.

[2] City of Pico Rivera, *Utilities Division*. http://www.pico-rivera.org/depts/pw/utilities.asp. Accessed October 1, 2020.

[3] Los Angeles County Reclamation Plant, *Los Coyotes Water Reclamation Plant*. https://www.lacsd.org/services/wastewatersewage/facilities_information/wwfacilities/wwtreatmentplant/loscoyoteswrp.asp Accessed September 16,2020.

[4] Los Angeles County Sanitation District. *Table 1: Loadings for Each Class of Land Use*. https://www.lacsd.org/civicax/filebank/blobdload.aspx?blobid=3531. Accessed October 6, 2020.

Dry Utilities

The General Plan indicates that So Cal Gas and SCE are responsible for the provision of natural gas and electric services within the City, respectively. The project would involve constructing new private on-site dry utility lines to serve the proposed warehousing and print shop uses. Payment of standard utility connection fees and ongoing user fees to So Cal Gas and SCE would be required to ensure these utility services would be able to accommodate the proposed development. Construction of the project's dry utilities would be subject to compliance with all applicable building and construction requirements identified within Title 15 of the City's Municipal Code (Buildings and Construction). As such, project impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is 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. Refer to Response 4.19(a). Based on the UWMP, the City would be capable of providing adequate water supply to its service area under a normal supply and demand scenario, single dry-year supply and demand scenario, and multiple dry-year supply and demand scenario through 2035. The UWMP projections are based upon growth and buildout as provided within the City's General Plan, and the proposed project is consistent with the site's land use designation of General Industrial. Payment of standard water connection fees and ongoing user fees to PRWA would ensure that the project's impacts on water demand are adequately offset. Further, the project would be required to comply with water efficiency standards in the 2019 California Building Energy Efficiency Standards and CALGreen. As such, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.

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 in Response 4.19(a), project implementation would result in an increase in wastewater generation compared to existing conditions. However, the project is not anticipated to be a substantial source of wastewater. The WRP has adequate capacity to serve the project's projected demand for wastewater treatment. Therefore, the project's impacts would be less than significant.

Mitigation Measures: No mitigation is required.

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. Nasa Services collects all solid waste generated in the City.[5] In 2018, a total of 59,365 tons of solid waste were disposed in the 13 permitted landfills serving the City.[6] Among the sites, Olinda Alpha Landfill, El Sobrante Landfill, Azusa Land Reclamation, and the Frank R. Bowerman Sanitary Landfill, admitted the majority of the City's waste.[7]

[5] City of Pico Rivera, *Trash and Sweeper Services*. http://www.pico-rivera.org/depts/pw/sweeper.asp. Accessed 10/01/2020.

[6] CalRecycle, *Jurisdiction Disposal and Alternative Daily Cover (ADC) Tons by Facility,* https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Destination/DisposalByFacility, accessed September 21, 2020.

[7] CalRecycle, *Transported Solid Waste*, https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Statewide/TransportedSolidWaste, accessed September 21 ,2020.

Construction

All construction activities would be subject to conformance with relevant Federal, State, and local requirements related to solid waste disposal. Specifically, the project would be required to demonstrate compliance with the California Integrated Waste Management Act of 1989 (AB 939), which requires all California cities to "reduce, recycle, and re-use solid waste generated in the State to the maximum extent feasible." AB 939 requires that at least 50 percent of waste produced is recycled, reduced, or composted. Local jurisdictions, including the City of Pico Rivera, are monitored by the State (CalRecycle) to verify if waste disposal rates set by CalRecycle are being met that comply with the intent of AB939. As of the latest data available (2018), the City has met the target rates set by CalRecycle.[8]

The project would also be required to demonstrate compliance with CALGreen, which includes design and construction measures that act to reduce construction-related waste though material conservation measures and other construction-related efficiency measures. Compliance would be verified by the City through review of project plans and specifications. Compliance with these programs would ensure the project's construction-related solid waste impacts are less than significant.

Operation

Based on the project's air quality and GHG modeling, project operations are expected to generate approximately 327 tons of waste per year, or approximately 0.9 tons per day (tpd); refer to Appendix A, *Air Quality/Greenhouse Gas/Energy Data*. This represents less than one percent of the daily permitted throughput capacities identified in Table 4.19-1, *Landfills Serving the City*, below. As such, the project is not anticipated to generate solid waste in excess of State or local standards (such as waste disposal targets established under AB 939), or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Impacts would be less than significant in this regard.

Table 4.19-1
Landfills Serving the City

Landfill/Location	Amount Disposed by City in 2018 (tons/day)	Maximum Daily Throughput (tons per day)	Remaining Capacity (cubic yards)	Anticipated Closure Date
Olinda Alpha Landfill 1942 North Valencia Avenue, Brea, CA 92823	44,011	8,000	148,800,000	12/31/2021
El Sobrante Landfill 10910 Dawson Canyon Road Corona, CA 91719	2,906	16,054	143,977,170	01/01/2051
Azusa Land Reclamation 1211 West Gladstone Street, Azusa, CA 91702	1,265	8,000	51,512,201	01/01/2045
Frank R. Bowerman Sanitary Landfill 11002 Bee Canyon Access Road Irvine, CA 92618	10290	11,500	205,000,000	12/31/2053
Notes: Antelope Valley Public Landfill, Chiquita Canyon Sanitary Landfill, Clean Harbors Buttonwillow LLC, Commerce Refuse-To-Energy Facility, Lancaster Landfill and Recycling Center, Mid-Valley Sanitary Landfill, Prima Deshecha Landfill, Simi Valley Landfill & Recycling Center, and Southeast Resource Recovery Facility are excluded from Table 4.19-1 as these facilities accepted less than one percent of the City's solid waste in 2018 (the last available reporting year).				
Source: CalRecycle, *SWIS Facility/Site Search*. https://www2.calrecycle.ca.gov/SolidWaste/Site/Search. accessed September 21, 2020.				

Mitigation Measures: No mitigation is required.

[8] https://www2.calrecycle.ca.gov/LGCentral/DiversionProgram/JurisdictionDiversionPost2006.

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

Less Than Significant Impact. Refer to Response 4.19(d), above. The proposed project would comply with all Federal, State, and local statutes (including AB 939) and regulations related to solid waste management and reduction during construction and operations. Less than significant impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

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4.20 WILDFIRE

If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?				✓
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				✓
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				✓
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				✓

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

No Impact. According to the California Department of Forestry and Fire Protection's *Los Angeles County Fire Hazard Severity Zones in SRA Map*, the City of Pico Rivera is not located in or near a State Responsibility Area nor is the City designated as a very high fire hazard severity zone.[1] No impact would occur in this regard.

Mitigation Measures: No mitigation is required.

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. Refer to Response 4.20(a).

Mitigation Measures: No mitigation is required.

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. Refer to Response 4.20(a).

Mitigation Measures: No mitigation is required.

[1] California Department of Forestry and Fire Protection, *Los Angeles County Fire Hazard Severity Zones in SRA Map*, updated May 15, 2018.

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 noted in Response 4.20(a), the project is not located within a State Responsibility Area or very high fire hazard severity zone. Given the low fire risk and high developed nature of the project site and surrounding area, the risk of post-fire flooding, runoff, slope instability, and drainage changes is considered low. Refer to Section 4.10, *Hydrology and Water Quality*, for an analysis of impacts related stormwater drainage and runoff.

Mitigation Measures: No mitigation is required.

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to 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, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		✓		
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		✓		
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		✓		

a) Does the project have the potential to 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, 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 With Mitigation Incorporated. As discussed in Section 4.4, *Biological Resources*, no special-status plant species or vegetation communities are expected to occur on-site and the project site has a low potential to support the following special-status wildlife: Cooper's hawk (*Accipiter cooperii*), coastal whiptail (*Aspidoscelis tigris stejnegeri*), burrowing owl (*Athene cunicularia*), yellow-breasted chat (*Icteria virens*), coast horned lizard (*Phrynosoma blainvillii*), coastal California gnatcatcher (*Polioptila californica californica*), and least Bell's vireo (*Vireo bellii pusillus*). All remaining special-status wildlife species are not expected to occur within the project site. As such, project implementation is not anticipated to result in a substantial impact, either directly or through habitat modifications, on any sensitive species. Since the proposed project may result in the removal of on-site ornamental vegetation and trees, the proposed project could result in potential impacts to nesting birds protected by the MBTA. Mitigation Measure BIO-1 has been included in order to minimize potential impacts to nesting birds in the event any mature trees are affected during the avian nesting season.

As described within Sections 4.5, *Cultural Resources*, and Section 4.18, *Tribal Cultural Resources*, there are two historic built environment resources located within the project site: a drainage ditch and a railroad segment associated with the previously documented UPRR (P-19-186112). However, neither resource is considered an historical resource under CEQA. Additionally, no archaeological resources are known to occur onsite. Should an unexpected resource be uncovered during the grading and excavation process, implementation of Mitigation Measure CUL-1 would reduce potential impacts to unknown cultural resources. Thus, impacts in this regard would be less than significant.

As discussed within Section 4.7, *Geology and Soils*, no previous fossil localities have been recorded within the project site, and no paleontological resources were observed during the field analysis conducted for the project. More than eight feet below the modern surface, middle to late Pleistocene older alluvium sediments, which are assigned a

moderate potential for fossils due to similar deposits producing fossils at that depth near the project site occur. As such, Mitigation Measure GEO-2 shall require paleontological monitoring during excavations that are more than eight feet below the ground surface into native sediments. With Mitigation Measure GEO-2 implemented, impacts in this regard would be less than significant.

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

Less Than Significant Impact With Mitigation Incorporated. The project site is currently undeveloped and vacant. The project is not anticipated to result in substantial population growth within the area, either directly or indirectly. Although the project may incrementally affect other resources that were determined to be less than significant, the project's contribution to these effects is not considered "cumulatively considerable," in consideration of the relatively nominal impacts of the project and mitigation measures provided. As noted in Section 4.13, a total of 12 related cumulative projects were identified within the project vicinity, within the jurisdictions of Pico Rivera, Whittier, and Montebello; refer to Table 7-6, Cumulative Projects, of the Traffic Operations Report provided in Appendix F, *Vehicle Miles Traveled Memorandum/Traffic Operations Report* of this Initial Study. The cumulative projects consist of 12 residential, industrial, commercial, retail, and recreational uses. Implementation of mitigation measures at the project-level would reduce the potential for the incremental effects of the proposed project to be considerable when viewed in connection with the effects of these identified related cumulative projects. As such, impacts in this regard would be less than significant.

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

Less Than Significant Impact With Mitigation Incorporated. Previous sections of this Initial Study reviewed the proposed project's potential impacts related to aesthetics, air quality, geology and soils, GHG, hydrology/water quality, noise, hazards and hazardous materials, and other issues. As concluded in these previous discussions, the proposed project would result in less than significant environmental impacts with implementation of the recommended mitigation measures. Therefore, the proposed project would not result in environmental impacts that would cause substantial adverse effects on human beings.

4.22 REFERENCES

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4.23 REPORT PREPARATION PERSONNEL

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5.0 CONSULTANT RECOMMENDATION

Based on the information and environmental analysis contained in the Initial Study/Environmental Checklist, we recommend that the City of Pico Rivera prepare a mitigated negative declaration for the Beverly Boulevard Warehouse Project. We find that the proposed project could have a significant effect on a number of environmental issues, but that mitigation measures have been identified that reduce such impacts to a less than significant level. We recommend that the second category be selected for the City of Pico Rivera's determination (see Section 6.0, *Lead Agency Determination/Mitigated Negative Declaration*).

December 2021
Date

Alan Ashimine, Project Manager
Michael Baker International

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6.0 LEAD AGENCY DETERMINATION/MITIGATED NEGATIVE DECLARATION

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 has been 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: 

Title: Project Planner

Printed Name: Hector Hernandez

Agency: City of Pico Rivera

Date: December 2021

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