RIO HONDO PARK PROJECT

INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION (IS/MND)

CEQA Analysis Prepared for:

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Project No. 7284

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PROJECT INFORMATION SHEET

1. Project Title	Rio Hondo Park Project
2. CEQA Lead Agency	**City of Pico Rivera** 6615 Passons Blvd, Pico Rivera, CA 90660 Noe Negrete Director of Public Works p: (562) 801-2436 nnegrete@pico-rivera.org
3. Project Applicant	**City of Pico Rivera** 6615 Passons Blvd, Pico Rivera, CA 90660 Noe Negrete Director of Public Works
4. Project Location	8421 San Luis Potosi Pico Rivera, CA 90660
5. Assessor's Parcel Numbers	6347-015-903 and 6347-016-910
6. Project Site General Plan Designation(s)	Open Space Public (P-OS)
7. Project Site Zoning Designation(s)	Open Space (O-S)
8. Surrounding Land Uses and Setting	The project site is situated at 8421 San Luis Potosi in Pico Rivera, bordered by Beverly Road to the north, Fir Street to the east, and San Luis Potosi to the south. The park is adjacent to the concrete-lined Rio Hondo Channel to the east.
9. Description of Project	Planned improvements encompass the replacement of the softball/baseball and soccer fields, the addition of a shaded plaza, a picnic shelter, and walking and exercise paths, along with various auxiliary features. Furthermore, the project includes the repair and renovation of the basketball courts, concession and restroom facilities, and the parking lot, which will undergo repairs and restriping. Additionally, the existing handball courts will be removed to accommodate these enhancements.

10. Selected Agencies whose Approval is Required	City of Pico Rivera
11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code § 21080.3.1? If so, has consultation begun?	Letters were sent by the City of Pico Rivera (the Lead Agency) per Public Resources Code § 21074 to local Native American tribes asking if they wished to participate in AB 52 consultation concerning the proposed project in the City of Pico Rivera. Native American Tribes have up to 30 days in which to respond to notification relating to this proposed project. THIS TEXT WILL BE UPDATED ONCE THE AB 52 CONSULTATION HAS CONCLUDED BETWEEN THE CITY AND THE TRIBES.
12. Other Public Agencies	None

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Acronyms and Abbreviations

Acronym/Abbreviation	Term
AAQS	ambient air quality standards
AB 32	California Global Warming Solutions Act of 2006 (Assembly Bill 32)
AB 52	Assembly Bill 52
ACM(s)	Asbestos-Containing Material(s)
AFY	Acre-feet per year
AIA	Airport Influence Area
AMI	Area Median Income
amsl	above mean sea level
APE	Area of Potential Effect
APN	Assessor's Parcel Number
AQA	Air Quality Analysis
AQMP	Air Quality Management Plan
AR4	Fourth Assessment Report
ARB	California Air Resources Board
BAU	business as usual
BIOS	Biogeographic Information and Observation System
BMPs	Best Management Practices
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CAL FIRE	California Department of Forestry and Fire Protection
CAL Green	California Green Building Standards
Caltrans	California Department of Transportation
CAO(s)	Cleanup and Abatement Order(s)
CAPCOA	California Air Pollution Control Officers Association
CASGEM	California Statewide Groundwater Elevation Monitoring
CAT	Climate Action Team
CBC	California Building Code
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDO(s)	Cease and Desist Order(s)
CDF	California Department of Finance
CDFW	California Department of Fish and Wildlife
CDHC	California Department of Housing and Community Development
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CESA	California Endangered Species Act
CFGC	California Fish and Game Code
cfs	cubic feet per second
CGS	California Geological Survey
CH_4	methane
CHRIS	California Historic Resources Inventory System
City	City of Pico Rivera

Acronym/Abbreviation	Term
CMP	Congestion Management Program
CMP	corrugated metal pipe
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CNRA	California Natural Resources Agency
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
CRC	California Residential Code
CWA	Clean Water Act
DAMP	Drainage Area Management Plan
dB	decibel
dBA	A-weighted decibel scale
DLRP	Division of Land Resource Protection
DOC	California Department of Conservation
DOSH	California Division of Safety and Health
DTSC	Department of Toxic Substances Control
du/ac	Dwellling units per acre
DWR	Department of Water Resources
EIR	Environmental Impact Report
EMS	Emergency Medical Services
EO	Executive Order
EPA	Environmental Protection Agency
ESA	Endangered Species Act
ESA	Environmental Site Assessment
ESRL	Earth System Research Laboratory
EV	electric vehicle
EVCS	electric vehicle charging station
°F	degrees Fahrenheit
FAR	floor area ratio
FEMA	Federal Emergency Management Agency
FHSZ	Fire Hazard Severity Zones
FMMP	Farmland Mapping and Monitoring Program
FTA	Federal Transit Administration
GHG	greenhouse gases
GIS	Geographic Information System
GPCD	gallons per capita per day
gpd	gallons per day
GWP	global warming potential
HABS	Historic American Building Survey
HCP	Habitat Conservation Plan
HFCs	hydroflourocarbons
HU	Hydrologic Unit
HVAC	heating, ventiliation and air conditioning
IPCC	Intergovernmental Panel on Climate Change
ISA	International Society of Arboriculture

Acronym/Abbreviation	Term
IS/MND	Initial Study/Mitigated Negative Declaration
ITE	Institute of Transportation Engineers
L_{90}	noise level that is exceeded 90 percent of the time
L_{eq}	equivalent noise level
LBP	Lead-Based Paint
LID	Low Impact Development
L_{max}	root mean square maximum noise level
LOS	Level of Service
LRA	Local Responsibility Area
LSTs	Localized Significance Thresholds
LUST	Leaking Underground Storage Tank
MBTA	Migratory Bird Treaty Act
mgd	million gallons per day
MLD	Most Likely Descendant
MM(s)	mitigation measure(s)
MMRP	Mitigation Monitoring and Reporting Program
$MMTCO_2e$	million metric tons of CO2e
MND	Mitigated Negative Declaration
MPAH	Master Plan of Arterial Highways
MRZ	Mineral Resource Zone
MS4	Municiple Separate Storm Sewer permit
MT	Metric tons
MWD	Metropolian Water District of Southern California
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
National Core	National Community Renaissance
NCCP	Natural Communities Conservation Plan
ND	Negative Declaration
NO	nitric oxide
NO_x	nitrogen oxides
NO_2	nitrogen dioxide
NPDES	National Pollutant Discharge Elimination System
O_3	Ozone
OPR	Governor's Office of Planning and Research (now Office of Land Use and Climate Innovation – LCI)
OSHA	Occupational Safety and Health Administration
Pb	lead
PCB	polychlorinated biphenyl
PFCs	perfluorocarbons
PM	particulate matter
PM_{10}	respirable particulate matter
$PM_{2.5}$	fine particulate matter
ppm	parts per million
PPV	peak particle velocity
PRWA	Pico Rivera Water Authority

Acronym/Abbreviation	Term
R-1	Single-family Residential zoning designation
R-3	High Density Residential zoning designation
RCRA	Resource Conservation and Recovery Act
RECs	Recognized Environmental Condition(s)
R-G	Medium Density Residential zoning designation
RHNA	Regional Housing Needs Allocation
RMS	root mean square
ROG	Reactive organic gases
ROW	Right-of-way
RPS	Renewables Portfolio Standard
RWQCB	Regional Water Quality Control Board
§	section
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison Company
SF_6	sulfur hexafluoride
SIP	State Implementation Plan
SLF	Sacred Lands File
SMARA	Surface Mining and Reclamation Act
SO_2	sulfur dioxide
SoCalGas	Southern California Gas Company
SRA	State Responsibility Area
SRAs	source receptor areas
SRRE	Source Reduction and Recycling Element
STIP	Statewide Transportation Improvement Program
SUSMP	Standard Urban Stormwater Mitigation Plan
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAPs	Transportation Assembly Points
TCRs	Tribal Cultural Resources
TMP	Traffic Management Plan
UFPO	Urban Forest Protection Ordinance
UEI	Ultrasystems Environmental, Inc.
U.S.	United States
USACE	U.S. Army Corps of Engineers
USDA	United States Department of Agriculture
USEPA	United States Environmental Protection Agency
USGS	U.S. Geological Survey
VdB	vibration decibels
VCP	vitrified clay pipe
VHFHSZ(s)	very high fire hazard severity zone(s)
VMT	vehicle miles traveled
VOC	volatile organic compound

Acronym/Abbreviation	Term
WEG	wind erodibility group
WQMP	Water Quality Management Plan
WRD	Water Replenishment District of Southern California
WRI	World Resources Institute
ybp	years before present

1.0 INTRODUCTION

1.1 Proposed Project

The City of Pico Rivera (hereafter referred to as the "City") is currently engaged in the processing of a request to implement a series of discretionary actions designed to facilitate the redevelopment of Rio Hondo Park, located at 8421 San Luis Potosi within the City of Pico Rivera in Los Angeles County, California. The park is bordered by Beverly Road to the north, Fir Street to the east, San Luis Potosi to the south, and the Rio Hondo Channel to the west. The proposed redevelopment initiative includes the construction of a softball field, a soccer field, and a pickleball court, along with various associated facilities and amenities across the approximately 44-acre site. The current configuration of the park features an office building, concession stand, restroom facilities, basketball courts, a parking lot, playgrounds, handball courts, an electrical utility enclosure, and a baseball field.

1.1.1 Project Components

The proposed changes to the park would include the following facilities and amenities:

New Development

- Softball field with potential of turf for outfield
- Full size regulation soccer field with fencing.
- Pickleball court (not shown)
- Restrooms near the softball field
- Restrooms near the soccer field
- Exercise stations
- Plaza with shade
- Game tables with shade
- Concrete corn hole
- Concrete ping pong tables
- Picnic shelter
- D.G. walking path
- Rubberized walking path
- Trash enclosure
- Parking
- Entry courtyard
- Benches
- Covered bleachers
- Landscaping
- LED and/or solar lighting (not shown)
- Additional parking (not shown)

Renovation/Repair Existing

- Handball courts (to be removed)
- Concession & restroom building
- Basketball courts
- Parking lot/parking lot striping

1.1.2 Estimated Construction Schedule

The construction phase for the proposed project is projected to span approximately 12 months, beginning in Fall 2025 and ending in Fall 2026.

1.2 Lead Agencies – Environmental Review Implementation

The City of Pico Rivera functions as the Lead Agency in accordance with the CEQA for the project. In alignment with the provisions of the CEQA and its associated regulations (Public Resources Code §§ 21000–21177 and California Code of Regulations Title 14, Division 6, Chapter 3), the Lead Agency bears the primary responsibility for the implementation and approval of any project that may significantly impact the environment. This designation allows the City to oversee the environmental review process, ensuring compliance with all pertinent legal standards, and facilitating the necessary assessments to evaluate and mitigate potential environmental effects.

1.3 CEQA Overview

1.3.1 Purpose of CEQA

All discretionary projects within California are required to undergo an environmental review under CEQA. A Project is defined in CEQA Guidelines § 15378 as the whole of the action having the potential to result in a direct physical change or a reasonably foreseeable indirect change to the environment and is any of the following:

- An activity directly undertaken by any public agency including but not limited to public works construction and related activities, clearing or grading of land, improvements to existing public structures, enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements.
- An activity undertaken by a person that is supported in whole or in part through public agency contracts, grants, subsidies, loans, or other forms of assistance from one or more public agencies.
- An activity involving the issuance to a person of a lease, permit, license, certificate, or other entitlement for use by one or more public agencies.

CEQA Guidelines § 15002 lists the basic purposes of CEQA as follows:

- Inform government decision makers and the public about the potential significant environmental effects of proposed activities.
- Identify the ways in which environmental damage can be avoided or significantly reduced.
- Prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures (MMs) when the governmental agency finds the changes feasible.
- Disclose to the public the reasons why a government agency approved the project in the way that the agency chose if significant environmental effects are involved.

1.3.2 Authority to Mitigate under CEQA

CEQA establishes an obligation for public agencies to avoid or minimize environmental damage whenever feasible. According to CEQA Guidelines § 15041, a Lead Agency overseeing a project has the authority to mandate feasible modifications to any or all activities associated with the project to significantly reduce or eliminate adverse environmental effects, in accordance with relevant constitutional requirements. This includes the necessity to establish a 'nexus' between the mitigation measures and a legitimate governmental interest, ensuring that the mitigation measures are 'roughly proportional' to the project's impacts. CEQA permits a Lead Agency to approve a project that may result in significant environmental effects, provided that the agency makes a fully informed and publicly disclosed determination that there are no feasible alternatives to mitigate or avoid such effects. In these instances, the Lead Agency is required to explicitly identify the anticipated benefits and other overriding considerations of the project that justify the decision, despite the policy objective of minimizing or avoiding significant environmental impacts.

1.4 Purpose of the Initial Study

An Initial Study (IS) under the California Environmental Quality Act (CEQA) serves as a preliminary environmental analysis aimed at determining the appropriate level of environmental review

necessary for a project. This process identifies whether an Environmental Impact Report (EIR), a Mitigated Negative Declaration (MND), or a Negative Declaration (ND) is required.

Purpose: According to CEQA Guidelines §15063, the purpose of an Initial Study is to:

- Provide the Lead Agency with information necessary to decide if an Environmental Impact Report (EIR), Negative Declaration (ND), or Mitigated Negative Declaration (MND) should be prepared.
- Enable a Lead Agency to modify a project to mitigate adverse impacts before an EIR is prepared, thereby enabling the project to qualify for an ND or MND.
- Assist in the preparation of an EIR, if required, by focusing the EIR on adverse effects determined to be significant, identifying the adverse effects determined not to be significant, explaining the reasons for determining that potentially significant adverse effects would not be significant, and identifying whether a program EIR or other process can be used to analyze adverse environmental effects of the project.
- Facilitate an environmental assessment early during project design.
- Provide documentation in the ND or MND that a project would not have a significant effect on the environment.
- Eliminate unnecessary EIRs.
- Determine if a previously prepared EIR could be used for the project.

In situations where no potentially significant impacts are identified, the Lead Agency may issue a Negative Declaration (ND), signifying that no mitigation measures are required. Conversely, when potentially significant impacts are acknowledged, the Lead Agency may determine that suitable mitigation measures can effectively reduce these impacts to levels that are deemed less than significant. In such instances, the Lead Agency will prepare a Mitigated Negative Declaration (MND) for the proposed project. If the Lead Agency determines that the individual or cumulative effects of the proposed project would result in a significant adverse environmental effect that cannot be mitigated to less than significant levels, an Environmental Impact Report (EIR) will be required to perform a thorough analysis of these impacts.

1.5 Review and Comment by Other Agencies

Other public agencies are provided the opportunity to review and comment on the IS/MND. Each of these agencies is briefly described below.

- A Responsible Agency (14 CCR § 15381) is a public agency, other than the Lead Agency, which has discretionary approval power over the Project, such as permit issuance or plan approval authority.
- A Trustee Agency (14 CCR § 15386) is a state agency having jurisdiction by law over natural resources affected by a project that is held in trust for the people of the State of California.
- Agencies with Jurisdiction by Law (14 CCR § 15366) are any public agencies who have the authority (1) to grant a permit or other entitlement for use; (2) to provide funding for the project in question; or (3) to exercise authority over resources which may be affected by the project. Furthermore, a city or county will have jurisdiction by law with respect to a project where the city or county having primary jurisdiction over the area involved is: (1) the site of the project; (2) the area in which the major environmental effects will occur; and/or (3) the area in which reside those citizens most directly concerned by any such environmental effects.

1.6 Impact Terminology

The following terminology is used to describe the level of significance of potential impacts:

- A finding of **no impact** is appropriate if the analysis concludes that the project would not affect the particular environmental threshold in any way.
- An impact is considered **less than significant** if the analysis concludes that the project would cause no substantial adverse change to the environment and requires no mitigation.
- An impact is considered **less than significant with mitigation incorporated** if the analysis concludes that the project would cause no substantial adverse change to the environment with the inclusion of environmental commitments, or other enforceable measures, which would be adopted by the lead agency.
- An impact is considered **potentially significant** if the analysis concludes that the project could have a substantial adverse effect on the environment.

An EIR is required when an impact is determined to be potentially significant.

1.7 Organization of the Initial Study

This document is organized to satisfy CEQA Guidelines § 15063(d), and includes the following sections:

- **Section 1.0, Introduction:** Provides essential context about the proposed project, the lead agency, and the environmental review process. It frames the scope, authority, and procedural background for the document.
- **Section 2.0, Environmental Setting:** Establishes the baseline physical conditions against which a project's environmental impacts are assessed.
- **Section 3.0, Project Description:** An 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. The brief explanation may be either through a narrative or a reference to another information source such as an attached map, photographs, or an earlier EIR or negative declaration. A reference to another document should include, where appropriate, a citation to the page or pages where the information is found.
- **Section 4.0, Environmental Checklist:** A standardized tool to identify potential environmental impacts across the impact areas established in CEQA Guidelines Appendix G.
- **Section 5.0, References:** Provides the factual, technical, and analytical foundation for conclusions about a project's environmental impacts.
- **Section 6.0, List of Preparers:** The individual(s) responsible for the preparation or participation in the Initial Study.

Technical studies and other documents, which include supporting information or analyses used to prepare the IS/MND, are included in the following appendices:

- Appendix A Project Plans
- Appendix B1 CalEEMod Input and Results for Air Quality Analysis
- Appendix B2 CalEEMod Input and Results for Greenhouse Gas Emissions Analysis
- Appendix C Species Occurrence Potential Determinations
- Appendix D Cultural Resources Assessment
- Appendix E Geotechnical Report
- Appendix F Paleontological Records Search
- Appendix G Phase I Environmental Site Assessment
- Appendix H Noise Data
- Appendix I VMT Memo

1.8 Findings from the Initial Study

1.8.1 No Impact or Impacts Considered Less than Significant

Based on the IS findings, the project would have no impact or a less than significant impact on the following environmental categories listed in Appendix G of the CEQA Guidelines.

- Aesthetics
- Agriculture/Forestry Resources
- Air Quality
- Energy
- Greenhouse Gas Emissions
- Hazards & Hazardous Materials
- Hydrology/Water Quality
- Land Use/Planning
- Mineral Resources
- Noise
- Population / Housing
- Public Services
- Recreation
- Transportation
- Utilities/Service Systems
- Wildfire

1.8.2 Impacts Considered Less than Significant with Mitigation Measures

Based on the Initial Study findings, the project would have a less than significant impact on the following environmental categories listed in Appendix G of the CEQA Guidelines when the proposed mitigation measures are implemented.

- Biological Resources
- Cultural Resources
- Geology/Soils
- Tribal Cultural Resources

2.0 ENVIRONMENTAL SETTING

2.1 Project Location

The proposed Rio Hondo Park Project is located at 8421 San Luis Potosi Place in the City of Pico Rivera, California, on an approximately 12-acre site (APNs: 6347-015-903 and 6347-016-910). Refer to **Figure 2.1-1**, which shows the project's location in a regional context. Local surface streets adjacent to the site include San Luis Potosi to the south, Fir Street to the east and Beverly Road to the north. **Figure 2.1-2** depicts an aerial photo of the project site and the surrounding land.

2.2 Project Setting

(1) The project site consists of the existing Rio Hondo Park. Rio Hondo Park's existing amenities include a multipurpose auditorium, dance studio, lighted baseball/softball and soccer fields, lighted handball courts, picnic pavilion, picnic benches and barbecues, playground equipment, outdoor restrooms, outdoor basketball courts, and a parking lot (City of Pico Rivera, 2014, p. 10-9.). See **Figure 2.2-1**, which depicts the topography of the site, and surrounding area. Topography within the project site is relatively flat (Google Earth, 2025). Site photographs are provided in **Figure 2.2-2**.

2.2.1 Land Use and Zoning

The land use, zoning, and existing development designations of the project site and its immediate vicinity are listed in **Table 2.2-1**.

Table 2.2-1
SUMMARY OF EXISTING LAND USE, ZONING AND EXISITNG DEVELOPMENT DESIGNATIONS

Location	Land Use	Zoning District	Existing Development
Project Site	Park/Open Space (P-OS)	Open Space (O-S)	Rio Hondo Park
North	Low Density Residential (LDR)	Single-Family Residential (S-F)	Single-family residences
South	Low Density Residential (LDR) & Open Space Public (P-OS)	Residential Infill (R-I) & Open Space (O-S)	Single-family residences & Youth Center
East	Low Density Residential (LDR)	Single-Family Residential (S-F) & Planned Unit Development (PUD)	Single-family residences & School (Armenian Mesrobian)
West	Right-of-Way (ROW)	Right-of-Way (ROW)	Rio Hondo Channel

Sources: City of Pico Rivera, 2014; City of Pico Rivera, 2025; Google Earth Pro, 2025.

2.3 Existing Characteristics of the Site

2.3.1 Climate and Air Quality

The project site is located within the South Coast Air Basin (SCAB), a 6,600-square-mile area encompassing all urban portions of Los Angeles County. A persistent high-pressure area that commonly resides over the eastern Pacific Ocean largely dominates regional meteorology. The distinctive climate of this area is determined primarily by its terrain and geographic location. Local climate is characterized by warm summers, mild winters, infrequent rainfall, moderate daytime

Figure 2.1-1
REGIONAL LOCATION



Figure 2.1-2
PROJECT LOCATION



Figure 2.2-1
TOPOGRAPHIC MAP

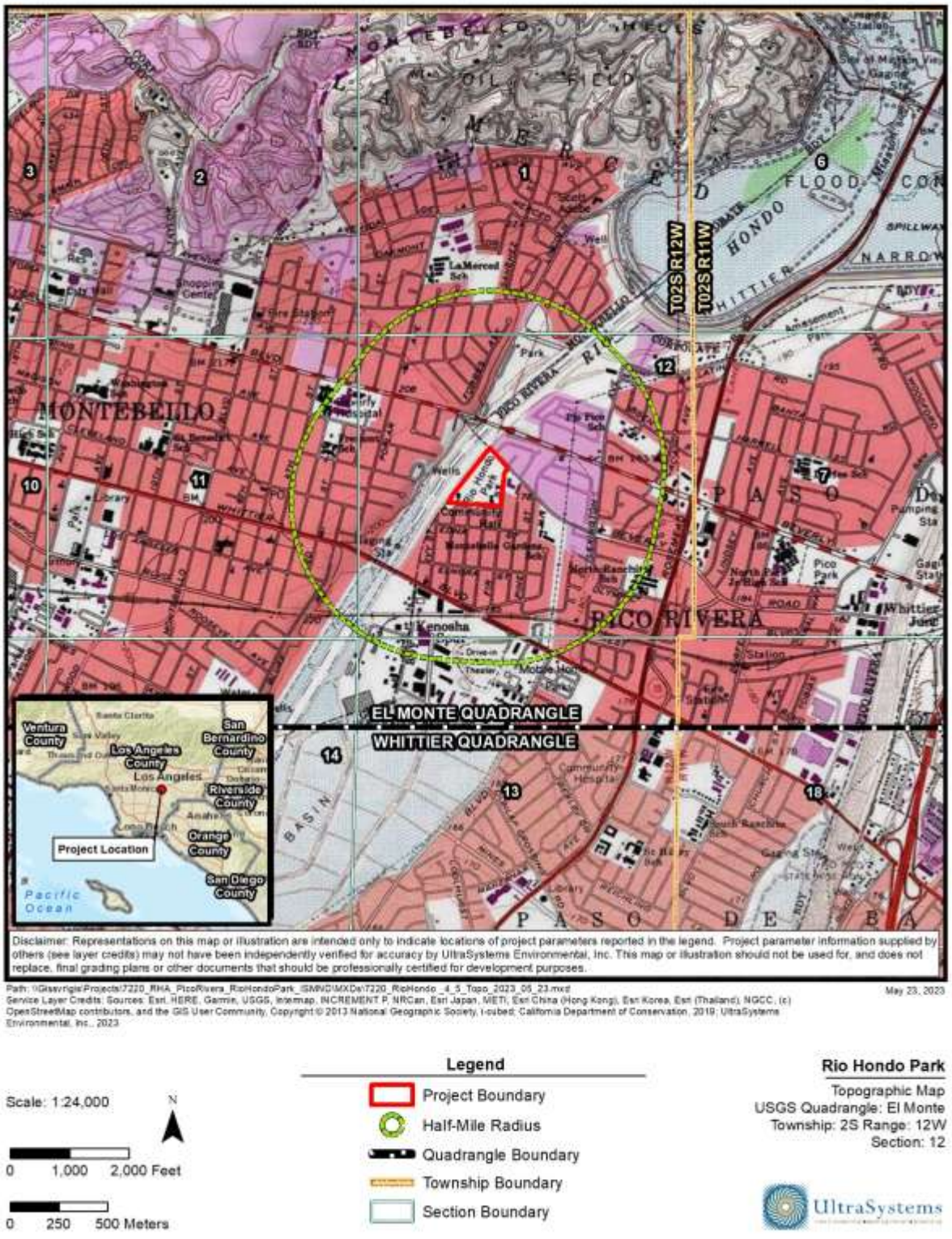


Figure 2.2-2
PROJECT SITE PHOTOGRAPHS



PHOTO 1: View looking at the northern portion of the project site from Beverly Rd.



PHOTO 2: View looking at the eastern portion of the project site from Fir St.



PHOTO 3: View looking at the southern portion of the project site from San Luis Potosi.



PHOTO 4: View looking at the western portion of the project site from Maiden Ln across the Rio Hondo Channel.

Source: UltraSystems Environmental Inc., 2024

onshore breezes, and moderate humidity. Ozone (O_3) and pollutant concentrations tend to be lower along the coast, where the onshore breeze disperses pollutants toward the inland valley of the SCAB and adjacent deserts. However, as a whole, the SCAB fails to meet National Ambient Air Quality Standards (NAAQS) for O_3 and fine particulate matter ($PM_{2.5}$), and is classified as a "nonattainment area" for those pollutants (SCAQMD, 2022).

2.3.2 Geology and Soils

Topography within the project site is relatively flat. The nearest Alquist-Priolo Earthquake Fault Zone to the project site is along the East Montebello Fault about two miles to the north. The project site is in a zone of required investigation for liquefaction (CGS, 2025).

2.3.3 Hydrology

The project site is in a 500-year flood zone mapped by the Federal Emergency Management Agency (FEMA, 2025). The project site is in the dam inundation area for Santa Fe Dam, which is about 10 miles northeast of the project site along both the Rio Hondo Channel and the San Gabriel River (USACE, 2025).

2.3.4 Biology

The project site is located in an urbanized area, which provides low habitat value for special-status plant and wildlife species; however, there are some areas of undeveloped habitat within the biological survey area (BSA) that contain vegetation and soil conditions that could support special-status species.

2.3.5 Public Services

The City is served by a full range of public services. Fire protection and paramedic services for the City of Pico Rivera are provided on a contractual basis by the Los Angeles County Fire Department. Law enforcement services in the City of Pico Rivera are provided through a contractual arrangement with the Los Angeles County Sheriff's Department. The project site is located within the El Rancho Unified School District. The City Department of Parks and Recreation operates eight parks and several facilities throughout the City of Pico Rivera. The Pico Rivera Library is a branch of the Los Angeles Public Library system.

2.3.6 Utilities

The Pico Rivera Water Authority provides water and wastewater treatment services to the project site. Southern California Edison provides electricity to the project site. The Office of Sustainability oversees the collection of residential and commercial waste in conjunction with NASA Services, the City's franchise waste hauler.

3.0 PROJECT DESCRIPTION

The City of Pico Rivera (City) is processing a request to implement a series of discretionary actions that would ultimately allow for further renovation and development of the proposed project. The City of Pico Rivera is the Lead Agency for CEQA.

3.1 Project Location and Setting

The project site is situated at 8421 San Luis Potosi in Pico Rivera, bordered by Beverly Road to the north, Fir Street to the east, and San Luis Potosi to the south. The park is adjacent the concrete-lined Rio Hondo Channel to the east, which functions as a critical component of the Los Angeles County Drainage Area (LACDA) flood control system (Refer to Figure 3.3-1). The Assessor's Parcel Numbers (APNs) associated with the site are 6347-015-903 and 6347-016-910. The site encompasses approximately 12 acres, all of which fall within the city limits. The city's General Plan designates the land use and zoning for the project site as P/OS (Park/Open Space) and Publicly Owned (City of Pico Rivera, 2014, p. 3-7).

3.2 Project Site History

The park site spans approximately 12 acres and features a significant grass area that accommodates both the softball/baseball field and the soccer field. Existing amenities at Rio Hondo Park include a multi-purpose auditorium, a dance studio, lighted baseball/softball and soccer fields, lighted handball courts, a picnic pavilion, picnic benches, barbecues, playground equipment, outdoor restrooms, outdoor basketball courts, and a parking lot (City of Pico Rivera, 2014, p. 10-9). Due to consistent usage over the years, both the soccer field and the softball field have experienced deterioration. Additionally, the park's restrooms, constructed over two decades ago, are in need of significant renovation (City of Pico Rivera, 2023). On January 12, 2021, the City Council authorized a contract to replace the equipment and surfacing in the playground areas of Rio Hondo Park. The Rio Hondo Park Playground Project commenced in mid-November 2021 with the demolition and removal of the existing playground equipment and surfacing, and the project was completed in February 2022.

Figure 3.3-1
RIO HONDO PARK – PICO RIVERA LOCATION MAP



3.3 Proposed Park Features

The proposed project is designed to enhance the existing features of the park and facilitate the construction of a variety of new structures and amenities. Planned improvements encompass the replacement of the softball/baseball and soccer fields, the addition of a shaded plaza, a picnic shelter, and walking and exercise paths, along with various auxiliary features. Furthermore, the project includes the repair and renovation of the basketball courts, concession and restroom facilities, and the parking lot, which will undergo repairs and restriping. Additionally, the existing handball courts will be removed to accommodate these enhancements.

Table 3.4-1 summarizes the proposed project features. **Figure 3.2-1** is a Preliminary Concept Plan illustrating the proposed layout of the park features (existing and new) and onsite amenities.

Table 3.4-1
PROJECT SUMMARY

Existing Features	Changes to Existing Features
Handball Courts	To be removed
Concession and restroom building	
Basketball courts	
Parking lot	Restriping
New Park Features	
Lighted baseball/softball field with potential of turf for the outfield	
Exercise stations	
Plaza w/ shade	
Game tables w/ shade	
Concrete cornhole	
Concrete ping-pong table	
Picnic shelter	
Walking paths (dg and rubberized)	
Restrooms - two restrooms located near the soccer field and the softball field	
Trash enclosure	
Parking area	
Entry courtyard	
Benches	
Covered bleachers	
Full-size regulation turf soccer field (size to be determined during design) with fencing	
Landscaping	
Pickleball court (not shown in preliminary concept plan)	
LED and/or solar lighting (not shown in the preliminary concept plan)	
Additional parking (not shown in the preliminary concept plan)	

A Preliminary Concept Plan for the new park configuration and amenities appears in **Figure 3.4-1** below.

Figure 3.4-1
PRELIMINARY CONCEPT PLAN



3.4 Environmental Concerns

The City staff acknowledges that the backfill beneath the existing baseball diamond and its surrounding area may contain contaminated soils, potentially originating from the borrow previously utilized for backfill, which may have included trash and debris. This contamination could extend to a depth of at least eight feet. The findings from the Phase I and Phase II Environmental Site Assessments are comprehensively detailed in **Appendix G**, and are summarized in **Section 4.9**, Hazards and Hazardous Materials, of this Initial Study.

3.5 Construction Schedule

Construction for the proposed project is anticipated to take approximately 12 months from Fall 2025 to the Fall of 2026.

3.6 Intended Uses of the Initial Study

In accordance with CEQA Guidelines Section § (d)(1), the City has, based on the information known at the time of preparation of this Initial Study, identified:

- The various public agencies that are expected to use the Initial Study in their decision-making,
- The related environmental review and consultation requirements of federal, State, or local laws, regulations, or policies. To the fullest extent possible, the City, as the CEQA Lead Agency, will integrate CEQA review with these related environmental review and consultation requirements; and
- The specific permits and other approvals required to implement the proposed project.

3.7 Discretionary and Administrative Actions

Following the City's approval of the Initial Study / Mitigated Negative Declaration, a single permit would be issued by the City to cover all building-related requirements, including site preparation, infrastructure, and vertical construction.

4.0 ENVIRONMENTAL CHECKLIST

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 as a "Potentially Significant Unless Mitigation Incorporated," as indicated by the checklist on the following pages.

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

Determination (To Be Completed by the Lead Agency)

On the basis of this initial evaluation:

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

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

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

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

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

Signature

7/2/2026
Date

Gene Edwards
Printed Name

City of Pico Rivera

Evaluation of Environmental Impacts

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

(3) All answers must take into account the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

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

(5) "Negative Declaration: Less than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to less than significant level.

(6) Earlier analyses may be use where, pursuant to the tiering, Program EIR, or other CEQA process, an affect has been adequately analyzed in an earlier EIR or negative declaration. (See Section 15063(c)(3)(D) of the CEQA Guidelines. In this case, a brief discussion should identify the following:

(a) Earlier Analyses Used. Identify and state where the earlier analysis available for review.

(b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

(c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

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

to the page or pages where the statement is substantiated. A source list should be attached and other sources used or individuals contacted should be cited in the discussion.

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

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

(10) The explanation of each issue should identify:

(a) The significance criteria or threshold, if any, used to evaluate each question; and

(b) The mitigation measure identified, if any, to reduce the impact to less than significant.

4.1 Aesthetics

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?			**X**	
b. Substantially damage scenic resources, including, but not limited to, trees, outcroppings, and historic buildings within a state scenic highway?				**X**
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?			**X**	
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			**X**	

A "visual environment" includes the built environment (development patterns, buildings, parking areas, and circulation elements) and natural environment (such as hills, vegetation, rock outcroppings, drainage pathways, and soils) features. Visual quality, viewer groups and sensitivity, duration, and visual resources characterize views.

- Visual quality refers to the general aesthetic quality of a view, such as vividness, intactness, and unity.
- Viewer groups identify who is most likely to experience the view.
- High-sensitivity land uses include residences, schools, playgrounds, religious institutions, and passive outdoor spaces such as parks, playgrounds, and recreation areas.
- Duration of a view is the amount of time that a particular view can be seen by a specific viewer group.
- Visual resources refer to unique views, and views identified in local plans, from scenic highways, or of specific unique structures or landscape features.

a) Would the project have a substantial adverse effect on a scenic vista?

Less than Significant Impact

Scenic vistas generally include extensive panoramic views of natural features, unusual terrain, or unique urban or historic features, for which the field of view can be wide and extend into the distance, and focal views that focus on a particular object, scene or feature of interest. The City's General Plan does not mention scenic vistas or scenic resources within the City (City of Pico Rivera, 2015). The proposed project would include park improvements to the existing Rio Hondo Park. The improvements would be consistent with and similar to the existing amenities and would not impact scenic vistas. Therefore, impacts would be less than significant.

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

No Impact

The California Department of Transportation (Caltrans) provides information regarding officially designated or eligible state scenic highways, designated as part of the California Scenic Highway Program. The nearest designated state scenic highway to the project site is State Route 2 (SR-2), approximately 15 miles north (**Figure 4.1-1**). The nearest eligible state highway is a portion of the SR-57, approximately 12 miles to the east. Due to the large distance between the project site and SR-2, construction and implementation of the project would have no impacts on state scenic highways. Therefore, the project would have no impacts on trees, rock outcroppings and historic buildings within a state scenic highway.

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

Less than Significant Impact

The project site is located in an urban portion of the City surrounded by residences, a school and the Rio Hondo River channel. Therefore, project impacts shall be determined if the project conflicts with applicable zoning and other regulations governing scenic quality. **Table 4.1-1** details the applicable scenic goals and policies of the City's General Plan and how the project would adhere to the policies.

Table 4.1-1
PROJECT COMPLIANCE WITH APPLICABLE CITY OF PICO RIVERA GENERAL PLAN POLICIES REGARDING SCENIC QUALITY

Goals and Policies	Consistency Analysis
Goal 3.6 Improve the community image by ensuring a consistent level of high quality design and ongoing maintenance and improvement of existing development.	
Policy 3.6-1 Design Guidelines. Ensure a consistent level of high quality design through the development of design guidelines and a design review process for new development. At a minimum, the design guidelines should provide direction on the following: • Site design • Building design • Parking and circulation • Landscaping • Services and Accessory Structures	The proposed project would be developed to match the City's zoning regulations, which would ensure high quality and proper design. Therefore, the project would be consistent with this policy.

Source: City of Pico Rivera, 2014.

Based on the analysis above, the project would not conflict with applicable General Plan policies governing scenic quality. Therefore, impacts would be less than significant.

Figure 4.1-1
STATE SCENIC HIGHWAYS



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

Less Than Significant Impact

The project site currently has lighting for visibility and safety purposes, including field lighting for one baseball/softball field and one soccer field. Additionally, the project site is located in an urban location and has ambient lighting from streetlights, homes, a school, and lights from vehicles. The project would add lighting for the baseball field and additional lighting throughout the project site, which could cause an increase in light and glare in the area. Proposed lights would be aimed and shielded to avoid spill light onto neighboring properties. Therefore, impacts would be less than significant.

4.2 Agriculture and Forestry Resources

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?				**X**
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				**X**
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code § 12220(g)), timberland (as defined by Public Resources Codes § 4526), or timberland zoned Timberland Production (as defined by Government Code § 51104(g))?				**X**
d. Result in the loss of forest land or conversion of forest land to non-forest use?				**X**
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?				**X**

a) Would the project 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

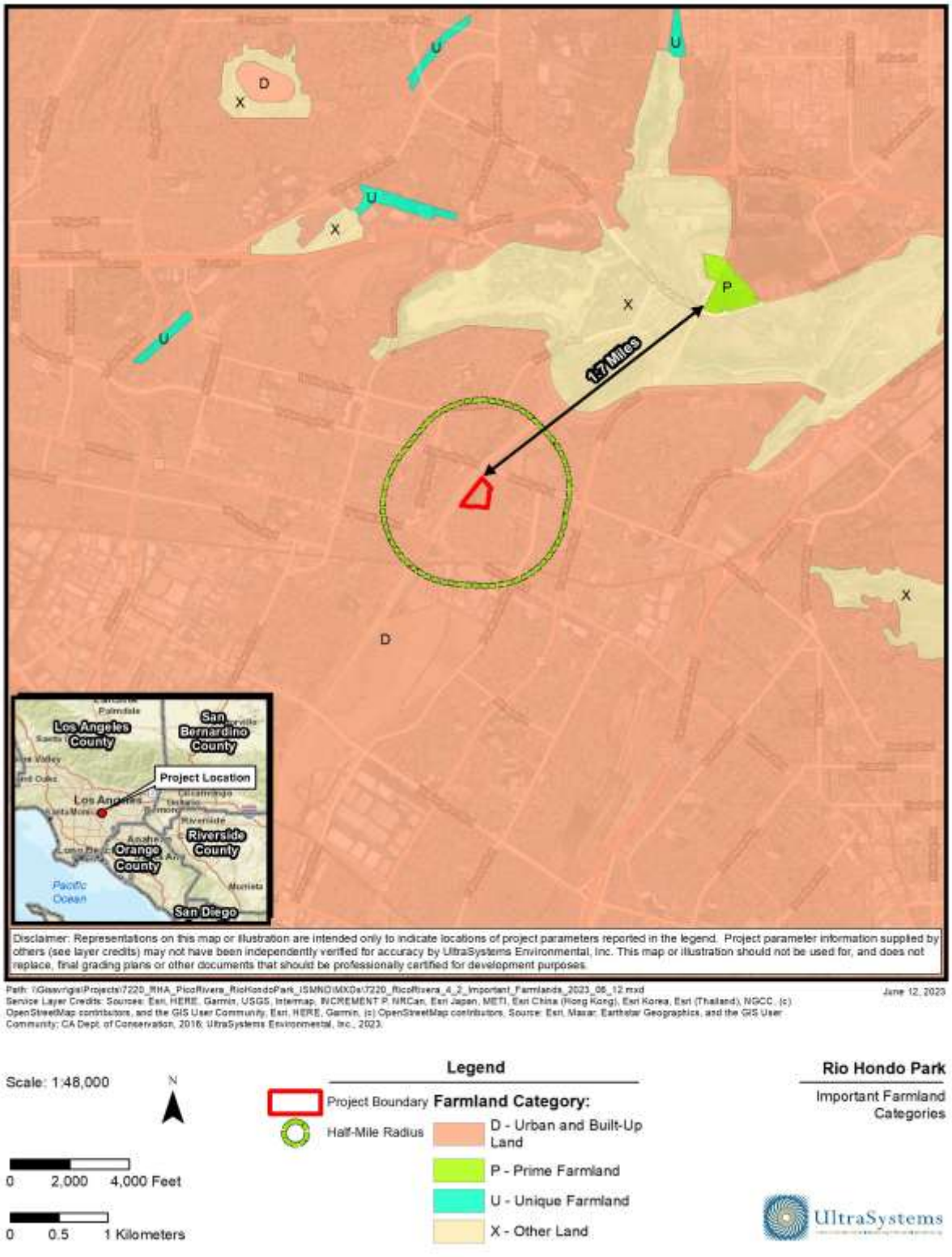
The project site and surrounding area are designated by the Division of Land Resource Protection (DLRP) as "Urban and Built-Up Land" (see **Figure 4.2-1** below). Urban and Built-Up Land is used for residential, industrial, commercial, construction, institutional, and other developed purposes (DOC, 2023). Therefore, no farmland would be converted to non-agricultural use and no impacts would occur.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact

The project site is zoned Open Space (O-S) and is not zoned for agricultural use. Williamson Act contracts restrict the use of privately-owned land to agriculture and compatible open-space uses under contract with local governments; in exchange, the land is taxed based on actual use rather than potential market value. The project site is not subject to a Williamson Act contract (DOC, 2025). Therefore, the project would not conflict with existing zoning for agricultural use or a Williamson Act contract and no impact would occur.

Figure 4.2-1
IMPORTANT FARMLAND CATEGORIES



c) Would the project (c) conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code § 12220(g)), timberland (as defined by Public Resources Codes § 4526), or timberland zoned Timberland Production (as defined by Government Code § 51104(g))?

No Impact

The project site is zoned Open Space (O-S); the site is not zoned for forest, timberland, or timberland production use. Therefore, project development would not conflict with zoning for forest land or timberland, and no impact would occur.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact

The project site and surroundings are developed with a park and residential uses, respectively, and are not cultivated for forest resources. Therefore, project development would not result in the loss of forest land or conversion of forest land to non-forest use, and no impact would occur.

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

No Impact

The project site is a park with grass fields and is surrounded by residences to the east and south. No important farmland is near the project site; the nearest such farmland is Prime Farmland approximately 1.7 miles to the northeast (see **Figure 4.2-1**). No forest land is present on or near the project site. Therefore, project development would not indirectly cause conversion of farmland to non-agricultural use or conversion of forest land to non-forest use, and no impacts would occur.

4.3 Air Quality

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?			**X**	
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard?			**X**	
c. Expose sensitive receptors to substantial pollutant concentrations?			**X**	
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			**X**	

4.3.1 Pollutants of Concern

Criteria pollutants are air pollutants for which acceptable levels of exposure can be determined and an ambient air quality standard has been established by the U.S. Environmental Protection Agency (USEPA) and/or the California Air Resources Board (ARB). The criteria air pollutants of concern are nitrogen dioxide (NO_2), carbon monoxide (CO), particulate matter (PM_{10} and $PM_{2.5}$), sulfur dioxide (SO_2), lead (Pb), and ozone, and their precursors, such as reactive organic gases (ROG) (which are ozone precursors). Since the Rio Honda Park Improvements Projects would not generate appreciable SO_2 or Pb emissions,[1] it is not necessary for the analysis to include those two pollutants. Presented below is a description of the air pollutants of concern and their known health effects.

The project is in the Los Angeles County portion of the South Coast Air Basin (SCAB), for which air pollution control the South Coast Air Quality Management District (SCAQMD) is substantially responsible. **Table 4.3-1** shows the attainment status of the SCAB for each criteria pollutant for both the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS). Presented below is a description of the air pollutants of concern and their known health effects.

Nitrogen oxides (NO_X) serve as integral participants in the process of photochemical smog production and are precursors for certain particulate compounds that are formed in the atmosphere and for ozone. A precursor is a directly emitted air contaminant that, when released into the atmosphere, forms, causes to be formed, or contributes to the formation of a secondary air contaminant for which an ambient air quality standard (AAQS) has been adopted, or whose presence in the atmosphere will contribute to the violation of one or more AAQSs. When NO_X and ROG are released in the atmosphere, they can chemically react with one another in the presence of sunlight to form ozone. The two major forms of NO_X are nitric oxide (NO) and NO_2. NO is a colorless, odorless gas formed from atmospheric nitrogen and oxygen when combustion takes place under high temperature and/or high pressure. NO_2 is a reddish-brown pungent gas formed by the combination of NO and oxygen. NO_2 acts as an acute respiratory irritant and eye irritant and increases susceptibility to respiratory pathogens (USEPA, 2011).

[1] Sulfur dioxide emissions will be below 0.05 pound per day during construction and operations. Lead emissions are not quantified in CalEEMod but are typically associated with industrial land uses.

Table 4.3-1
FEDERAL AND STATE ATTAINMENT STATUS

Pollutants	Federal Classification	State Classification
Ozone (O_3) – 1-hour standard	Nonattainment (Extreme)	Nonattainment
Ozone (O_3) – 8-hour standard	Nonattainment (Extreme)	
Particulate Matter (PM_{10})	Maintenance (Serious)	Nonattainment
Fine Particulate Matter ($PM_{2.5}$)	Nonattainment (Serious)	Nonattainment
Carbon Monoxide (CO)	Maintenance (Serious)	Attainment
Nitrogen Dioxide (NO_2)	Maintenance (Primary)	Attainment
Sulfur Dioxide (SO_2)	Unclassified	Attainment
Sulfates	No Federal Standards	Attainment
Lead (Pb)		Attainment
Hydrogen Sulfide (H_2S)	Unclassified	
Visibility Reducing Particles		

Sources: ARB, 2022; USEPA, 2024a.

Carbon monoxide (CO) is a colorless, odorless non-reactive pollutant produced by incomplete combustion of fossil fuels. CO is emitted almost exclusively from motor vehicles, power plants, refineries, industrial boilers, ships, aircraft, and trains. In urban areas, such as the project location, automobile exhaust accounts for most CO emissions. CO is a non-reactive air pollutant that dissipates relatively quickly; therefore, ambient CO concentrations generally follow the spatial and temporal distributions of vehicular traffic. CO concentrations are influenced by local meteorological conditions, primarily wind speed, topography, and atmospheric stability. CO from motor vehicle exhaust can become locally concentrated when surface-based temperature inversions are combined with calm atmospheric conditions, a typical situation at dusk in urban areas between November and February. The highest levels of CO typically occur during the colder months of the year when inversion conditions are more frequent. In terms of health, CO competes with oxygen, often replacing it in the blood, thus reducing the blood's ability to transport oxygen to vital organs. The results of excess CO exposure can be dizziness, fatigue, and impairment of central nervous system functions. High concentrations are lethal (USEPA, 2024b).

Particulate matter (PM) consists of finely divided solids or liquids, such as soot, dust, aerosols, fumes and mists. Primary PM is emitted directly into the atmosphere from activities such as agricultural operations, industrial processes, construction and demolition activities, and entrainment of road dust into the air. Secondary PM is formed in the atmosphere from predominantly gaseous combustion by-product precursors, such as sulfur oxides, NO_X, and ROGs.

Particle size is a critical characteristic of PM that primarily determines the location of PM deposition along the respiratory system (and associated health effects) as well as the degradation of visibility through light scattering. In the United States, federal and state agencies have focused on two types of PM. PM_{10} corresponds to the fraction of PM no greater than 10 micrometers in aerodynamic diameter and is commonly called respirable particulate matter, while $PM_{2.5}$ refers to the subset of PM_{10} of aerodynamic diameter smaller than 2.5 micrometers, which is commonly called fine particulate matter.

PM_{10} and $PM_{2.5}$ deposition in the lungs results in irritation that triggers a range of inflammation responses, such as mucus secretion and bronchoconstriction, and exacerbates pulmonary dysfunctions, such as asthma, emphysema, and chronic bronchitis. Sufficiently small particles may penetrate the bloodstream and impact functions such as blood coagulation, cardiac autonomic control, and mobilization of inflammatory cells from the bone marrow. Individuals susceptible to higher health risks from exposure to PM_{10} airborne pollution include children, the elderly, smokers,

and people of all ages with low pulmonary/cardiovascular function. For these individuals, adverse health effects of PM_{10} pollution include coughing, wheezing, shortness of breath, phlegm, bronchitis, and aggravation of lung or heart disease, leading, for example, to increased risks of hospitalization and mortality from asthma attacks and heart attacks (USEPA, 2024c).

Reactive organic gases (ROG) are defined as any compound of carbon, excluding CO, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate, which participates in atmospheric photochemical reactions. It should be noted that there are no state or national ambient air quality standards for ROG because ROGs are not classified as criteria pollutants. They are regulated, however, because a reduction in ROG emissions reduces certain chemical reactions that contribute to the formation of ozone. ROGs are also transformed into organic aerosols in the atmosphere, which contribute to higher PM_{10} and lower visibility. The term "ROG" is used by the ARB for this air quality analysis and is defined the same as the federal term "volatile organic compound" (VOC).

Ozone is a secondary pollutant produced through a series of photochemical reactions involving ROG and NO_X. Ozone creation requires ROG and NO_X to be available for approximately three hours in a stable atmosphere with strong sunlight. Because of the long reaction time, peak ozone concentrations frequently occur downwind of the sites where the precursor pollutants are emitted. Thus, ozone is considered a regional, rather than a local, pollutant. The health effects of ozone include eye and respiratory irritation, reduction of resistance to lung infection and possible aggravation of pulmonary conditions in persons with lung disease. Ozone is also damaging to vegetation and untreated rubber (USEPA, 2024d).

4.3.2 Climate/Meteorology

Air quality is affected by both the rate and location of pollutant emissions, and by meteorological conditions that influence movement and dispersal of pollutants. Atmospheric conditions such as wind speed, wind direction, and air temperature gradients, along with local topography, provide the link between air pollutant emissions and air quality.

The project site is located wholly within the SCAB, which includes all of Orange County, as well as the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. The distinctive climate of the SCAB is determined by its terrain and geographical location. The SCAB is in a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean in the southwest quadrant, with high mountains forming the remainder of the perimeter. The general region lies in the semi-permanent high-pressure zone of the eastern Pacific. Thus, the climate is mild, tempered by cool sea breezes. This usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds (SCAQMD, 1993).

The annual average temperature varies little throughout the 6,600-square-mile SCAB, ranging from the low 60s to the high 80s. However, with a less pronounced oceanic influence, the inland portion shows greater variability in the annual minimum and maximum temperatures. The mean annual maximum and minimum temperatures in the project area – as determined from the nearest weather station, which is in the City of Montebello and has a period of record from 1979 to 2011 – are 79.1 degrees Fahrenheit (°F) and 55.7°F, respectively (WRCC, 2021). The hottest month is August, with an average maximum temperature of 89.7°F and the coldest month is December, with an average minimum temperature of 47.2°F.

During the period of record, the average rainfall is 14.78 inches, which occurs mostly during the winter and relatively infrequently during the summer. Monthly precipitation averages approximately 3.06 inches during the winter (December, January, and February), approximately 1.26 inches during the

spring (March, April, and May), approximately 0.03 inch during the summer (June, July, and August), and approximately 0.57 inch during the fall (September, October, and November).

4.3.3 Local Air Quality

The SCAQMD has divided the SCAB into source receptor areas (SRAs), based on similar meteorological and topographical features. The project site is in SCAQMD's Southeast Los Angeles County's air monitoring area (SRA 5) and is served by the SCAQMD's Pico Rivera - 4144 San Gabriel station, 1.33 miles west of the project site. This station monitors ozone, $PM_{2.5}$ and NO_2. All stations in the SCAB ceased monitoring CO in 2012. The ambient air quality data in the project vicinity as recorded from 2021 through 2023, along with applicable standards, are shown in **Table 4.3-2**.

Table 4.3-2
AMBIENT AIR QUALITY MONITORING DATA

Air Pollutant	Standard/Exceedance	2021	2022	2023
Ozone	Max. 1-hour Concentration (ppm)	0.104	0.123	0.120
	Max. 8-hour Concentration (ppm)	0.084	0.091	0.091
	# Days > Federal 8-hour Std. of 0.070 ppm	3	2	7
	# Days > California 1-hour Std. of 0.09 ppm	2	3	7
	# Days > California 8-hour Std. of 0.070 ppm	3	3	9
PM_{10}	Max. 24-hour Concentration (µg/m^3)	ND	ND	ND
	Est. # Days > Fed. 24-hour Std. of 150 µg/m^3	ND	ND	ND
	Federal Annual Arithmetic Mean (12 µg/m^3)	ND	ND	ND
$PM_{2.5}$	Max. 24-hour Concentration (µg/m^3)	66.1	53.8	60.7
	# Days > Fed. 24-hour Std. of 35 µg/m^3	8.9	3.1	3.1
	State Annual Average (12 µg/m^3)	13.3	11.1	10.4
NO_2	Max. 1-hour Concentration (ppm)	0.072	0.065	0.058
	State Annual Average (0.030 ppm)	0.017	0.017	0.015
	# Days > California 1-hour Std. of 0.18 ppm	0	0	0

Source: ARB, 2024.
ND - There were insufficient (or no) data available to determine the value.

4.3.4 Air Quality Management Plan (AQMP)

The SCAQMD is required to produce plans to show how air quality would be improved in the region. The California Clean Air Act (CCAA) requires that these plans be updated triennially to incorporate the most recent available technical information.[2] A multi-level partnership of governmental agencies at the federal, state, regional, and local levels implement the programs contained in these plans. Agencies involved include the USEPA, ARB, local governments, Southern California Association of Governments (SCAG), and SCAQMD. The SCAQMD and the SCAG are responsible for formulating and implementing the Air Quality Management Plan (AQMP) for the SCAB. The SCAQMD updates its AQMP every three years.

The 2022 AQMP (SCAQMD, 2022) was adopted by the SCAQMD Board on December 2, 2022. It focuses on reducing ozone by limiting the emissions of NO_x, which is a key reactant in ozone formation. The NO_x reductions are through extensive use of zero emission technologies across all stationary and mobile sources categories. The majority of NO_x emissions are from heavy-duty trucks, ships and other state and federally regulated mobile sources that are mostly beyond the SCAQMD's control. The SCAQMD's primary authority is over stationary sources, which account for approximately 20 percent of the SCAB's NO_x emissions.

[2] CCAA of 1988.

The AQMP incorporates updated emission inventory methodologies for various source categories and incorporates the 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Amendment #1 prepared by SCAG (2024). The 2024-2050 RTP/SCS was determined to conform to the federally mandated State Implementation Plan for the attainment and maintenance of the NAAQS.

4.3.5 Sensitive Receptors

Some people, such as individuals with respiratory illnesses or impaired lung function because of other illnesses, persons over 65 years of age, and children under 14, are particularly sensitive to certain pollutants. Facilities and structures where these sensitive people live or spend considerable amounts of time are known as sensitive receptors. For the purposes of a CEQA analysis, the SCAQMD considers a sensitive receptor to be a receptor such as a residence, hospital, or convalescent facility where it is possible that an individual could remain for 24 hours (Chico and Koizumi, 2008, p. 3-2). Commercial and industrial facilities are not included in the definition of sensitive receptor, because employees typically are present for shorter periods of time, such as eight hours. Therefore, applying a 24-hour standard for PM_{10} is appropriate not only because the averaging period for the state standard is 24 hours, but because the sensitive receptor would be present at the location for the full 24 hours.

The nearest sensitive receptors to the project site are single-family residences surrounding the southeast perimeter of the project site, along San Luis Potosi, Fir Street and Beverly Road. There is also a school named Armenian Mesrobian School across the street at 8420 Beverly Rd.

4.3.6 Applicable South Coast Air Quality Management District Rules

Rule 403 (Fugitive Dust Rule)

During construction, the project would be subject to SCAQMD Rule 403 (Fugitive Dust). SCAQMD Rule 403 does not require a permit for construction activities, per se; rather, it sets forth general and specific requirements for all construction sites (as well as other fugitive dust sources) in the SCAB. The general requirement prohibits a person from causing or allowing emissions of fugitive dust from construction (or other fugitive dust source) such that the presence of such dust remains visible in the atmosphere beyond the property line of the emissions source. SCAQMD Rule 403 also prohibits construction activity from causing an incremental PM_{10} concentration impact, as the difference between upwind and downwind samples, at the property line of more than 50 micrograms per cubic meter as determined through PM_{10} high-volume sampling. The concentration standard and associated PM_{10} sampling do not apply if specific measures identified in the rules are implemented and appropriately documented.

Other requirements of Rule 403 include not causing or allowing emissions of fugitive dust that would remain visible beyond the property line; no track-out extending 25 feet or more in cumulative length and all track-out to be removed at conclusion of each workday; and using the applicable best available control measures included in Table 1 of Rule 403.

Rule 1113 (Architectural Coatings)

Construction of this project will include the application of architectural coatings and be subject to SCAQMD Rule 1113 (Architectural Coatings). Among other applicable provisions, Rule 1113 requires whoever applies, stores at a worksite, or solicits the application of architectural coatings to use coatings that contain VOC at concentrations less than or equal to the VOC limits specified in Table 1 of the rule.

4.3.7 Impact Analysis

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less than significant Impact

The South Coast 2022 AQMP, discussed above, incorporates land use assumptions from local general plans and regional growth projections developed by SCAG to estimate stationary and mobile air emissions associated with projected population and planned land uses. If the proposed land use is consistent with the local general plan, then the impact of the project is presumed to have been accounted for in the AQMP. This is because the land use and transportation control sections of the AQMP are based on the SCAG regional growth forecasts, which incorporate projections from local general plans.

The proposed project is in compliance with the City's General Plan and Zoning designations. The project site has a General Plan land use designation of Park/Open Space (P-OS) and has a zoning designation of Open Space (O-S) (City of Pico Rivera, 2014). Therefore, no General Plan amendment or Zone Change is required. The land use would continue to be consistent with the local plans and the impacts of the project are still accounted for in the AQMP.

Another measurement tool in evaluating consistency with the AQMP is to determine whether a project would generate population and employment growth and, if so, whether that growth would exceed the growth rates forecasted in the AQMP and how the project would accommodate the expected increase in population or employment. The project would create minimal increase in population and overall vehicle miles traveled (VMT), which would be included in the growth rates forecasted in the AQMP.

Additionally, to assist the implementation of the AQMP, projects must not create regionally significant emissions of regulated pollutants from either short-term construction or long-term operations. The SCAQMD has developed criteria in the form of emissions thresholds for determining whether emissions from a project are regionally significant (SCAQMD, 2023). They are useful for estimating whether a project is likely to result in a violation of the NAAQS and/or whether the project is in conformity with plans to achieve attainment. SCAQMD's significance thresholds for criteria pollutant emissions during construction activities and project operation are summarized in **Table 4.3-3**. A project is considered to have a regional air quality impact if emissions from its construction and/or operational activities exceed the corresponding SCAQMD significance thresholds.

Table 4.3-3
SCAQMD THRESHOLDS OF SIGNIFICANCE

Pollutant	Construction Thresholds (lbs/day)	Operational Thresholds (lbs/day)
Volatile Organic Compounds (VOC)	75	55
Nitrogen Oxides (NO_x)	100	55
Carbon Monoxide (CO)	550	550
Sulfur Oxides (SO_x)	150	150
Particulate Matter (PM_{10})	150	150
Fine Particulate Matter ($PM_{2.5}$)	55	55

Note: lbs = pounds.
Source: SCAQMD, 2023.

Regional Construction Emissions

Construction activities for the project are anticipated to begin in July 2025 and end in September 2026. **Table 4.3-4** shows the project schedule used for the air quality, GHG emissions, and noise analyses.

Table 4.3-4
CONSTRUCTION SCHEDULE

Construction Phase	Start	End
Demolition	July 1, 2025	July 28, 2025
Site Preparation	July 29, 2025	August 11, 2025
Grading	August 12, 2025	September 8, 2025
Building Construction	September 9, 2025	July 27, 2026
Paving	July 28, 2026	August 24, 2026
Architectural Coating	August 25, 2026	September 21, 2026

These construction activities would temporarily create emissions of dusts, fumes, equipment exhaust, and other air contaminants. Mobile sources (such as diesel-fueled equipment onsite and traveling to and from the project site) would primarily generate NO_X emissions. The quantity of emissions generated daily would vary, depending on the amount and types of construction activities occurring at the same time.

Estimated criteria pollutant emissions from the project's onsite and offsite project construction activities were calculated using the California Emissions Estimator Model (CalEEMod), Version 2022.1.1.29 (CAPCOA, 2022). CalEEMod is a planning tool for estimating emissions related to land use projects. Model-predicted project emissions are compared with applicable thresholds to assess regional air quality impacts. CalEEMod defaults were used for offroad and onroad construction equipment and traffic inputs.

As shown in **Table 4.3-5**, construction emissions would not exceed SCAQMD regional thresholds. Therefore, the project's short-term regional air quality impacts would be less than significant. Refer to **Appendix B1** of this document for air quality calculations.

Table 4.3-5
MAXIMUM DAILY REGIONAL CONSTRUCTION EMISSIONS

Construction Activity	Maximum Emissions (lbs/day)				
	ROG	NO_x	CO	PM_{10}	$PM_{2.5}$
Maximum Emissions, 2025	**3.39**	**31.72**	**31.39**	**9.26**	**5.25**
Maximum Emissions, 2026	**1.07**	9.85	12.97	0.52	0.35
SCAQMD Significance Thresholds	*75*	*100*	*550*	*150*	*55*
Significant? (Yes or No)	**No**	**No**	**No**	**No**	**No**

Source: Calculated by UltraSystems with CalEEMod (Version 2022.1.1.29) (CAPCOA, 2022).

Regional Operational Emissions

The project proposes turf, walkway, striping, and landscaping improvements to an existing city park. Operational emissions generated by area sources, motor vehicles and energy demand would result from normal day-to-day activities of the project. Operational emissions from the proposed project were calculated using CalEEMod and are presented below in **Table 4.3-6**. As seen in the table, for each criteria pollutant, operational emissions would be below the pollutant's SCAQMD significance threshold. Therefore, regional operational emissions would be less than significant.

Table 4.3-6
MAXIMUM DAILY PROJECT OPERATIONAL EMISSIONS

Emission Source	Pollutant (lbs/day)				
	ROG	NO_X	CO	PM_{10}	$PM_{2.5}$
Mobile Source Emissions	0.06	0.05	0.54	0.12	0.03
Area Source Emissions	0.02	0	0	0	0
Energy Source Emissions	0	0	0	0	0
Total Operational Emissions	**0.08**	**0.05**	**0.54**	**0.12**	**0.03**
SCAQMD Significance Thresholds	*55*	*55*	*550*	*150*	*55*
Significant? (Yes or No)	**No**	**No**	**No**	**No**	**No**

Source: Calculated by UltraSystems with CalEEMod (Version 2022.1.1.29) (CAPCOA, 2022).

b) Would the project 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

Since the SCAB is currently in nonattainment for ozone and $PM_{2.5}$, related projects may exceed an air quality standard or contribute to an existing or projected air quality exceedance. The SCAQMD neither recommends quantified analyses of construction and/or operational emissions from multiple development projects nor provides methodologies or thresholds of significance to be used to assess the cumulative emissions generated by multiple cumulative projects. Instead, the District recommends that a project's potential contribution to cumulative impacts be assessed by utilizing the same significance criteria as those for project-specific impacts. Furthermore, the SCAQMD states that if an individual development project generates less-than-significant construction or operational emissions impacts, then the development project would not contribute to a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment.

As discussed above, the mass daily construction and operational emissions generated by the project would not exceed any of the SCAQMD's significance thresholds. Also, as discussed below, localized emissions generated by the Project would not exceed the SCAQMD's Localized Significance Thresholds (LSTs). Therefore, the project would not contribute a cumulatively considerable increase in emissions for the pollutants which the SCAB is in nonattainment. Thus, cumulative air quality impacts associated with the project would be less than significant.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact

Construction of the project would generate short-term and intermittent emissions. Following the SCAQMD's *Final Localized Significance Threshold Methodology* (Chico and Koizumi, 2008), only onsite construction emissions were considered in the localized significance analysis. The residence south of the project site is the nearest sensitive receptor (less than 16 meters away).[3] Localized significance thresholds (LSTs) for projects in Source Receptor Area 5 (Southeast Los Angeles County) were obtained from tables in Appendix C of the aforementioned methodology. **Table 4.3-7** shows the results of the localized significance analysis for the project. Localized short-term air quality impacts from construction of the project would be less than significant.

[3] According to SCAQMD guidance, a receptor closer than 25 meters to the source may be assumed to be 25 meters away (Chico and Koizumi, 2008, p. 3-3).

Table 4.3-7
RESULTS OF UNMITIGATED LOCALIZED SIGNIFICANCE ANALYSIS

Nearest Sensitive Receptor	Maximum Onsite Construction Emissions (pounds/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Maximum daily unmitigated emissions	31.6	30.2	7.7	3.9
SCAQMD LST for 3.5 acres @ 25 meters	*143*	*1,170.5*	*10.5*	*5.5*
Significant (Yes or No)	**No**	**No**	**No**	**No**

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

Less than Significant Impact

A project-related significant adverse effect could occur if construction or operation of the proposed project would result in generation of odors that would be perceptible in adjacent sensitive areas. According to the SCAQMD *CEQA Air Quality Handbook (SCAQMD 1993)*, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The project does not include any of those types of land uses. Potential sources that may emit odors during construction activities include equipment exhaust. Odors from these sources would be localized and generally confined to the immediate area surrounding the project. The project would use typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. The project would not create substantial objectionable odors, and this impact would be less than significant.

4.4 Biological Resources

Would the project:	Potentially Significant Impact	Less than Significant 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 Wildlife or U.S. Fish and Wildlife Service?		**X**		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				**X**
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?				**X**
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?			**X**	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				**X**
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?				**X**

Methodology

UltraSystems biologists researched readily available information, including relevant literature, databases, agency websites, various previously completed reports and management plans, GIS data, maps, aerial imagery from public domain sources, and in-house records to identify the following: 1) habitats, special-status plant and wildlife species, jurisdictional waters, critical habitats, and wildlife corridors that may occur in and near the project site; and 2) local or regional plans, policies, and regulations that may apply to the project. Sources accessed by UltraSystems for analysis of potential impacts within this Initial Study include:

- California Natural Diversity Database (CNDDB), provided by the CDFW, (CNDDB 2025)
- Rare Plant Program, Inventory of Rare and Endangered Plants, California Native Plant Society (CNPS, 2025)
- A Manual of California Vegetation Online Edition (CNPS 2024)

- eBird online database of bird distribution and abundance, provided by Cornell Lab of Ornithology (eBird, 2025)
- Sawyer, J.O., T. Keeler-Wolf, J.M. Evens, 2009. A Manual of California Vegetation, Second Edition, provided by California Native Plant Society Press
- Information, Planning and Conservation (IPaC), provided by the United States Fish and Wildlife Service (USFWS) (USFWS, 2025)
- National Wetlands Inventory (NWI) website, National Wetlands Mapper, provided by the USFWS (USFWS, 2024b)
- Other sources as cited in text.

Environmental Setting

The City of Pico Rivera is located in southeastern Los Angeles County, California. The city is situated on the southern edge of the San Gabriel Valley. The existing Rio Hondo Park is located at 8421 San Luis Potosi, Pico Rivera. The park is bordered by Beverly Road to the north, Fir Street to the east, San Luis Potosi to the south, and the Rio Hondo Channel to the west. The area is highly urbanized; the park is surrounded by residential developments, recreational facilities, infrastructure, and the Rio Hondo Channel.

Rio Hondo Park is approximately two miles southeast of Whittier Narrows Recreation Area, and three miles west of the Puente Hills. The project site has a relatively flat topography; elevations on the project site range from approximately 173 feet to 180 feet above mean sea level (amsl).

Survey Methodology

Habitat Assessment Survey

UltraSystems biologists conducted a literature review and habitat assessment survey for biological resources potentially associated with the project site and within a zone 500 feet out from the project site; these define the Biological Study Area (BSA). UltraSystems biologist Ms. Scarlett Hensman (SH) conducted the survey on January 22, 2025, to assess the habitats, plants and wildlife that occur within the BSA (see **Figure 4.4-1,** *Project Location and Biological Study Area [BSA]*; also see **Table 4.4-1:** *Field Survey*).

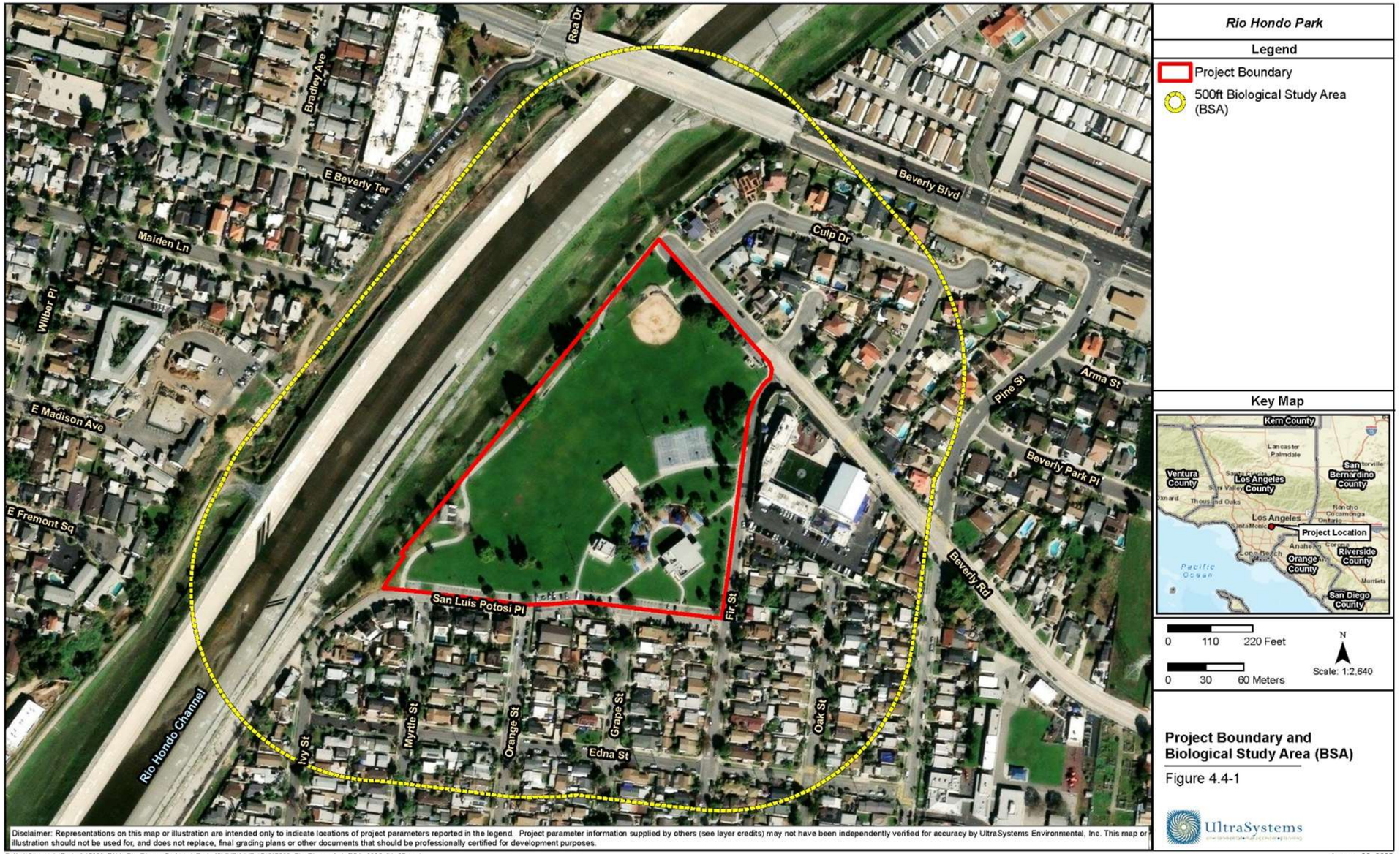
Table 4.4-1
FIELD SURVEY

Survey Date	Survey Time (am/pm)	Temperature Start/End (°F)	Cloud Cover Start/End (%)	Precipitation (%)	Biologist	Survey Type
January 22, 2025	11:00/1:20	72/79	80/80	0/0	SH	General Plant and Wildlife

Limitations to the field surveys conducted are as follows:

- By occurring during daylight hours, the biological field surveys bias towards daylight-occurring species, such as birds, and away from nocturnal species, such as a variety of mammals.

Figure 4.4–1
PROJECT LOCATION AND BIOLOGICAL STUDY AREA (BSA)



- Weather bias may apply, as many species may be less active (e.g., mammals) or more active (e.g., amphibians) during or closely following inclement weather (e.g., rain). Similarly, wildlife species may go seasonally dormant.
- Species may be secretive and difficult to observe during a standard daylight survey. For example, many mammal species may go unnoticed due to their use of subterranean habitats. Many species require specific survey methods that are not met through standard daylight surveys.
- Many wildlife species occupy a wide geographical range or only occur on a seasonal basis; therefore, many species may utilize the BSA despite not being present at the time of the survey.

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

Less Than Significant with Mitigation Incorporated

Plant and wildlife species listed under the federal Endangered Species Act (ESA) or under the California Endangered Species Act (CESA) are referred to collectively as "listed species" in this section. Plant and wildlife species not listed by ESA or CESA but that are still protected by federal agencies, state agencies, local or regional plans, and/or nonprofit resource organizations such as the California Native Plant Society (CNPS) are collectively referred to as "sensitive species" in this section. The term "special-status species" is used when collectively referring to both listed and sensitive species.

Special-Status Plants

The project site is situated on relatively level ground, and no ephemeral, intermittent, or perennial streams or rivers were identified in the literature review or observed during the biological survey. Vegetation within the BSA primarily consists of non-native annual grasses and forbs, several ornamental and native trees, and landscaped areas with ornamental turf and plants. The City estimates that 36 trees will be removed, but none are considered historical or sensitive species.

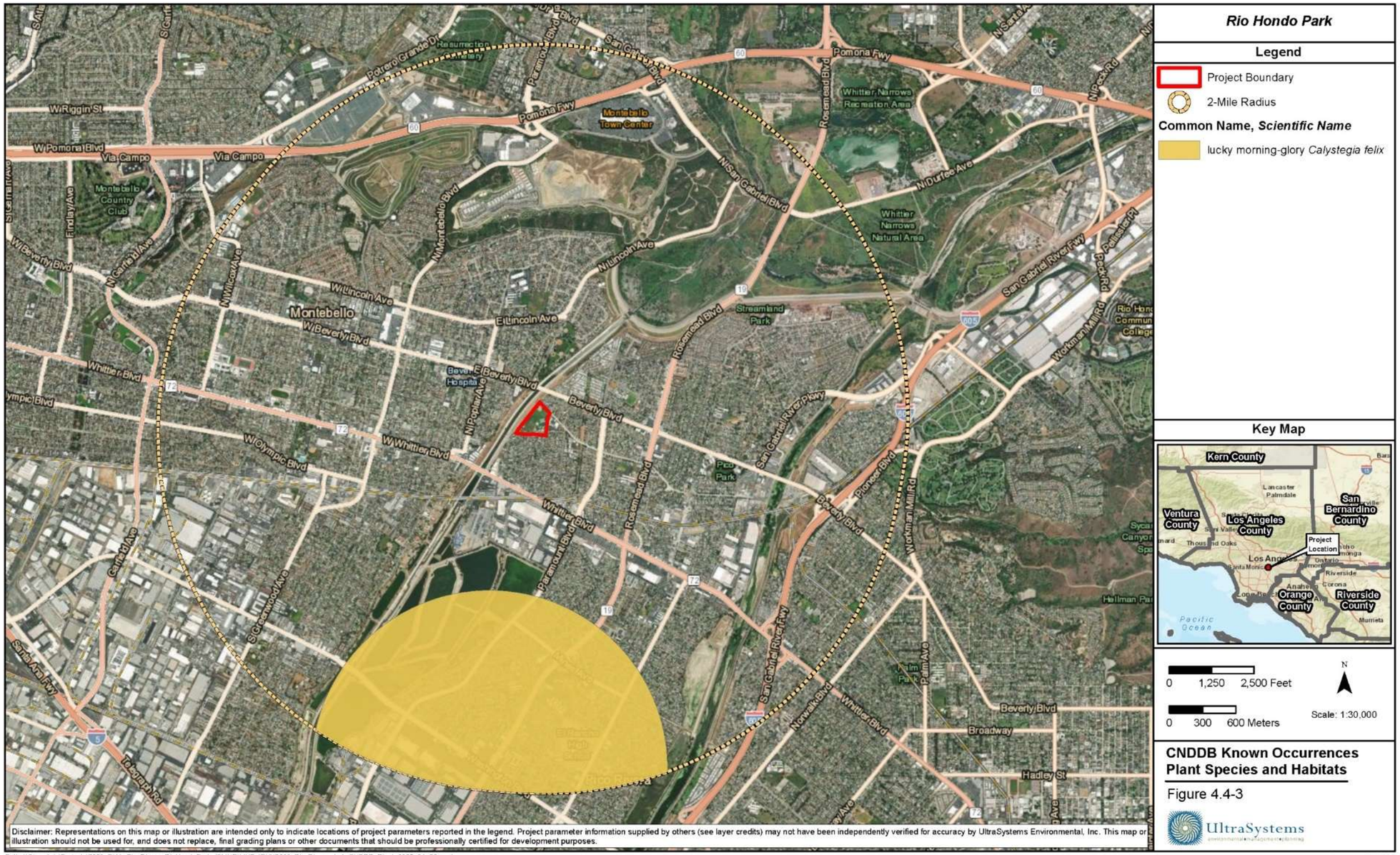
Based on a literature review and query from publicly available databases (hereafter, plant inventory; CNDDB 2025, CNPS 2025, USFWS 2024a), there were 63 special-status (four listed and 59 sensitive) plant species identified within ten miles of the BSA. These special-status species were identified by one of the following means: reported in the plant inventory, or recognized as occurring based on previous surveys or knowledge of the area.

Five special-status plant species have been recorded within a two-mile radius of the BSA (see **Figure 4.4-2,** *CNDDB Known Occurrences Plant Species and Habitats*) and **Appendix C,** *Species Occurrence Potential Determinations*); however, the BSA does not contain suitable habitat to support these species.

None of the 63 species identified in the database search were determined to have the potential to occur in the BSA; all species that were evaluated for their occurrence potential are listed in **Appendix C**, *Species Occurrence Potential Determinations*.

Because none of the special-status plant species were determined to have the potential to occur within the BSA, it is anticipated that construction of the project will incur no impacts to special-status plant species within the BSA.

Figure 4.4-2
CNDDB KNOWN OCCURRENCES: PLANT SPECIES AND HABITATS



Special-Status Wildlife

Based on a literature review and query from publicly available databases (hereafter, wildlife inventory; CNDDB 2025, USFWS 2025) for reported occurrences, there were 30 special-status (nine listed and 21 sensitive) wildlife species recorded within a 10-mile radius of the BSA. These special-status wildlife species were identified by one of the following means: reported in the wildlife inventory or recognized as occurring based on previous surveys or knowledge of the area. These species are listed in **Appendix C**, *Species Occurrence Potential Determination*.

Ten special-status wildlife species have been recorded within two miles of the BSA (see **Figure 4.4-3,** *CNDDB Known Occurrences Wildlife Species*; and **Appendix C**, *Species Occurrence Potential Determination*).[4] Five listed and seven sensitive wildlife species were determined to have at least a low potential to occur in the BSA: Crotch's bumble bee (*Bombus crotchii*), burrowing owl (*Athene cunicularia*), Cooper's hawk (*Accipiter cooperii*), Swainson's hawk (*Buteo swainsoni*), coastal California gnatcatcher (*Polioptila californica*), least Bell's vireo (*Vireo bellii pusillus*), monarch butterfly (*Danaus Plexippus* pop. 1; California overwintering population), San Garbiel chestnut (*Glyptostoma gabrielense*), southern California legless lizard (*Anniella stebbinsi*), California glossy snake (*Arizona elegans occidentalis*), Blainville's horned lizard (*Phrynosoma blainvillii*), western mastiff bat (*Eumops perotis californicus*), and hoary bat (*Lasiurus cinereus*).

Of the species with potential to occur in the BSA, monarch butterfly and Swainson's hawk have a potential to occur on the project site but likely restricted to flyover. The site does not contain suitable foraging or breeding habitat for these species. Therefore, it is anticipated that construction of the project will have a less than significant impact to these special-status wildlife species.

One special-status species, the Cooper's hawk (*Astur cooperii),* has a moderate potential to occur, however, it was not observed during the surveys. The project site contains foraging habitat and tall trees for Cooper's hawk, the BSA contains large trees, and other physical features that could potentially provide foraging, nesting, and cover habitats for Cooper's hawk.

Impacts to Breeding and Nesting Birds (Migratory Bird Treaty Act)

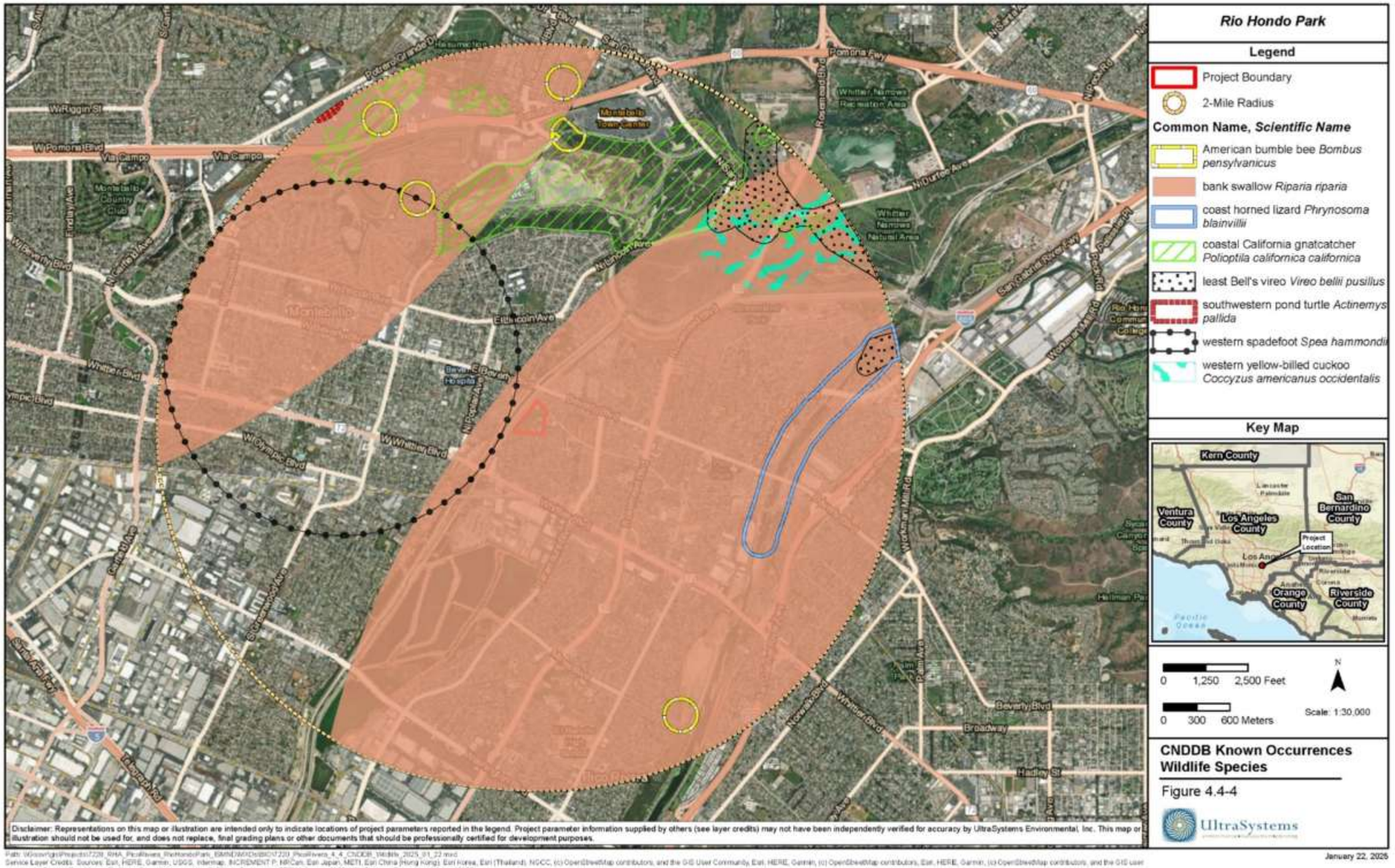
The majority of the birds observed during the field surveys and those birds that could potentially breed within the BSA are migratory non-game birds protected by the Migratory Bird Treaty Act (MBTA) and Fish and Game Code (FGC) § 3503, § 3503.5, and § 3513, which prohibit take or disturbance of nesting and breeding birds, including their nests, eggs, and young. Implementation of mitigation measure (MM) **BIO-1**, *Pre-construction Nesting Bird Survey*, would identify and protect locations of breeding and nesting bird species, including Cooper's hawk.

The project site is surrounded by residences, public facilities and commercial buildings which limit the availability of quality habitat for species within the BSA. However, native and ornamental vegetation within the project site and BSA provide plentiful potential nesting habitat for birds protected by the MBTA and Fish and Game Code (FGC) § 3503, § 3503.5, and § 3513.

Project construction could result in dust, noise, and vibration which may cause indirect impacts to

[4] Impact determinations are based on special-status species and sensitive natural communities within a 10-mile radius from the project site. A two-mile radius is used in the figures in this Section, as such maps for a 10-mile radius would have too much content to be conveyed effectively.

Figure 4.4-3
CNDDB KNOWN OCCURRENCES WILDLIFE SPECIES



nesting and foraging behavior of birds protected under the MBTA. The project site contains large California sycamore *(Platanus racemosa)* and pine *(Pinus sp.)* trees and other vegetation that could provide foraging, nesting, and cover habitats that could support breeding and nesting birds. Birds that may breed within the BSA are protected by the MBTA and FGC. Mitigation measure (MM) **BIO-1,** *Pre-Construction Breeding Bird Survey*), MM **BIO-2**, *Worker Environmental Awareness Program*, and MM **BIO-3**, *Construction Best Management Practices*, would minimize or avoid potential project impacts to breeding birds to a less than significant level.

Mitigation Measures

Mitigation Measure MM BIO-1: Pre-Construction Nesting Bird Survey

To maintain compliance with the Migratory Bird Treaty Act (MBTA) and Fish and Game Code FGC), and to avoid impacts to or take of migratory non-game breeding birds, their nests, young, and eggs, the following measures will be implemented. The measures below will minimize or avoid direct and indirect construction-related impacts to migratory non-game breeding birds to less than significant levels.

a) Project activities that will remove or disturb potential nest sites (e.g., open ground, trees, shrubs, grasses, or burrows) during the breeding season (typically from February 15 through September 15, but can vary slightly from year to year, usually depending on weather conditions) will be scheduled outside the breeding bird season to avoid potential direct impacts to breeding birds protected by the MBTA and Fish and Game Code. Necessary removal of trees, shrubs, etc. that could potentially serve as nest sites will prevent birds from nesting within the project site during the breeding season and during construction activities.

b) If project activities cannot be avoided from February 15 through September 15, a qualified biologist will conduct a pre-construction breeding bird survey for breeding birds and active nests or potential nesting sites within the limits of project disturbance. The survey will be conducted at least seven days prior to the onset of scheduled activities, such as mobilization and staging. It will end no more than three days prior to vegetation, substrate, and structure removal and/or disturbance.

c) If special-status bird species are observed within the project site during the pre-construction survey, the biologist will immediately map the area and notify the appropriate resource agency to determine suitable protection measures and/or mitigation measures and determine if additional surveys or focused protocol surveys are necessary. Project activities may begin within the area once concurrence is received from the appropriate resource agency.

d) If a breeding bird territory or an active bird nest is located during the pre-construction survey and would be impacted by project activities, the site(s) will be mapped on engineering drawings and a no-activity buffer zone will be marked (fencing, stakes, flagging, orange snow fencing, etc.) a minimum of 100 feet in all directions for passerines and 500 feet in all directions for raptors. The biologist will determine the appropriate buffer size based on the type of activities planned near the nest and the species of bird that created the nest. This no-activity buffer zone will not be disturbed until a qualified biologist has determined that the nest is inactive, the young are no longer being fed by the parents, the young have fledged, the young have left the area, or the young will no longer be impacted by project activities. Periodic monitoring by a biologist will be performed to determine when nesting cycle is complete. Once the nesting cycle been deemed complete by the qualified biologist, project activities may begin within the buffer zone(s).

e) Birds or their nests will not be disturbed, captured, handled, or moved. Active nests cannot be removed or disturbed. Inactive nests can be removed or disturbed by a qualified biologist if the nest is determined to be inactive.

f) If no breeding birds or active nests are observed during the pre-construction surveys, or they are observed but will not be impacted, project activities may begin, and no mitigation will be required.

MM BIO-2: Worker Environmental Awareness Program

Prior to project construction activities, a qualified biologist would prepare and conduct a Worker Environmental Awareness Program (WEAP) that would describe the biological constraints on the project. All personnel who would work within the project site would attend the WEAP prior to performing any work; such requirement shall be included as a condition on grading permits. The WEAP would include, but not be limited to the following: results of preconstruction surveys; description of sensitive biological resources potentially present within the project site; legal protections afforded the sensitive biological resources; Best Management Practices (BMPs) for protecting sensitive biological resources (i.e., restrictions, avoidance, protection, and minimization measures); individual responsibilities associated with the project; and, a training on grading to reduce impacts to biological resources. A condition would be placed on grading permits requiring a qualified biologist to conduct a training session for project personnel prior to grading. The training would include a description of the species of concern and its habitats, the general provisions of the Endangered Species Act (Act), the penalties associated with violating the provisions of the Act, the general measures that are being implemented to conserve the species of concern as they relate to the project, and the access routes to the project site boundaries within which the project activities must be accomplished. The program would also include the reporting requirements if workers encounter a sensitive wildlife species (i.e., notifying the biological monitor or the construction foreman, who would then notify the biological monitor).

Training materials would be language-appropriate for all construction personnel. Upon completion of the WEAP, workers would sign a form stating that they attended the program, understand all protection measures, and would abide all the rules of the WEAP. A record of all trained personnel would be kept with the construction foreman at the project field construction office and would be made available to any resource agency personnel. If new construction personnel are added to the project later, the construction foreman would ensure that new personnel receive training before they start working. The biologist would provide written hard copies of the WEAP and photos of the sensitive biological resources to the construction foreman.

MM BIO-3: Construction Best Management Practices

During project construction, project work crews would be directed to use BMPs where applicable. These measures would be identified prior to construction by the construction contractor and incorporated into the construction operations. Implementation of this mitigation measure would help to avoid, eliminate or reduce impacts to sensitive or common biological resources, such as special-status terrestrial wildlife species, to less than significant levels. Standard BMPs as outlined in the MSHCP (MSHCP, Volume 1, Appendix C) and that apply to construction of this project, and are not incorporated to other mitigation measures proposed for this project are as follows:

A Stormwater Pollution Prevention Plan (SWPPP) and erosion control plan would be developed and implemented in accordance with State Water Resources Control Board (SWRCB) and Regional Water Quality Control Board (RWQCB) requirements. Equipment storage, fueling, and staging areas would be located on upland sites with minimal risks of direct drainage into riparian areas or other sensitive habitats. These designated areas would be located in such a manner as to prevent any runoff from entering sensitive habitat. Construction workers would implement BMPs, e.g., concrete curing and concrete finishing, hazardous waste management, and cleaning, fueling, and maintenance of vehicles and equipment to prevent contamination of surface waters with cement or other hazardous materials. Project related spills of hazardous materials would be reported to appropriate entities including but not limited to the Los Angeles County Fire Department, U.S. Fish and Wildlife Service

(USFWS), California Department of Fish and Wildlife (CDFW), and RWQCB, would be cleaned up immediately and contaminated soils would be removed to approved disposal areas.

The Permittee would have the right to access and inspect any sites of approved projects including any restoration/enhancement area for compliance with project approval conditions including these BMPs.

Level of Significance After Mitigation

With the implementation of mitigation measure **BIO-1:** *Pre-Construction Breeding Bird Survey***, BIO-2:** *Worker Environmental Awareness Program*, and **BIO-3:** *Construction Best Management Practices***,** the proposed project would result in less significant impact to special-status wildlife species.

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

No impact

Land Cover Type Mapping

Three land cover types were mapped within the BSA (see **Figure 4.4-4,** *Land Cover*). None of the three land cover types are classified as sensitive natural communities in the California Department of Fish and Wildlife (CDFW) *California Natural Community List* (CDFW, 2023), other local or regional plans, policies, or regulations, nor are they riparian habitat. Therefore, there are no anticipated impacts to sensitive natural communities due to project construction.

Developed/Ornamental: Developed/ornamental land cover type may generally include man-made structures such as houses, sidewalks, buildings, parks, and ornamental landscaping consisting of exotic or non-native plant species that occurs in parks, gardens, and parking lots. The project site contains a public park, open grass fields, recreational buildings and facilities, and residential dwelling units, associated driveways, roads, and landscaped areas (Google Earth, 2025). Approximately 44.51 acres of developed/ornamental land cover that were mapped within the BSA, 12.46 acres of which are in the project site (Google Earth Pro, 2025).

Disturbed: Disturbed lands consist of exposed soils subjected to disturbances including vehicle traffic, mowing, disking, excavation or other type of alteration of the soil surface. Approximately 11.29 acres of Disturbed land cover were mapped within the BSA (Google Earth Pro, 2025).

Flood Control Channel [Rio Hondo]: The Rio Hondo flood control channel is owned and maintained by the Los Angeles County Flood Control District (LACFCD). It is located to the west-northwest of the project area. The flood control channel was historically known as the Old San Garbiel River but a flood in 1867 caused it to change course and was subsequently renamed the Rio Hondo River. Channelized in the 1930's by the United States Army Corp of Engineers (USACE), the stream flows south to the Los Angeles River and then the Pacific Ocean (USACE, 2013). Presently, the Rio Hondo Flood Control Channel is a concrete-lined channel that serves a flood control function for the Rio Hondo River in Los Angeles County. It runs along a formal concrete channel with no riparian vegetation through mostly industrial or commercial land uses. The west side of the channel contains a bike path that continues further south. This land cover is not considered a vegetation community and is not included on the CDFW *Sensitive Natural Communities List* (CDFW, 2023). Approximately 10.71 acres of Flood Control Channel land cover were mapped within the BSA (Google Earth Pro, 2025).

Figure 4.4–4
LAND COVER TYPES



Disclaimer: Representations on this map or illustration are intended only to indicate locations of project parameters reported in the legend. Project parameter information supplied by others (see layer credits) may not have been independently verified for accuracy by UltraSystems Environmental, Inc. This map or illustration should not be used for, and does not replace, final grading plans or other documents that should be professionally certified for development purposes.

Path: \Glasvr\gal\Projects\7220_RHA_PicoRivera_RioHondoPark_ISMNDMXD\eBIO\7220_PicoRivera_X_X_Landcover_2025_02_20.mxd
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community, Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community; UltraSystems Environmental, Inc., 2025

The BSA does not support riparian habitat or other sensitive natural communities (CDFW, 2023; Google Earth Pro, 2025). Therefore, construction of the project would not result in impacts to riparian habitat or sensitive natural communities identified in local, regional state, or federal plans, policies, or regulations. No impact would occur, and mitigation is not 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?

No Impact

The project site does not contain drainages, depressions, or wetlands (USFWS, 2024b). The BSA contains a segment of the Rio Hondo Channel, which is a flood control channel with perennial flow fed by urban runoff and stormwater runoff. The Rio Hondo Channel is a tributary to the Los Angeles River and ultimately discharges into the Pacific Ocean.

Construction of the project would involve work conducted to the east of Rio Hondo Channel; the project does not involve work within or extending from the channel, or in the channel's right-of-way. The project would not involve draining or discharging soil, water, or debris to the Channel. No impact would occur, and mitigation is not required.

d) Would the project 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

The project site and BSA do not contain habitats suitable to support wildlife nursery sites, and impacts to native wildlife nursery sites are not anticipated as a result of the project.

A wildlife corridor is a connection of habitat, generally native vegetation, which joins two or more large areas of similar habitat (e.g., natural landscape blocks) that are otherwise separated by natural barriers, changes in vegetation composition, or land permanently altered for human activities. Per the California Essential Habitat Connectivity Project provided by CDFW's BIOS Habitat Connectivity Viewer (CNDDB 2025), the project site is not within a Natural Landscape Block (CDFW, 2024b; see **Figure 4.4-5,** *CDFW Wildlife Corridors*).

Wildlife corridors may either be contiguous strips of vegetation and habitat, such as ridgelines or riverbeds, or intermittent patches of habitat or physical features spaced closely enough to allow safe travel. Corridors can be natural, such as a riparian corridor, or man-made, such as culverts, tunnels, drainage pipes, walls, underpasses, overpasses, or streets. Man-made corridors are often referred to as "wildlife crossings" and they allow wildlife to pass over, under, or through physical barriers that otherwise hinder movement.

Predators (e.g., coyotes [*Canis latrans*]) and smaller mammals (e.g., raccoons [*Procyon lotor*] and striped skunks [*Mephitis mephitis*]) are known to use medium- to low-density residential neighborhoods, and washes for hunting and foraging, using washes (natural and channelized), culverts, underpasses, and city streets for travelling, often but not necessarily limited to overnight hours when human activity decreases (Baker and Timm, 1998; Grubbs and Krausman, 2009; Ng et. al., 2004). Urban areas provide a unique ecosystem with ecological opportunity in the form of

anthropogenic food sources such as discarded human food, pet food, human-associated fruits, and domestic animals (Larson et. al., 2020). Due to its proximity to Whittier Narrows Recreation Area and Rio Hondo Channel, the project site acts as a hunting, foraging, and movement area, and the BSA provides suitable wildlife movement corridors.

Construction of the project may temporarily impede the use of the site and immediate area as a wildlife movement corridor; however, this impediment would end when construction is complete. The BSA contains many streets and residential properties that may be used as alternative routes by wildlife moving through the area for the duration of construction. Potential impacts to wildlife corridors would be less than significant and mitigation is not required.

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

No Impact

The City of Pico Rivera Municipal Code § 12.40.020 provides regulations and restrictions related to activities such as planting, cutting down, pulling up, burning, destruction, removal, trimming, trimming, and pruning of roadside trees, but does not provide similar regulations restricting such activities related to City trees or trees on public property other than roadside trees.

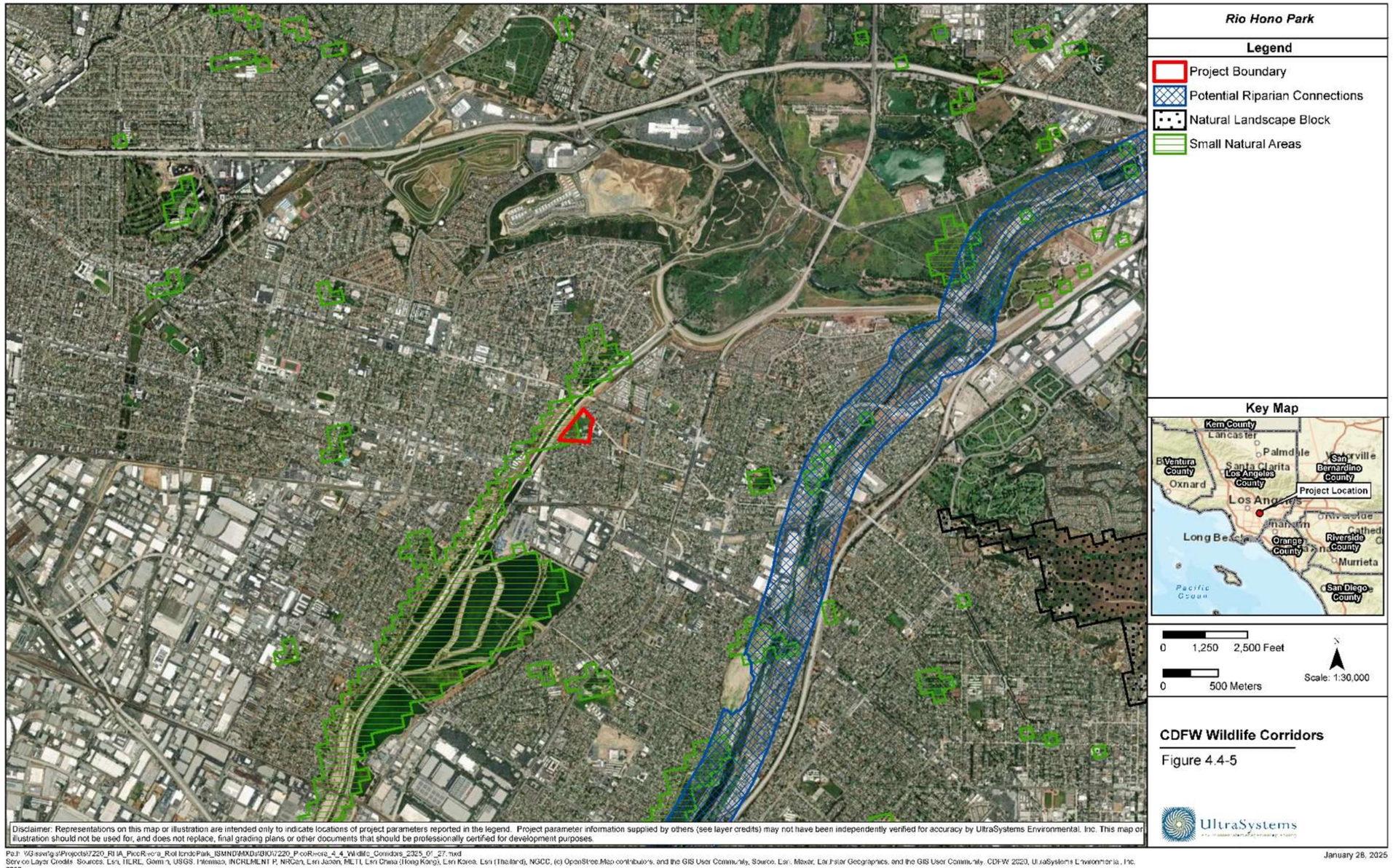
The City estimates that 36 trees will be removed for construction of the project, but none of these are roadside trees. Based on the City Municipal code, there will be no conflict with local policies or ordinances protecting biological resources. No impact will occur.

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

No Impact

The project site is not located within an area that has adopted a Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, no impacts are anticipated to these plans.

Figure 4.4-5
CDFW WILDLIFE CORRIDORS



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 pursuant to in § 15064.5?				**X**
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		**X**		
c) Disturb any human remains, including those interred outside of formal cemeteries?		**X**		

Information from UltraSystems' Cultural Resources Inventory Report, dated November 14, 2024 (see **Appendix D**), prepared for the Rio Hondo Park Project, City of Pico Rivera has been included within this section.

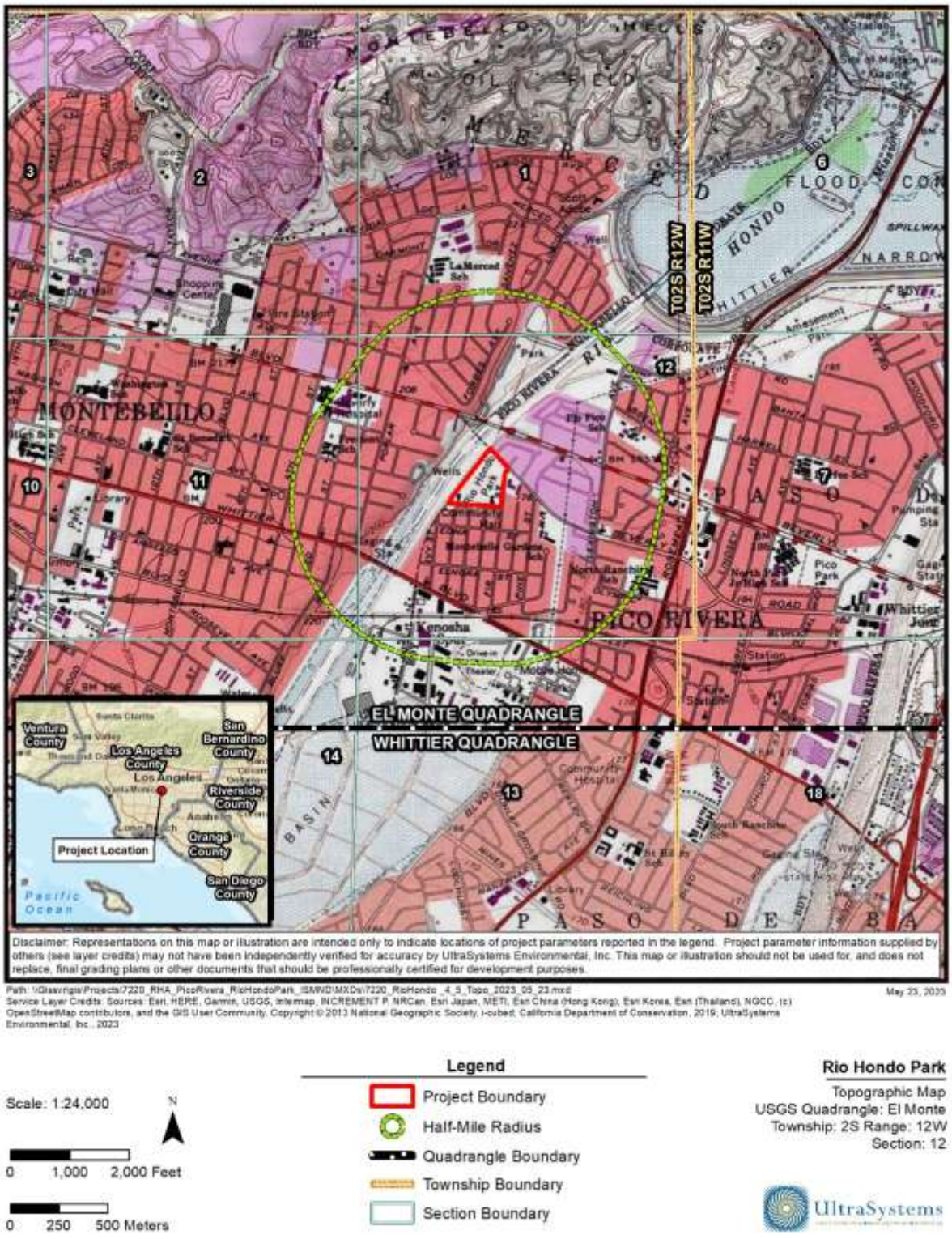
4.5.1 Methodology

A cultural resources inventory was requested May 11, 2023, for the Rio Hondo Park Project site (**Figure 4.5-1,** *Topographic Map*) that would include a California Historic Resources Inventory System (CHRIS) records and literature search at the South Central Coastal Information Center (SCCIC), the local facility located at California State University, Fullerton (CSUF). The SCCIC records search was conducted on June 22, 2023. Additionally, a request was made to the Native American Heritage Commission (NAHC) to conduct a search of their Sacred Lands File (SLF) for potential traditional cultural properties as well as to provide a list of local Native American tribal organizations to contact. The NAHC request was made on May 24, 2023, and a reply was received on June 19, 2023; letters were sent to the listed tribes on June 22, 2023 and follow-up telephone calls were conducted following conclusion of the 30-day response period on November 12, 2024. A pedestrian field survey of the project site was conducted on July 11, 2023.

4.5.2 Existing Conditions

A cultural resources records search was completed at the SCCIC on June 22, 2023. No prehistoric or historic cultural resource sites are listed for the project parcel and there were no previous cultural resource surveys that included a portion of the project site. There have been six cultural investigations in the 0.5-mile radius buffer of the project site boundary that touch upon the western edge of the project site, surveys along the Rio Hondo Channel (see Section 4.1 and Tables 4.1-1 and Table 4.1-2 in **Appendix D**). The result of the pedestrian survey was negative for both prehistoric and historic sites and isolates. The project site is a city park with landscaping and park- and community-related structures.

Figure 4.5-1
TOPOGRAPHIC MAP



4.5.3 Impact Analysis

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to in § 15064.5?

No Impact

A historical resource is defined in § 15064.5(a)(3) of the *CEQA Guidelines* as any object, building, structure, site, area, place, record, or manuscript determined to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. Historical resources are further defined as being associated with significant events, important persons, or distinctive characteristics of a type, period or method of construction; representing the work of an important creative individual; or possessing high artistic values. Resources listed in or determined eligible for the California Register, included in a local register, or identified as significant in a historic resource survey are also considered as historical resources under CEQA.

Similarly, the National Register criteria (contained in Code of Federal Regulations Title 36 § 60.4) are used to evaluate resources when complying with Section 106 of the National Historic Preservation Act. Specifically, the National Register criteria state that eligible resources comprise districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and that (a) are associated with events that have made a significant contribution to the broad patterns of our history; or (b) that are associated with the lives of persons significant in our past; or (c) that embody the distinctive characteristics of a type, period, or method of construction, or that possess high artistic values, or that represent a significant distinguishable entity whose components may lack individual distinction; or (d) that have yielded or may be likely to yield, information important to history or prehistory.

A substantial adverse change in the significance of a historical resource, as a result of a project or development, is considered a significant impact on the environment. Substantial adverse change is defined as physical demolition, relocation, or alteration of a resource or its immediate surroundings such that the significance of the historical resource would be materially impaired. Direct impacts are those that cause substantial adverse physical change to a historic property. Indirect impacts are those that cause substantial adverse change to the immediate surroundings of a historic property, such that the significance of a historical resource would be materially impaired.

The cultural resources records search conducted at the SCCIC determined that no historic-period resources have been recorded within the project parcel. In the 0.5-mile radius of the APE of the project boundary there are three historic resources identified (Table 4.1-1 in **Appendix D**). The Union Pacific Railroad (UPR) segment that runs through the Los Angeles area (including Pico Rivera) was historically known as the Southern Pacific Railroad (SPRR) (19-186112) and dates to the 1870's (Ashkar 1999). The single-track railroad runs from Yuma, Arizona through the Imperial Valley, over the San Bernardino Mountains into the San Gabriel Valley and terminates in Los Angeles County. This was the third railroad to be constructed in the area after the Los Angeles & San Pedro Railroad and the Southern Pacific line (Herbert 2002). During the initial recording of the SPRR in 1999, the resource was recommended eligible for the National Register of Historic Places (NRHP) listing under Criterion A and B (Ashkar 1999). Although this railroad was the first transcontinental connection from the Los Angeles area, almost none of the original structures remain making this resource not eligible for the NRHP (Ramirez and Smith 2009). The UPR tracks in the project area run east/west approximately 1,800 feet south of the project boundary.

The Beverly Boulevard Bridge (19-187393) crosses the Rio Hondo Channel and two diversion channels at the boundary of the cities of Montebello and Pico Rivera (Erikson 2003:1). The bridge is 536 feet long timber deck over steel girder bridge; with a 4-lane, 48-foot-wide roadway. Constructed in 1952, a fire in 1990 lead to replacement of the timber beams. It does not appear eligible for listing in the National Register of Historic Places (Erickson 2003:4). The bridge is located outside of and immediately northwest of the Rio Hondo Park, with the park's northern boundary along Beverly Road a block south of Beverly Boulevard.

A segment of the Boulder Dam – Los Angeles 287.5kV Transmission Line (19-188983) runs through Pico Rivera on its way from Nevada to Los Angeles. The three-mile segment of the Transmission Line between Pico Rivera and Downey is oriented north/south and set approximately 1,000 feet to the east of Rio Hondo Park. The entire transmission line has been evaluated for National Register eligibility in 1999 and found eligible under Criteria A and C (Feldman 2018:2); however, there would be no effect on the transmission line by the current project.

Records search at the SCCIC shows no prior cultural resource surveys that included a portion of the project site. There have been six cultural investigations in the 0.5-mile radius project buffer of the project site boundary adjacent to the western edge of the project site along the Rio Hondo Channel surveys – LA-00358, LA-02667, LA-02882, LA-02970, LA-03102 and LA-03408 (**Appendix D**), but not within the project parcel.

As a result of the field survey, no historic buildings were identified within the project site. No other cultural resources were observed during the survey.

A search of the Built Environmental Resource Directory (BERD) provided by the Office of Historic Preservation was conducted for this project. It was determined that the project APE does not have any resources present that have been evaluated under the NRHP. It was determined that within the 0.5-mile radius of the project area there are 22 resources present that have been evaluated under the NRHP (BERD). All of these resources have been determined to be ineligible for the NRHP by consensus through the Section 106 process and were not evaluated for the California Register or local listing (6Y). (See Section 4.4 in **Appendix D**.)

There would be no substantial adverse change in the significance of a historical resource pursuant to § 15064.5, and therefore the proposed project would not adversely impact historical resources.

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

Less than Significant Impact with Mitigation Incorporated

An archaeological resource is defined in § 15064.5(c) of the CEQA Guidelines as a site, area or place determined to be historically significant as defined in § 15064(a) of the CEQA Guidelines, or as a unique archaeological resource defined in § 21083.2 of the Public Resources Code as an artifact, object, or site that contains information needed to answer important scientific research questions of public interest or that has a special and particular quality such as being the oldest or best example of its type, or that is directly associated with a scientifically-recognized important prehistoric or historic event or person.

The cultural resources records search conducted at the SCCIC determined that there are no prehistoric cultural resource sites or isolates recorded within the project site. Also, no recorded

prehistoric cultural resource sites or isolates were identified within the 0.5-mile radius buffer zone of the area of potential effect of the project boundary. (Section 4.1 in **Appendix D**).

A Native American Heritage Commission (NAHC) Sacred Lands File (SLF) search was conducted for the project area. The NAHC findings letter of June 19, 2023, was positive for the presence of a traditional cultural property within this area. Eleven representatives of the seven Native American tribes were contacted June 21, 2023, via letter and email asking if they have knowledge of cultural resources in the area that they wished to share. (See Section 4.2 and Attachment C in **Appendix D.**)

These tribes were the:

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

An email response was received from Christina Conley-Haddock on behalf of the Gabrielino Tongva Indians of California on June 26, 2023, stating that the project area is positive for cultural resources and that there should be tribal monitoring (during subsurface construction). An email from the Admin Specialist for the Gabrieleno Band of Mission Indians – Kizh Nation was received June 22, 2023, requesting the project's Lead Agency contact information; at the time, the project was being analyzed as a Categorical Exemption which does not require AB 52 consultation, and so the Lead Agency information was not provided. An email was sent to the Admin specialist on November 12, 2024, from Mrs. Doukakis apologizing for the delayed response. It was noted that the project scope was in the early stages of the project's development in June of 2023 and it was then placed on hold until recently. (It has since been determined that this is a standard CEQA project and AB 52 consultation will be conducted by the Lead Agency.)

Following up on the initial contacts, telephone calls were conducted by Mrs. Doukakis on November 12, 2024, to the seven tribal contacts who had not already responded. There were three telephone calls placed with no direct answer and so messages were left describing the project and requesting a response. These were to Ms. Sandonne Goad, Chairperson of the Gabrielino/Tongva Nation, Mr. Anthony Morales, Chairperson of the Gabrielino/Tongva San Gabriel Band of Mission Indians, and Mr. Sam Dunlap, Cultural Resources Director for the Gabrielino-Tongva Tribe. In the call to Charles Alvarez, Chairperson for the Gabrielino-Tongva Tribe the phone line was disconnected, and no message could be left. In the call to Joseph Ontiveros and Isaiah Vivanco with the Soboba Band of Luiseño Indians, there was no answer, and the mailbox was full so no message could be left. There has been no response to date.

A call to Lovina Redner, Tribal Chair of the Santa Rosa Band of Cahuilla Indians, was answered by the tribal office receptionist who stated that Ms. Redner was no longer the Tribal Chair. Vanessa Minott is the new Tribal Chair and we should contact her by email. This email was sent November 14, 2024. There has been no response to date.

These contacts and replies are described in the Native American contact log in Attachment C of **Appendix D** to this IS/MND.

A pedestrian survey of the project site was conducted on July 11, 2023, by Mr. O'Neil using standard archaeological procedures and techniques. The survey consisted of walking, visually inspecting, and photographing the exposed ground surface areas throughout the project site. The survey was

conducted in an opportunistic manner where exposed surface and landscaping was present. The survey was conducted in the late morning and early afternoon with a clear sky.

The survey started in the southwest corner of the park at San Luis Potosi Place. Transects were walked east/west from the west edge of the ground to approximately 300 feet into a stand of trees, progressing to the north. The surface here and throughout the park is covered with a generally well-maintained grass lawn interspersed with ornamental trees with little to no ground surface visible. These transects continued to the north point of the park where there is a baseball diamond covered with decomposed granite (DG); presence of the field cut off the east/west transects and this area was walked in an opportunistic manner. Along the far west edge of the park along a fence overlooking the Rio Hondo Channel was a band of open soil which was carefully observed for surface and subsurface resources that may have been brought up through bioturbation, as well as the lawn along this far-west area which had deteriorated leaving patches of exposed surface.

The survey was continued southeast along the north edge of the park (along Beverly Road) which has several maintenance features and landscape beds with ornamental shrubs. Upon reaching the northeast corner of the Park at Fir Street, the survey continued south until reaching San Luis Potosi Place again. This east side of the park's surface was also covered with well-maintained grass lawn and a dense stand of ornamental trees. In the southeast quarter of the park are several park- and community-related buildings with connecting concrete sidewalks. The grounds here were also walked in west/east transects through the building complex.

From the southeast corner the Park grounds were walked in west/east transects parallel to San Luis Potosi Street until reaching the starting point at the southeast corner of the park.

There was approximately 10 percent surface visibility on the whole throughout the park grounds given the well-maintained landscaping, with the greatest visibility along the west edge in soil that had likely originated as a result of dredging alluvium from the Rio Hondo Channel. The result of the pedestrian survey was negative for both prehistoric and historic sites and isolates.

A search of the Built Environmental Resource Directory (BERD) provided by the Office of Historic Preservation (2024) was conducted and it was determined that the project site does not have any resources present that have been evaluated under the NRHP.

The cultural resource study findings at the SCCIC suggest that there is a low potential for finding cultural resources. The pedestrian field survey did not locate any prehistoric or historic-period cultural resources. Four tribes recommended archaeological and tribal monitoring take place at all construction projects with subsurface work in this region around the San Gabriel and Rio Hondo rivers. Much of the surface area of the project was covered with dense grass and other landscaping; the remainder was covered by buildings and concrete pathways. As a result, ground surface could only be partially observed during the pedestrian survey. Therefore, it is recommended that if there is subsurface excavation into native soil to depths of three feet and deeper, that qualified archaeological and tribal monitors be present (**CUL-MM-1**). If prehistoric and/or historic items are observed during subsurface activities, work should be stopped in that area to allow the qualified archaeologist to assess the findings and retrieve the material. In the event of an unanticipated discovery, implementation of mitigation measures **CUL-1**, **CUL-2,** and **CUL-3** described below would ensure that impacts on archeological resources would be less than significant.

Mitigation Measure

MM CUL-1: **Archaeological Monitoring**: At least 30 days prior to grading permit issuance and before any grading, excavation, and/or ground-disturbing activities on the site take place, the City shall retain a Los Angeles County-certified archaeological monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources. Any newly discovered cultural resource deposits shall be subject to a cultural resources evaluation.

The Secretary of the Interior qualified Project Archaeologist shall manage and oversee monitoring for all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, mass or rough grading, trenching, stockpiling of materials, rock crushing, structure demolition, etc. The Project 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 in coordination with any required special interest or tribal monitors.

A final report documenting the monitoring activity and disposition of any recovered cultural resources shall be prepared by the Project Archaeologist and submitted to the City of Pico Rivera and the SCCIC within 60 days of completion of monitoring.

MM CUL-2: **Native American Monitoring:** Native American Tribal monitors shall also participate in monitoring of ground-disturbing activity. At least 30 days prior to issuance of grading permits, an agreement between the permittee/owner and the Consulting Tribe(s) shall be developed regarding prehistoric cultural resources and shall identify any monitoring requirements and treatment of Tribal Cultural Resources (TCRs) so as to meet the requirements of CEQA. The monitoring agreement shall address the treatment of known Tribal Cultural Resources, the designation, responsibilities, and participation of professional Native American Tribal monitors during grading, excavation, and ground-disturbing activities, project grading, and development scheduling.

MM CUL 3: **Worker Environmental Awareness Program:** The Project Archeologist shall attend the pre-grading meeting with the construction manager and any contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The Training will include a review of the cultural sensitivity of the project and the surrounding area, what resources could potentially be identified during earthmoving activities, the requirements of the monitoring program, the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated, and any other appropriate protocols. All new construction personnel that will conduct earthwork or grading activities that begin work on the project following the initial Training must take the Cultural Sensitivity Training prior to beginning work and the Project Archaeologist shall be available to provide the training on an as-needed basis.

Level of Significance After Mitigation

With implementation of mitigation measure **MM CUL-1, MM CUL-2,** and **MM CUL-3** above, potential impacts related to archaeological resources would be less than significant.

c) Would the project disturb any human remains, including those interred outside of formal cemeteries?

Less than Significant Impact with Mitigation Incorporated

The project improvements would be built on relatively undisturbed land that received surficial grading with some cut-and-fill that was performed when the park was originally developed with landscaping, parking and utility lines for buildings. No human remains have been previously identified or recorded onsite.

The project proposes grading activities for the installation of various improvements. Grading would involve new subsurface disturbance and could result in the unanticipated discovery of unknown human remains, including those interred outside of formal cemeteries. In the unlikely event of an unexpected discovery, implementation of mitigation measure **CUL-4** would ensure that impacts related to the accidental discovery of human remains would be less than significant.

California Health and Safety Code § 7050.5 specifies the procedures to follow during the unlikely discovery of human remains. CEQA § 15064.5 describes determining the significance of impacts on archeological and historical resources. California Public Resources Code § 5097.98 stipulates the notification process during the discovery of Native American human remains, descendants, disposition of human remains, and associated grave goods.

Mitigation Measure

MM CUL-4 If human remains are encountered during excavations associated with this project, all work will stop within a 30-foot radius of the discovery and the Los Angeles County Coroner will be notified (§ 5097.98 of the Public Resources Code). The coroner will determine whether the remains are recent human origin or older Native American ancestry. If the coroner, with the aid of the supervising archaeologist, determines that the remains are prehistoric, they will contact the NAHC. The NAHC will be responsible for designating the Most Likely Descendant (MLD). The MLD (either an individual or sometimes a committee) will be responsible for the ultimate disposition of the remains, as required by § 7050.5 of the California Health and Safety Code. The MLD will make recommendations within 24 hours of their notification by the NAHC. These recommendations may include scientific removal and nondestructive analysis of human remains and items associated with Native American burials (§ 7050.5 of the Health and Safety Code).

Level of Significance After Mitigation

With adherence to applicable codes and regulations protecting cultural resources and with implementation of Mitigation Measure **MM CUL-4** above, the proposed project would result in less than significant impacts to human remains.

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

a) Would the project 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

Electricity

Construction Use

During project construction, energy would be consumed in the form of electricity associated with the conveyance and treatment of water used for dust control and, on a limited basis, powering lights, electronic equipment, or other construction activities needing electrical power. Electric power for as-necessary lighting and electronic equipment would be supplied to the project site by Southern California Edison (SCE)(CAPCOA, 2022). The amount of electricity used during construction would be temporary and minimal, as demand would primarily stem from the use of electrically powered hand tools. Therefore, project construction would not result in wasteful, inefficient, or unnecessary consumption of electricity, and impacts would be less than significant.

Operational Use

Project operation would require electricity for multiple purposes, including, but not limited to, building heating and cooling, lighting, appliances, and electronics. Additionally, the supply, conveyance, treatment, and distribution of water used by the project would indirectly result in electricity usage. The California Emissions Estimator Model (CalEEMod), as part of the air quality and greenhouse gas emissions analyses (refer to **Section 4.3** and **Section 4.8**), was used to estimate the electricity demand for the proposed project, which is shown in **Table 4.6-1.**

Natural Gas

Construction Use

Southern California Gas (SoCalGas) will supply natural gas for the proposed project. Construction activities, including new buildings and facilities, typically do not involve natural gas consumption. Any minor amounts of natural gas that may be used during project construction would be temporary and negligible and would not have an adverse effect; construction would not lead to wasteful, inefficient, or unnecessary consumption of natural gas. Since the project involves improvements to an existing park and the scope focuses on renovations and new park features, per capita energy use was not calculated. Therefore, the impacts would be less than significant.

Table 4.6-1
ESTIMATED PROJECT OPERATIONAL ENERGY USE

Energy Type	Units	Value
Onroad Motor Vehicle Travel (Fuel)[a]	Gallons gasoline/year	1,197
	Gallons diesel/year	103
Electricity Use	Kilowatt-hours per year	19,232
Natural Gas Use	1,000 BTU per year	0

[a] Onroad Motor Vehicle Fuel Consumption calculated by UltraSystems using EMFAC2021(v1.0.2) emissions inventory web platform tool (ARB, 2024d) and CalEEMod (Version 2022.1.1.29) (CAPCOA, 2022); see **Appendix B1**.
Electricity use was calculated by UltraSystems with CalEEMod (Version 2022.1.1.29) (CAPCOA, 2022).

Operational Use

Natural gas would not be consumed during park operation, as shown in the CalEEMod results, which indicate zero natural gas use. This includes all potential uses, such as heating, cooling, and other operational activities. As a result, no natural gas demand is anticipated for the park as part of the proposed project. Therefore, no operational natural gas demand is anticipated for the park as part of the proposed project.

Petroleum

Construction Use

Petroleum-based fuel consumed by construction equipment would be the primary energy resource expended throughout construction. The transportation of construction materials and construction workers would also result in petroleum consumption. Heavy-duty construction equipment, vendor trucks, and haul trucks use diesel fuel. Construction workers would likely travel to and from the project area in gasoline-powered vehicles. Construction for the proposed project is anticipated to take 14 months, from July 2025 to September 2026. Because of the short-term nature of construction and the relatively small scale of the project, the project's petroleum consumption would be negligible when compared to California's daily total use of approximately 1.8 million barrels of petroleum.

During project construction, trucks and construction equipment would be required to comply with the ARB's anti-idling regulations. ARB's In-Use Off-Road Diesel-Fueled Fleets regulation (ARB, 2024c) would also apply. Vehicles driven to or from the project site (delivery trucks, construction employee vehicles, etc.) are subject to fuel efficiency standards established by the Federal Government. Therefore, project construction activities regarding fuel use would not result in wasteful, inefficient, or unnecessary consumption, and impacts would be less than significant.

Operational Use

During operations, the majority of fuel consumption resulting from the project would involve the use of motor vehicles traveling to and from the project site, as well as fuels used for alternative modes of transportation that may be used by employees and visitors to the project site. Annual project operation electricity usage, which was estimated by CalEEMod and is shown in **Table 4.6-1**, which also shows annual gasoline and diesel fuel use.

The project would comply with all applicable regulations and codes that require the achievement of various levels of energy efficiency in building operations. These include (1) the 2022 California Energy Efficiency Standards for Nonresidential Buildings (California Code of Regulations Title 24,

Part 6), and (2) the 2022 California Green Building Standards Code (CalGreen; California Code of Regulations Title 24 Part 11).

As shown in **Table 4.6-1**, the project would consume approximately 1,300 gallons of petroleum-based fuel per year during operation. In comparison, approximately 13.6 billion gallons of finished gasoline were consumed by Californians in 2023 (CEC, 2024a). The anticipated increase in consumption associated with one year of project operation is 0.0000096 percent of the statewide use. Although implementing the project would result in an increase in petroleum use during operation, vehicles would use less petroleum over time due to advances in fuel economy.

The proposed project would consume approximately 19,232 kilowatt-hours (kWh) of electricity per year and no natural gas per year. By comparison, in 2022, the latest year for which data are available, approximately 8,720 gigawatt hours (GWh) of electricity were consumed by the SCE non-residential sector in Los Angeles County (CEC, 2024b). The increase in electricity and natural gas demand at the project site would be negligible relative to the use in SCE and SoCalGas service areas.

Continued use of energy resources is consistent with the anticipated growth within the incorporated city and the general vicinity and would not result in energy consumption that would require a significant increase in energy production for the energy provider. Based on the information provided above, the proposed project would have a less-than-significant impact regarding wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation.

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less than Significant Impact

Title 24 Building Energy Efficiency Standards

The Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24, Part 6, of the California Code of Regulations) were established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. Compliance with Title 24 will result in a decrease in GHG emissions.

The Title 24 standards are updated on a three-year schedule, with the most current 2022 standards adopted on August 11, 2021. In December 2021, the 2022 standards were approved by the California Building Standards Commission for inclusion in the California Building Standards Code. The Building Energy Efficiency Standards (Energy Code) apply to newly constructed buildings, additions, and alterations. They are a vital pillar of California's climate action plan. The 2022 Energy Code will produce benefits to support the state's public health, climate, and clean energy goals. The 2022 Energy Code encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, strengthens ventilation standards, and more. Buildings with permit applications applied for on or after January 1, 2023, must comply with the 2022 Energy Code. Public Resources Code §§ 25402 subdivisions (a)-(b) and § 25402.1 emphasize the importance of building design and construction flexibility by requiring the California Energy Commission (CEC) to establish performance standards, in the form of an "energy budget" in terms of the energy consumption per square foot of floor space (CEC, 2022).

The provisions of Title 24, Part 6 apply to all buildings for which an application for a building permit or renewal of an existing permit is required by law. They regulate the design and construction of the building envelope, space-conditioning and water-heating systems, indoor and outdoor lighting systems of buildings, and signs located either indoors or outdoors. Title 24, Part 6 specifies mandatory, prescriptive, and performance measures, all designed to optimize energy use in buildings and decrease overall consumption of energy to construct and operate residential and non-residential buildings. Mandatory measures establish requirements for manufacturing, constructing, and installing certain systems, equipment, and building components in buildings.

Title 24 California Green Building Standards Code

The California Green Building Standards Code (Title 24, Part 11), commonly referred to as the CALGreen Code, is a statewide mandatory construction code developed and adopted by the California Building Standards Commission and the Department of Housing and Community Development. The CALGreen standards require new residential and commercial buildings to comply with mandatory measures under the topics of planning and design, energy efficiency, water efficiency/conservation, material conservation and resource efficiency, and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt that encourage or require additional measures in the five green building topics.

The proposed project would be designed with energy-efficient features, including insulated and glazed windows and low-emissivity low-E coating on windows, and will be built in compliance with the CALGreen Code.[5]

[5] Low-emissivity coatings are thin, transparent metallic layers applied to glass surfaces to reduce heat transfer and improve energy efficiency. They reflect some infrared light (heat) back into the room during winter and preventing heat from entering the building during summer.

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. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				**X**
ii) Strong seismic ground shaking?			**X**	
iii) Seismic-related ground failure, including liquefaction?			**X**	
iv) Landslides?				**X**
b) Result in substantial soil erosion or the loss of topsoil?			**X**	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			**X**	
d) Be located on expansive soil, as defined in Table 18-1 B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			**X**	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				**X**
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		**X**		

The information in this section is based in part on the following technical reports:

- Geotechnical Investigation and Water Percolation Test Report: Rio Hondo Park Improvements, 8421 San Luis Potosi, City Of Pico Rivera, Los Angeles County, California. Prepared by Converse Consultants dated June 24, 2024; a complete copy of this report is included as **Appendix D1** to this IS/MND.
- Paleontological Records Search for the proposed Rio Hondo Park Project. Prepared by Natural History Museum of Los Angeles County, dated June 4, 2023. A complete copy of this report is included as **Appendix D2** to this IS/MND.

a) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

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

No Impact

The Alquist-Priolo Zones Special Studies Act defines active faults as those that have experienced surface displacement or movement during the last 11,000 years. The nearest Alquist-Priolo Earthquake Fault Zone to the project site is along the East Montebello Fault about two miles to the north (CGS, 2025), as shown in **Figure 4.7-1**. No active fault is mapped in or next to the project site, and project development would not exacerbate hazards from surface fault rupture. No impact would occur and no mitigation is required.

ii) Strong seismic ground shaking?

Less than Significant Impact

As shown in **Figure 4.7-2**, the project is located within a seismically active region of Southern California, and all structures in the region are susceptible to collapse, buckling of walls, and damage to foundations from strong seismic ground shaking. The nearest mapped active fault to the project site is the East Montebello Fault approximately two miles to the north.

The effect of seismic shaking on future structures and land development projects within the city may be mitigated by adhering to adopted building codes. The project would be constructed in accordance with the applicable 2022 California Building Code (CBC) issued by the California Building Standards Commission and used throughout the state (California Code of Regulations, Title 24; ICC, 2025). In addition, the CBC is adopted as §15.08.010 of the City's Municipal Code (ecode360.com, 2025). The CBC contains provisions for earthquake safety based on factors including occupancy type, the types of soil and rock onsite, and the strength of ground motion with specified probability of occurring at the site. The geotechnical investigation report sets forth seismic design parameters for use in project design and construction (Converse, 2024, p. 9). Impacts from strong ground shaking would be less than significant after adherence with the seismic design parameters, and mitigation is not required.

iii) Seismic-related ground failure, including liquefaction?

Less than Significant Impact

General types of ground failures that might occur as a consequence of severe ground shaking typically include landslides, ground subsidence, ground lurching and shallow ground rupture. The probability of occurrence of each type of ground failure depends on the severity of the earthquake, distance from the faults, topography, subsoils and relatively shallow groundwater tables (approximately 50 feet or less below ground surface), in addition to other factors.

Liquefaction typically occurs when saturated or partially saturated soils exhibit qualities of a liquid, which is a result of losses in strength and stiffness in response to an applied stress caused by ground shaking or other sudden change in stress conditions. The project site is in a zone of required investigation for liquefaction (see **Figure 4.7-3**) (CGS, 2025).

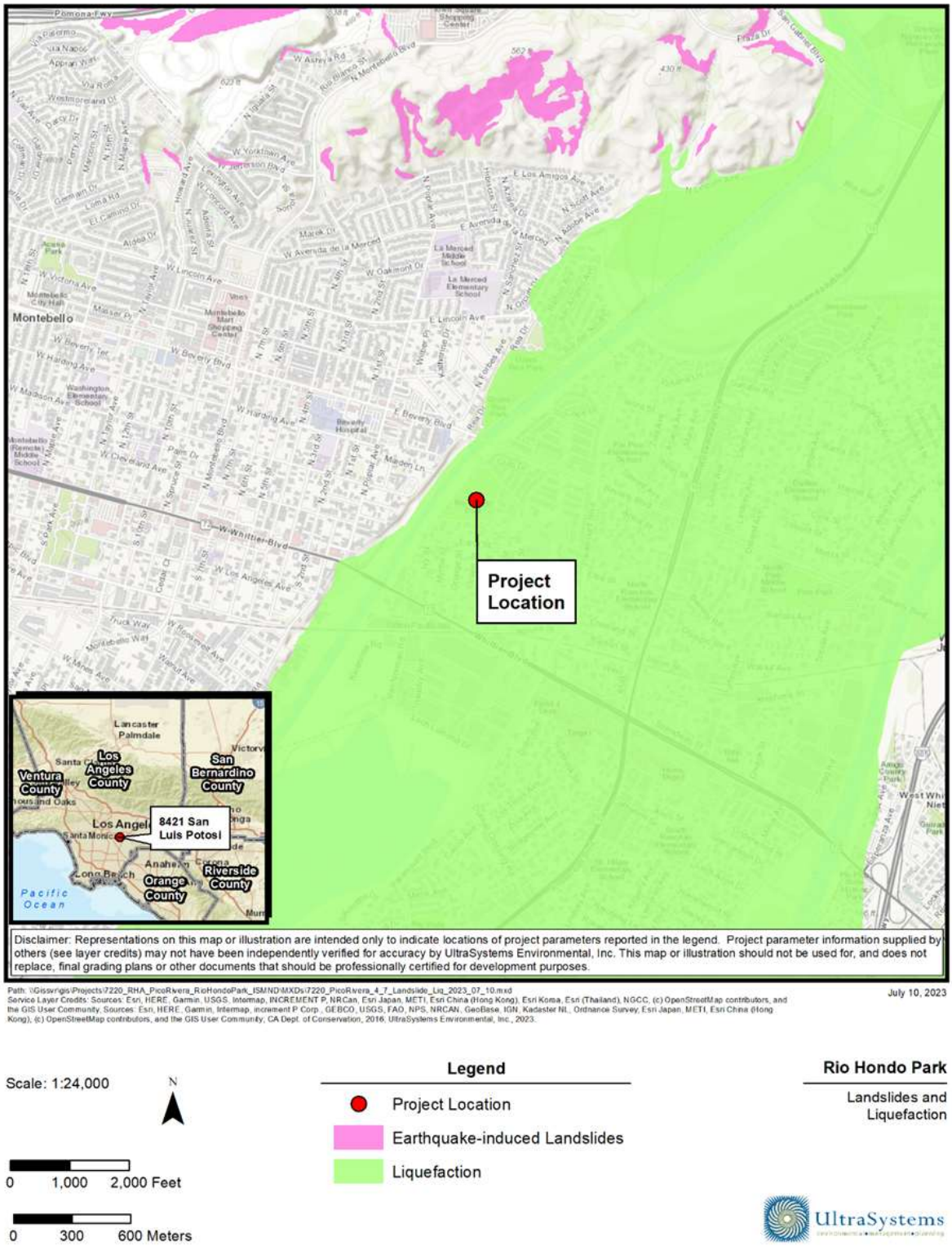
Figure 4.7-1
ALQUIST PRIOLO FAULT ZONES



Figure 4.7-2
REGIONALLY ACTIVE FAULTS



Figure 4.7-3
LANDSLIDES AND LIQUEFACTION



A liquefaction analysis performed as part of the geotechnical investigation estimated liquefaction

settlement onsite as 0.81 inches; and differential settlement as half the liquefaction settlement (that is, 0.41 inches) over 40 horizontal feet (Converse, 2024, p. C-1). The geotechnical investigation report sets forth recommendations regarding continuous and/or isolated stiffened spread footings foundation design (Converse, 2024, p. 15) devised in consideration of the liquefaction potential onsite. Impacts regarding seismic ground failure would be less than significant after implementation of recommendations, and no mitigation is required.

iv) Landslides?

No Impact

The project site is relatively flat. The existing surface elevation at the proposed project site ranges from approximately 174 to 176 amsl. Project development would not exacerbate risks from earthquake-induced landslides, and no impact would occur. No mitigation is required.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact

Sediments on and near the project site consist of unconsolidated gravel, sand and silt of Holocene and late Pleistocene age (USGS, 2014).[6]

Construction

The project site would be most susceptible to erosion during the construction phase, when soil is exposed, and before landscaped areas have been installed. To minimize the potential for water and wind erosion, the project would be required to obtain coverage under the Statewide General Construction Permit issued by the State Water Resources Control Board (Order No. 2022-0057-DWQ). Projects obtain coverage by developing and implementing a Stormwater Pollution Prevention Plan (SWPPP) estimating sediment risk from construction activities to receiving waters and specifying Best Management Practices (BMPs) that would be used by the project to minimize pollution of stormwater. Construction BMPs are grouped in six categories: erosion control (prevents soil particles from being detached from soil surface), sediment control (prevents soil particles from being transported offsite by water and being deposited elsewhere), wind erosion control, tracking control (prevents soil from being tracked offsite by vehicles), non-stormwater management controls (prohibits discharges other than stormwater, such as those from cleaning, maintenance, and fueling of vehicles and equipment), and waste management and controls (good housekeeping practices). **Section 4.10** of this document discusses water quality regulations further.

Operation

The project proposes grass and synthetic turf playfields, other turf areas, landscaping, a restroom building, and other hardscape areas. This combination of impervious surfaces and landscaped areas would reduce the potential of the project for soil erosion to a negligible level during project operations.

With the implementation of soil erosion and sedimentation BMPs during the construction phase and the proposed combination of impervious and landscaped surfaces during the operational phase, the project would have less than significant impacts related to soil erosion or loss of topsoil, and mitigation is not required.

[6] The Holocene Epoch extends from the present to about 11,700 years before present (ybp), and the late Pleistocene Epoch extends from approximately 11,700 to 129,000 ybp (ICS, 2020).

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

Less than Significant Impact

Impacts related to liquefaction and landslides are discussed above in **Section 4.7 a)**. Additionally, the project would be constructed in accordance with the requirements of the City of Pico Rivera, the California Building Code, and the Occupational Safety and Health Administration, which are designed to assure safe construction and include building foundation requirements appropriate to site-specific conditions.

Lateral Spreading

Lateral spreading is the downslope movement of surface sediment due to liquefaction in a subsurface layer. Liquefaction potential onsite is addressed above in **Section 4.7.a.iii**. The foundation design recommendations in the geotechnical investigation report account for the estimated liquefaction potential onsite. Impacts would be less than significant after adherence to such recommendations.

Collapsible Soils

Collapsible soils shrink upon being wetted and/or being subject to a load. Tests of collapse potential on two samples of subsurface site soils yielded collapse potentials of 0.4 percent and 1.3 percent, indicating slight collapse potential. Collapse potential of 2.0 percent or greater is usually considered a concern (Converse, 2024, p. 7). The geotechnical investigation report recommends excavation to 18 inches below footing bottoms, or three feet below ground surface, whichever is greater (Converse, 2024, p. 11). Impacts arising from collapsible soils would be less than significant after adherence to the recommendations in the geotechnical investigation report for site grading and foundation design.

Subsidence

The major cause of ground subsidence is the excessive withdrawal of groundwater. Soils with high silt or clay content are particularly susceptible to subsidence. The project site is not in an area of subsidence mapped by the USGS (USGS, 2025). Project development would not exacerbate hazards related to ground subsidence and impacts would be less than significant. No mitigation is required.

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

Less than Significant Impact

Expansive soils shrink and swell with changes in soil moisture. Soil moisture may change from landscape irrigation, rainfall, and utility leakage. A test of expansion potential in a sample from the upper five feet of soil onsite yielded an expansion index of zero, indicating very low expansion potential (Converse, 2024, p. 8). Impacts would be less than significant, and no mitigation is required.

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

No Impact

The project site would connect to the City of Pico Rivera's existing sewer system. Therefore, the project would not use septic tanks or alternative wastewater disposal systems. For this reason, no impacts associated with septic tanks or alternative wastewater disposal systems would occur.

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than Significant Impact with Mitigation Incorporated

The project site boundary is encompassed entirely by a single geological deposit (Dibble and Ehrenspeck, 1999). The project site is underlain by Holocene-aged alluvial fan deposits (Qa) (Dibble and Ehrenspeck, 1999). This deposit consists of sand and silt of valleys and floodplains and dates to the Holocene (11,650 years before present [ybp]). Holocene alluvial units are considered to be of high preservation value, but the material found is unlikely to be fossil material due to the relatively young ages of the deposits.

A paleontology records search by the Natural History Museum of Los Angeles County yielded records of four fossil localities in the project region, as listed below in **Table 4.7-1**. Several paleontological resources have been discovered in the region. While no localities have been recorded within the project boundary itself, there are "fossil localities nearby from the same sedimentary deposits that occur in the proposed project area, either at surface or at depth" (Bell 2023:1).

Table 4.7-1
PALEONTOLOGICAL RECORDS SEARCH RESULTS

Locality	Location	Formation	Taxa	Depth
LACM VP 7702	Intersection of 26th St and Atlantic Blvd, Bell Gardens	Unknown Formation (Pleistocene; silt)	Fish (Gasterosteus) Snake (Colubridae) Rodents (Thomomys, Microtus, Reithrodontomys) Rabbit (Sylvilagus)	30 ft bgs
LACM VP 3363	W of Monterey Pass Road in Coyote Pass; E of the Long Beach Freeway & S of the N boundary of Section 32; Monterey Park	Unknown Formation (Pleistocene; sand and silt)	Horse (Equus)	unknown
LACM VP 3347	11204 Bluefield; Whittier	La Habra Formation (lacustrine silt with caliche & plant detritus)	Horse (Equus)	2 ft bgs
LACM VP 7758	South Region Middle school No. 6; S. Western Ave & 46th St	Unknown Formation (Pleistocene)	Three-spined stickleback (Gasterosteus) Rodents (Perognathus, Thomomys, Microtus)	16 ft bgs

Fossils could be present in site soils. Project site preparation, grading, and construction could damage fossils. This impact would be significant. In the event of an unexpected discovery, implementation of mitigation measure **GEO-1** would ensure paleontological resources or unique geologic features are not significantly affected.

Mitigation Measure

MM GEO-1 The City of Pico Rivera shall retain a qualified paleontologist, prior to the issuance of building/grading permit, to remain on-call during project ground-disturbing activities. If paleontological resources are uncovered during project construction, the contractor shall halt construction activities within 50 feet of the find and notify the City Planning Manager or his/her designee. The on-call paleontologist shall be notified and afforded the necessary time and funds to recover, analyze, and curate the find(s). The paleontologist shall curate the find(s) at an accredited repository for paleontological resources such as the Los Angeles County Natural History Museum. Subsequently, the monitor shall remain onsite for the duration of the ground disturbance to ensure the protection of any other resources that are found during construction on the project site.

Level of Significance After Mitigation

With implementation of **MM GEO-1**, potential impacts to paleontological resources would be reduced to a less than significant level.

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

4.8.1 Background Information on Greenhouse Gas Emissions

Life on Earth depends on energy coming from the sun. About half the light reaching Earth's atmosphere passes through the air and clouds to the surface, where it is absorbed and then radiated upward in the form of infrared heat. About 90 percent of this heat is then absorbed by carbon dioxide (CO_2) and other greenhouse gases (GHGs) and radiated back toward the surface, which is warmed to a life-supporting average of 59 degrees Fahrenheit (°F) (NASA, 2024).

Human activities are changing the natural greenhouse. Over the last century, the burning of fossil fuels such as coal and oil has increased the concentration of atmospheric CO_2. This happens because the coal or oil burning process combines carbon in the fuel with oxygen in the air to make CO_2. To a lesser extent, the clearing of land for agriculture, industry, and other human activities has increased concentrations of GHGs (NASA, 2024).

GHGs are defined under the California Global Warming Solutions Act of 2006 as CO_2, methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6) (AB 32, chapter 488). HFCs, PFCs, and SF_6 would not be emitted in significant amounts by the new activities in the proposed Rio Hondo Park project, so they will not be discussed further in this section.

Associated with each GHG species is a "global warming potential" (GWP), which is a value used to compare the abilities of different GHGs to trap heat in the atmosphere. GWPs are based on the heat-absorbing ability of each gas relative to that of CO_2, as well as the decay rate of each gas (the amount removed from the atmosphere over a given number of years). The GWPs of CO_2, CH_4, and N_2O are 1, 25, and 298, respectively (GMI, 2022). "Carbon dioxide equivalent" (CO_2e) emissions are calculated by weighting each GHG compound's emissions by its GWP and then summing the products.

Carbon Dioxide (CO2). Carbon dioxide is a colorless, odorless gas consisting of molecules made up of two oxygen atoms and one carbon atom. CO2 is produced when an organic carbon material (such as wood) or fossilized organic matter (such as coal, oil, or natural gas) is burned in the presence of oxygen. Since the industrial revolution began in the mid-1700s, industrial activities have increased in scale and distribution. Before the industrial revolution, CO_2 concentrations were stable at a range of 275 to 285 ppm (IPCC, 2007). The National Oceanic and Atmospheric Administration's Earth System Research Laboratory indicates that the global concentration of CO_2 was 419.3 parts per million (ppm) in 2023 (NOAA, 2024). These concentrations of CO_2 exceed by far the natural range over the last 650,000 years (180 to 300 ppm) as determined from ice cores.

Methane (CH4). Methane is a colorless, odorless non-toxic gas consisting of molecules made up of four hydrogen atoms and one carbon atom. CH4 is combustible and is the main constituent of natural gas, a fossil fuel. CH4 is released when organic matter decomposes in low-oxygen environments. Natural sources include wetlands, swamps and marshes, termites, and oceans. Anthropogenic sources include the mining of fossil fuels and transportation of natural gas, digestive processes in ruminant animals such as cattle, rice paddies, and the buried waste in landfills. Over the last 50 years, human activities such as growing rice, raising cattle, using natural gas, and mining coal have added to the atmospheric concentration of CH4. Other anthropogenic sources include fossil-fuel combustion and biomass burning.

Nitrous Oxide (N2O). Nitrous oxide is a colorless, non-flammable gas with a sweetish odor, commonly known as "laughing gas," and sometimes used as an anesthetic. N2O is naturally produced in the oceans and in rainforests (USEPA, 2024). Manmade sources of N2O include the use of fertilizers in agriculture, nylon, and nitric acid production; cars with catalytic converters; and the burning of organic matter. Concentrations of N2O also began to rise at the beginning of the Industrial Revolution.

4.8.2 Regulatory Setting

GHGs are regulated at the national, state, and air basin level; each agency has a different degree of control. The United States Environmental Protection Agency (USEPA) regulates at the national level; the California Air Resources Board (ARB) regulates at the state level; and the South Coast Air Quality Management District (SCAQMD) regulates at the air basin level in the project area.

4.8.2.1 Federal Regulations

The USEPA collects several types of GHG emissions data. These data help policymakers, businesses, and the USEPA track GHG emissions trends and identify opportunities for reducing emissions and increasing efficiency. The USEPA has been maintaining a national inventory of GHG emissions since 1990 and in 2009 established mandatory reporting of GHG emissions from large GHG emissions sources.

EPA is also getting GHG reductions through partnerships and initiatives, evaluating policy options, costs, and benefits, advancing the science, partnering internationally and with states, localities, and tribes, and helping communities adapt.

Corporate Average Fuel Economy (CAFE) Standards

The National Highway Traffic Safety Administration (NHTSA) Corporate Average Fuel Economy (CAFE) standards regulate the distance vehicles must cover per gallon of fuel. The agency establishes CAFE standards for passenger cars and light trucks (referred to as light-duty vehicles), as well as separate guidelines for fuel consumption by medium- and heavy-duty trucks and engines. The latest CAFE standards were proposed by the NHTSA in July 2023 and finalized in June 2024 (NHTSA, 2024). Effective August 23, 2024, passenger cars and light trucks will see an increase of 2 percent annually for passenger cars in model years 2027–31. For light trucks, the increase will be 0 percent per year for model years 2027–28 and 2 percent per year for model years 2029–31. Additionally, NHTSA is setting final fuel efficiency standards for heavy-duty pickup trucks and vans (HDPUVs) with a 10 percent annual increase for model years 2030–32 and further increases for model years 2033–35.

Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule

On March 31, 2020, the USEPA and the NHTSA published the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program, which revoked California's authority to set its own GHG emissions standards and set zero-emission vehicle (ZEV) mandates in California. The loss of the ZEV sales requirements would likely have resulted in additional gasoline-fueled vehicles being sold in the State and increases in criteria pollutant emissions. On April 30, 2020, USEPA and NHTSA issued the Final SAFE Rule (ARB, 2020), which relaxed the federal GHG emissions and CAFE standards and would probably have resulted in increased CO_2 emissions. However, this regulation was repealed on December 21, 2021, by the Biden administration (NHTSA, 2021).

4.8.2.2 State Regulations

Executive Order S 3-05

On June 1, 2005, the governor issued EO S 3-05, which set the following GHG emission reduction targets:

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

To meet these targets, the Climate Action Team (CAT)[7] prepared a report to the governor in 2006 that contained recommendations and strategies to help ensure that the targets in EO S-3-05 would be met.

Assembly Bill 32 (AB 32)

In 2006, the California State Legislature enacted the California Global Warming Solutions Act of 2006, also known as AB 32. AB 32 focuses on reducing GHG emissions in California. GHGs, as defined under AB 32, include CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6. AB 32 required that GHGs emitted in California be reduced to 1990 levels by the year 2020. The ARB is the state agency charged with monitoring and regulating sources of emissions of GHGs that cause global warming. AB 32 also required that by January 1, 2008, the ARB determine what the statewide GHG emissions level was in 1990, and that it had to approve a statewide GHG emissions limit, so it could be applied to the 2020 benchmark. The ARB approved a 1990 GHG emissions level of 427 million metric tons of CO_2e ($MMTCO_2e$), on December 6, 2007, in its Staff Report. Therefore, in 2020, emissions in California were required to be at or below 427 $MMTCO_2e$.

Under the "business as usual or (BAU)[8]" scenario established in 2008, statewide emissions were increasing at a rate of approximately one percent per year, as noted below. It was estimated that the 2020 estimated BAU of 596 $MMTCO_2e$ would have required a 28 percent reduction to reach the 1990 level of 427 $MMTCO_2e$.

Part of the 2014 update, the ARB revised the 2020 Statewide limit to 431 million MT of CO_2e, an approximately one percent increase from the original estimate. The 2020 BAU forecast in the update is 509 million MT of CO_2e. The state must reduce emissions by 15.3 percent to meet the 431 million MT of CO_2e 2020 limit.

[7] The Climate Action Team (CAT) members are state agency secretaries and the heads of agencies, boards, and departments, led by the Secretary of the California Environmental Protection Agency (Cal/EPA). They coordinate statewide efforts to implement global warming emission reduction programs and the state's Climate Adaptation Strategy.

[8] A business-as-usual (BAU) scenario assumes that none of the Scoping Plan measures are implemented (ARB, 2022).

2020 Emissions and Target Achievement

According to the ARB 2022 report on GHG emissions from 2000 to 2020, the state's actual emissions in 2020 were 369.2 $MMTCO_2e$, significantly below the 2020 target of 431 $MMTCO_2e$. The decrease in emissions was primarily driven by the impacts of the COVID-19 pandemic, which temporarily reduced emissions in sectors like transportation and industry. California met its ambitious climate target ahead of the 2020 deadline (ARB, 2022a).

Climate Change Scoping Plan

The first AB 32 Scoping Plan (ARB, 2008) contained the main strategies to achieve the 2020 emissions cap. The GHG reduction strategies contained in the AB 32 Scoping Plan included direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, and market-based mechanisms such as a cap-and-trade system. In August 2011, the Scoping Plan was reapproved by the Board and included the Final Supplement to the Scoping Plan Functional Equivalent Document (ARB, 2011). The 2011 Scoping Plan expanded the list of nine Early Action Measures into a list of 39 Recommended Actions contained in Appendices C and E of the Plan. In May 2014, ARB developed, in collaboration with the CAT, the First Update to California's Climate Change Scoping Plan (Update) (ARB, 2014), which showed that California was on track to meet the near-term 2020 GHG limit and was well positioned to maintain and continue reductions beyond 2020 as required by AB 32. In November 2017, ARB published the 2017 Scoping Plan (ARB, 2017), which was built upon the former Scoping Plan and Update. It outlined priorities and recommendations for the state to achieve its target of a 40 percent reduction in GHGs by 2030, compared to 1990 levels.

In December 2022, ARB approved its Final 2022 Scoping Plan Update (ARB, 2022b), which adds carbon neutrality to the former Scoping Plan. The 2022 Plan identifies a technologically feasible, cost-effective path to reduce GHG emissions by 85 percent below 1990 levels and achieve carbon neutrality by 2045 or earlier. Through the lens of carbon neutrality, the 2022 Plan expands the scope to more meaningfully consider how our natural and working lands (NWL) contribute to our long-term climate goal through carbon capture. The 2022 Plan focuses on efforts to shift away from fossil fuels, which would result in a 94 percent decrease in liquid petroleum demand, a 71 percent decrease in smog-related pollutants, a job increase of 4 million, and $200 billion of health cost savings for Californians (ARB, 2022b).

Renewables Portfolio Standard (Scoping Action E-3)

The California Energy Commission estimates that in 2000 about 12 percent of California's retail electric load was met with renewable resources. Renewable energy includes (but is not limited to) wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas. California's current Renewables Portfolio Standard (RPS) was intended to increase that share to 33 percent by 2020. It was reported that in 2021, over 37 percent of California's retail electricity sales were provided by RPS-certified renewables (CEC, 2021). Increased use of renewables will decrease California's reliance on fossil fuels, thus reducing emissions of GHGs from the electricity sector. In October 2015, Governor Brown signed Senate Bill (SB) 350, which requires retail sellers and publicly owned utilities to procure 50 percent of their electricity from eligible renewable energy resources by 2030. Signed in 2018, SB 100 requires an increase in the RPS to 60 percent by 2030, along with a long-term goal of 100 percent of RPS and zero-carbon energy by 2045 (CEC, 2021).

Senate Bill 375 (SB 375)

Senate Bill (SB) 375 passed the Senate on August 30, 2008, and was signed by the governor on September 30, 2008. Per SB 375, the transportation sector is the largest contributor of GHG emissions and accounts for approximately 45 percent of the GHG emissions in California, with automobiles and

light trucks alone contributing almost 30 percent. SB 375 indicates that GHGs from automobiles and light trucks can be reduced by new vehicle technology. However, significant reductions from changed land use patterns and improved transportation also are necessary. SB 375 states, "Without improved land use and transportation policy, California will not be able to achieve the goals of AB 32." SB 375 (1) requires metropolitan planning organizations to include sustainable community strategies in their regional transportation plans for reducing GHG emissions, (2) aligns planning for transportation and housing, and (3) creates specified incentives for the implementation of the strategies.

Executive Order B-30-15

On April 29, 2015, Governor Brown issued EO B-30-15, which added an interim target of GHG emissions reductions to help ensure the State meets its 80 percent reduction by 2050, as set in EO S-3-05. The interim target is to reduce GHG emissions by 40 percent by 2030. It also directs State agencies to update the Scoping Plan, update the Adaptation Strategy every three years, and take climate change into account in their planning and investment strategies. Additionally, it requires the State's Five-Year Infrastructure Plan to take current and future climate change impacts into account in all infrastructure projects.

Title 24

Although not originally intended to reduce GHGs, California Code of Regulations Title 24 Part 6: California's Building Energy Efficiency Standards for Residential and Nonresidential Buildings was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy-efficient technologies and methods. The California Energy Commission updates the standards every three years. The 2022 standard, effective January 1, 2023, encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, strengthens ventilation standards, and more (CEC, 2024).

Title 24 Building Energy Efficiency Standards

During the 2021 Triennial Code Adoption Cycle, California state agencies reviewed the most recent edition of national model codes and standards and made amendments and additions to most parts of the California Building Standards Code. The latest version of Title 24 of the California Code of Regulations (Title 24) was published on July 1, 2022, and became effective on January 1, 2023 (State of California, 2023a). Below are modified chapters in Part 6 Building Energy Efficiency Standards that are relevant to the proposed project and would reduce GHG emissions (State of California, 2023a)

Administrative Regulations:

- Lighting controls and mechanical systems Acceptance Test Technician Certification Providers (ATTCPs) must record related Certificates of Compliance, Installation, and Acceptance Testing in an electronic database. § 10-103.1(c)3H and § 10-103.2(c)3H.[9]
- Energy Commission-approved community shared solar or renewable system and energy storage system qualification requirements updated. §10-115.[10]

[9] 10-103 – Permit, Certificate, Informational, And Enforcement Requirements For Designers, Installers, Builders, Manufacturers, And Suppliers. Accessed online at https://energycodeace.com/content/10-103-permit-certificate-informational-and-enforcement-r.

[10] 10-115 – Community Shared Solar Electric Generation System Or Community Shared Battery Storage System Compliance Option For On-Site Solar Electric Generation Or Battery Storage Requirements. Accessed online at https://energycodeace.com/content/10-115-community-shared-solar-electric-generation-system-or.

Mandatory Requirements:

- Demand responsive lighting controls trigger changed to 4,000 watts or more, and requirements added for controlled receptacles. § 110.12 & § 160.5(b)4E.[11,12]
- EV Charging Infrastructure: The parking lot will include multiple EV charging stations to support low-emission transportation, complying with Title 24's infrastructure requirements for electric vehicles.
- Water Conservation: The park will use water-efficient plumbing fixtures and irrigation systems to reduce energy used in water transportation and comply with water conservation standards. § 110.3.[13]

The California Green Building Standards Code (Title 24, Part 11 Code), commonly referred to as the CALGreen Code, is a statewide mandatory construction code developed and adopted by the California Building Standards Commission and the Department of Housing and Community Development.

In the 2021 Triennial Code Adoption Cycle, California state agencies made amendments and additions to most parts of the California Building Standards Code, Title 24 of the California Code of Regulations (Title 24) which became effective on January 1, 2023 (State of California, 2023a). Listed below are modified sections in Part 11 California Green Building Standards Code that would reduce GHG emissions and are relevant to the proposed project.

- Chapter 5: Non-residential Mandatory Measures
  - Energy Efficiency
  - Solar Power/Lighting
- Appendix 5 Non-residential Voluntary Measures
  - A5.2 Energy Efficiency
  - A5.3 Water Efficiency and Conservation

4.8.2.3 South Coast Air Quality Management District (SCAQMD)

Over the past two decades, the South Coast Air Quality management District (SCAQMD) has advanced various programs to address climate change as part of its ongoing efforts to reduce local air pollution. These include initiatives focused on energy conservation, low-carbon fuel technologies (such as natural gas vehicles, electric-hybrids, hydraulic-hybrids, and battery-electric vehicles), renewable energy, vehicle miles traveled (VMT) reduction, and market-based incentive programs (SCAQMD, 2024). A few of the programs initiated by the SCAQMD are:

- The Carl Moyer Memorial Air Quality Standards Attainment Program (Carl Moyer Program).
- Community Air Protection Program (CAPP) – Incentives.

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11 Section 110.12 – Mandatory Requirements For Demand Management. Accessed online at https://energycodeace.com/content/section-11012-mandatory-requirements-for-demand-management.

12 Section 160.5 - Mandatory Lighting Requirements for Indoor and Outdoor Spaces. Accessed online at https://energycodeace.com/content/section-1605-mandatory-lighting-requirements-for-indoor-and.

13 Section 110.3 – Mandatory Requirements For Service Water-Heating Systems And Equipment. Accessed online at https://energycodeace.com/content/section-1103-mandatory-requirements-for-service-water-heati, on February 21, 2025.

- Off-Road Diesel Engines (SOON Program).

Air Quality-Related Energy Policy

In 2011, the SCAQMD Board adopted an Air Quality-Related Energy Policy (SCAQMD, 2011) integrating air quality, energy, and climate change issues in a coordinated and consolidated manner. The Energy Policy presents policies to guide and coordinate SCAQMD efforts and actions to support the policies.

Relevant Policies:

For the proposed Rio Hondo Park project, the following policies and actions from the SCAQMD Air Quality-Related Energy Policy are relevant to GHG emissions:

Policy 1 – Promote zero and near-zero emission technologies to meet air quality, energy security, and climate change objectives through ultra-clean energy strategies.

Policy 2 – Promote zero and near-zero emission technologies in both stationary and mobile applications to the extent feasible.

Policy 4 – Promote demand-side management programs to manage energy demand growth. Such programs include but are not limited to energy conservation, energy efficiency, and load-shifting measures.

Policy 5 – Promote in-Basin distributed electricity generation, with emphasis on distributed renewable electricity generation, to reduce reliance on energy imports or central power plants, and to minimize the air quality, climate, and cross-media environmental impacts of traditional power generation.

Policy 9 – Educate and incentivize the public and businesses to shift toward the lowest emissions technologies, considering emissions of criteria pollutants, toxic air contaminants, greenhouse gases, energy efficiency, and the potential to create local jobs.

Policy 10 – Incorporate energy efficiency and conservation as an emissions reduction strategy for stationary and mobile sources through AQMD's planning, rulemaking, advocacy, and CEQA commenting activities.

Relevant Actions:

Action 1 – Advocate for studies on zero and near-zero emission technologies that reduce GHG emissions.

Action 3 – Develop an AQMD action plan to develop and deploy electrification and other zero and near-zero emissions measures for various sectors.

Action 9 – Partner with local utilities and local government stakeholders to promote energy conservation and efficiency.

These policies and actions would help to reduce GHG emissions from the proposed project's energy use and operations, focusing on energy efficiency, electrification, and the adoption of low-emission technologies.

4.8.2.4 Local Regulations

The City of Pico Rivera adopted its Climate Action & Adaptation Plan (CAAP) in January 2025. The CAAP outlines strategies for reducing GHG emissions and adapting to the impacts of climate change.

As a locally driven initiative, the CAAP reflects the City's commitment to environmental sustainability and resilience in the face of climate change (City of Pico Rivera, 2025b).

The City of Pico Rivera's General Plan Update EIR (City of Pico Rivera, 2014) includes goals and policies in its Environmental Resources Element that also reduce GHG emissions:

Environmental Resources Element

Goal 8.1 Create a sustainable community that reduces fossil fuel dependency and GHG emissions through efficient land use, transportation, and energy practices.

- **Policy 8.1-4** Promote compact development, walkability, and bicycle use to reduce GHG emissions and support sustainable growth.
- **Policy 8.1-5** Improve energy efficiency in park lighting, conserve water, and increase renewable energy use in city facilities.

Goal 8.2 Continued improvement in local and regional air quality with reduced GHG emissions to protect the community's health.

- **Policy 8.2-2** Reduce GHG emissions by promoting mixed-use development, transit-oriented projects, and alternative transportation.

Goal 8.3 Enhance energy conservation and efficiency across all sectors to reduce environmental impact.

- **Policy 8.3-3** Continue planting shade trees in public spaces to reduce heat and lower energy consumption.
- **Policy 8.3-5** Encourage new development to install renewable energy systems, like solar panels, to reduce energy-related emissions.

Goal 8.4 Protect the city's water resources with sustainable water practices that reduce environmental impact.

- **Policy 8.4-9** Implement water-efficient techniques and sustainable landscaping on city properties to reduce environmental impact

4.8.3 Impact Thresholds

The following thresholds of significance are based on criteria in Appendix G of the State CEQA Guidelines. A project has the potential to create a significant environmental impact if it would:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing emissions of GHG.

4.8.4 Impact Analysis

a) Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than Significant Impact

Several pieces of California legislation relate to GHG emissions and climate change, many of which set aggressive goals for GHG reductions within the state. Per Senate Bill 97, the California Natural Resources Agency adopted amendments to the CEQA Guidelines, which address the specific

obligations of public agencies when analyzing GHG emissions under CEQA to determine a project's effects on the environment. However, neither a threshold of significance nor any specific mitigations are included or provided in these CEQA Guideline amendments.

GHG Significance Threshold

Neither the City of Pico Rivera, the SCAQMD, nor the State CEQA Guidelines Amendments have adopted quantitative thresholds of significance for addressing a project's GHG emissions. Nonetheless, § 15064.4 of the CEQA Guidelines serves to assist lead agencies in determining the significance of the impacts of GHGs. As required in § 15064.4 of the CEQA Guidelines, this analysis includes an impact determination based on (1) an estimate of the amount of GHG emissions resulting from the Rio Hondo Park Project; (2) a qualitative analysis or performance-based standards; (3) quantification of the extent to which the Rio Hondo Park Project increases GHG emissions as compared to the existing environmental setting; and (4) the extent to which the Rio Hondo Park Project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

SCAQMD's guidance (SCAQMD, 2008) uses a tiered approach rather than a single numerical emissions threshold. If a project's GHG emissions "fail" the non-significance of a given tier, then one goes to the next tier.

The threshold selected for this analysis is Tier 3, which establishes a screening significance threshold level to determine significance using a 90% emission capture rate. For Tier 3, the SCAQMD estimated that at a threshold of approximately 3,000 metric tons CO_2e per year, emissions would capture 90% of the GHG emissions from new residential projects. Thus, this analysis uses 3,000 $MTCO_2e$ per year as the significance threshold under the first impact criterion in **Section 4.8.3.**

Construction GHG Emissions

Construction is an episodic, temporary source of GHG emissions. Emissions are generally associated with the operation of construction equipment, the import or export of soil, and the disposal of construction waste. To be consistent with the guidance from the SCAQMD for calculating criteria pollutants from construction activities, only GHG emissions from onsite construction activities and offsite hauling and construction worker commuting are considered as project generated. As explained by the California Air Pollution Control Officers Association (CAPCOA) in its 2008 white paper (CAPCOA, 2008), the information needed to characterize GHG emissions from the manufacture, transport, and end-of-life of construction materials would be speculative at the CEQA analysis level; CEQA does not require an evaluation of speculative impacts (CEQA Guidelines § 15145). Therefore, the construction analysis does not consider such GHG emissions but does consider non-speculative onsite construction activities, and offsite hauling and construction worker trips. All GHG emissions are identified on an annual basis.

Estimated GHG emissions from the Rio Hondo Park Project's onsite and offsite project construction activities were calculated using the California Emissions Estimator Model (CalEEMod), Version 2022.1.1.29 (CAPCOA, 2024), which was described in **Section 4.3.7**. The results of this analysis are presented in **Table 4.8-1**. The total construction GHG emissions would be **354.69 $MTCO_2e$**. Consistent with SCAQMD recommendations and to ensure that construction emissions are assessed in a quantitative sense, construction GHG emissions have been amortized over 30 years. The amortized value for the project is **11.82 $MTCO_2e$**. For each operational year, the amortized construction emissions were added to the operating emissions. Modeling results are in **Appendix B.**

Table 4.8-1
PROJECT CONSTRUCTION-RELATED GHG EMISSIONS

Year	Annual Emissions (MT)			
	CO_2	CH_4	N_2O	CO_2e
2025	175.17	0.01	0.002	175.82
2026	178.24	0.01	0.001	178.87

Source: Calculated by UltraSystems with CalEEMod (Version 2022.1.1.29) (CAPCOA, 2024).

Operational GHG Emissions

The proposed Project would consist of improvements to existing park features, and the construction of various new park structures and features. The new construction would include replacing the softball/ baseball and soccer fields, a shaded plaza, a picnic shelter, walking and exercise paths, and various additional features and amenities. It would also include the repair and/or renovation of the basketball courts, concession and restroom building, parking lot repair and restriping, as well as removal of the existing handball court, which would result in operational emissions. The operational GHG emissions calculated by CalEEMod Version 2022.1.1.29 (CAPCOA, 2024) are shown in **Table 4.8-2**. Total annual unmitigated emissions from the Project, including the amortized construction emissions, would be **28.36 MTCO_2e per year**.[14]

Table 4.8-2
PROJECT OPERATIONAL GHG EMISSIONS

Emissions Source	Estimated Project Generated CO_2e Emissions (Metric Tons per Year)
Area Sources	<0.01
Energy Demand (Electricity & Natural Gas)	4.66
Mobile (Motor Vehicles)	11.12
Solid Waste Generation	0.20
Water Demand	0.56
Operational Emissions (subtotal)	*16.54*
Construction Emissions[a]	11.82
Total	**28.36**

Source: Calculated by UltraSystems with CalEEMod (Version 2022.1.1.29) (CAPCOA, 2024)
[a]*Total construction GHG emissions were amortized over 30 years and added to those resulting from the operation of the project.*

Therefore, under the first significance criterion, GHG emissions would be far below the threshold of 3,000 MT of CO_2e per year and therefore would be less than significant. No mitigation is necessary.

b) Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHG?

Less than Significant Impact

As mentioned in **Section 4.8.2**, the City of Pico Rivera adopted its Climate Action & Adaptation Plan (CAAP) in January 2025, and it includes actions such as increasing energy efficiency, promoting renewable energy, and enhancing transportation systems to reduce emissions (City of Pico Rivera, 2025b).

[14] Calculations are provided in **Appendix B1**.

The proposed project would not conflict with the goals or strategies outlined in the CAAP. It aligns with the city's climate goals, as it includes sustainable features such as:

- Energy-efficient LED and solar lighting for outdoor areas, reducing energy consumption and contributing to the city's renewable energy goals.
- Energy-efficient design elements, including energy-efficient building systems and the use of renewable energy sources where possible.
- Electric vehicle (EV) charging infrastructure, supporting the transition to clean transportation and reducing emissions from vehicles.
- Walking and exercise paths that promote active transportation and reduce reliance on automobiles, encouraging healthier, more sustainable mobility.
- Sustainable landscaping that uses water-efficient practices, reducing the need for irrigation and contributing to water conservation goals.

Thus, the project would not result in a conflict with the city's GHG reduction plans, policies, or regulations. Therefore, the impact is considered less than significant.

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?		**X**		
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			**X**	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one quarter mile of an existing or proposed school?			**X**	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?		**X**		
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				**X**
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			**X**	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				**X**

The information in this section is based on the following technical studies:

- Phase I Environmental Site Assessment (referred as Phase I or Phase I ESA) by Citadel EHS dated June 26, 2023 (Refer to **Appendix G1**). A Phase I report presents information conducted from a site reconnaissance of the project area, historical developments of the

project site, and a comprehensive database search to determine if the project site contains potentially Recognized Environmental Conditions (RECs).[15]

- Phase II Subsurface Investigation Report completed by Citadel EHS dated September 26, 2025. A complete copy of this Report is included as **Appendix G2**.

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less than Significant Impact with Mitigation Incorporated

The Phase I ESA (refer to **Appendix G1**) was conducted for the project site and revealed a recognized environmental condition (REC) in connection with the subject property. The backfill under the existing baseball diamond and surrounding area in the northeast portion of the Site was reported to contain soil contaminated with trash and debris to a depth of at least eight feet (Citadel, 2023, p. iv). The project site has been used as a park since at least 1964 (a baseball field appeared on the north part of the site; Citadel, 2023, p. 14). The Phase II subsurface investigation (Appendix G2) included testing of 18 soil samples for volatile organic compounds (VOCs), total petroleum hydrocarbons (TPH), and Title 22 metals. No VOCs were reported above reporting limits, and TPHd (diesel) and TPHmo (motor oil) were reported below respective screening levels. Metals were reported below the applicable screening levels, except for arsenic, which was reported in each of the soil samples above the Commercial and Construction Worker screening levels but below the Southern California Background Metals in Soil level (Citadel, 2025, p. 7). Twelve soil vapor samples were analyzed for VOCs and for fixed gases including methane. VOCs were reported below the Commercial and Construction Worker vapor intrusion screening level (VI SLs), except for 1,2-dibromoethane at a concentration of 2.5 µg/m^3 at one sample location; the screening level is 0.67 µg/m^3. Methane was reported in each of the soil vapor samples at concentrations ranging from 0.00025% to 0.016%, well below the lower explosive limit (LEL) of 5% (Citadel, 2025, p. 8).

The leak check compound 1,1-DFA was reported in four soil vapor samples at concentrations ranging from 1.5 µg/m^3 to 2.6 µg/m^3, indicating small leaks in each of the samples. The leaks indicate ambient air may have entered the sampling train and the soil vapor results at those locations may be biased low (Citadel, 2025, p. 8).

The presence of VOCs and methane in soil vapor samples may indicate the potential presence of a near surface source, such as impacts from the historic fill material. However, an off-site source for VOCs cannot be ruled out. A soil management plan for the site is recommended (Citadel, 2025, p. 8).

Construction

Project construction would involve use of hazardous materials such as fuels, lubricants, greases, degreasers, cleansers, paints and other architectural coatings, pesticides, and fertilizers. The use, transport, and disposal of hazardous materials would be conducted in compliance with multiple existing regulations and agencies such as the Resource Conservation and Recovery Act (RCRA); Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA); Occupational

[15] A recognized environmental condition is the presence or likely presence of any hazardous substances or petroleum products in, at or on a property due to any release to the environment; under conditions indicative of a release to the environment; under conditions that pose a material threat of a future release to the environment (Citadel EHS, 2023, p. iii).

Safety and Health Administration (OSHA); California hazardous waste control law (California Health and Safety Code, Division 20, Chapter 6.5, Hazardous Waste Control); California Division of Safety and Health (DOSH); South Coast Air Quality Management District (SCAQMD); and Los Angeles County Fire Department (LACoFD).[16] Impacts from routine use of hazardous materials would be less than significant after regulatory compliance.

Operation

Project operation would require the transport, storage, use, and disposal of certain chemicals typically used for landscape maintenance and cleaning purposes, such as commercial cleansers, paints, and lubricants. These materials would be stored, handled, and disposed of in accordance with applicable regulations. The proposed project would not involve the routine transport, use, or disposal of quantities of hazardous materials that may create a significant hazard to the public or environment. Therefore, hazardous materials impacts from project operation would be less than significant.

Mitigation Measure

HAZ-1 Prior to the beginning of project construction, the City shall have a soil management plan (SMP) prepared for the project site. The SMP shall define specific soil-handling controls required for complying with local, state, and federal regulations, and the appropriate response upon potential discovery of underground tanks, piping, or contaminated soil.

b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less than Significant Impact

Construction

Project construction would involve transport, storage, and use of chemical agents, solvents, paints, and other hazardous materials commonly associated with construction activities. The construction contractor would maintain equipment and supplies onsite for containing and cleaning up small spills of hazardous materials and would train employees in such containment and cleanup. In the event of a release of hazardous materials of quantity and/or toxicity that onsite workers could not safely contain and clean up, the contractor would notify the LACoFD immediately. Therefore, compliance with applicable laws and regulations during project construction would reduce the potential for accidental releases of hazardous materials, and construction hazards impacts would be less than significant.

Operation

Project operation would involve the handling and storage of materials such as commercial cleansers, solvents and other janitorial or industrial-use materials, paints, and landscape fertilizers/pesticides.

[16] The Los Angeles County Fire Department (LACoFD) is the Certified Unified Program Agency (CUPA) for most of Los Angeles County, including the city of Pico Rivera; the Certified Unified Program coordinates and makes consistent enforcement of several state and federal regulations governing hazardous materials.

However, these materials would be stored, handled, and disposed of in accordance with applicable regulations and would not be stored in amounts that would create a significant hazard to the public or the environment through accidental release. The project would have a less than significant impact in this regard.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less than Significant Impact

Two schools are within 0.25 mile of the project site: Armenian Mesrobian School and Montebello Gardens Elementary School.

Construction

During construction, the project would involve the use and handling of limited volumes of commonly used hazardous materials. Project personnel would ensure that use of hazardous materials during construction would adhere to applicable local, state, and/or federal regulations. Project construction would not subject persons at nearby schools to substantial hazards, and therefore impacts would be less than significant.

Operation

Project operations would involve the handling and storage of small amounts of hazardous materials such as cleansers, solvents, paints, fertilizers, and pesticides. However, these materials would be stored, handled, and disposed of in accordance with applicable regulations and would not be used or stored in amounts that would pose a hazard to persons at nearby schools. Therefore, the project would have less than significant impacts in this regard.

d) Would the project 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?

Less than Significant Impact with Mitigation Incorporated

Government Code § 65962.5 requires the Department of Toxic Substances Control (DTSC) to compile and update, at least annually, lists of the following:

- Hazardous waste and substances sites from the DTSC EnviroStor database.
- Leaking Underground Storage Tank (LUST) sites by county and fiscal year in the State Water Resources Control Board (SWRCB) GeoTracker database.
- Solid waste disposal sites identified by SWRCB with waste constituents above hazardous waste levels outside waste management units.
- SWRCB Cease and Desist Orders (CDOs), and Cleanup and Abatement Orders (CAOs).

- Hazardous waste facilities subject to corrective action pursuant to § 25187.5 of the Health and Safety Code, identified by DTSC.

These lists are collectively referred to as the "Cortese List." The project site is not included on the Cortese List (EPA, 2025). The Phase I identified one environmental database listing for the project site, identified on the Los Angeles County Department of Public Works's (LADPW) listing of industrial waste, UST, and storm water sites. According to the Online File Review, two industrial waste inspections were performed in November 2022. A notice of violation (NOV) was issued for the failure to provide pumping records and manifests for the site's grease interceptor. This listing is not expected to represent a significant environmental concern (Citadel, 2023, p. iii). A Phase II subsurface soil investigation completed in September 2025 detected one VOC, 1,2-dibromoethane, in soil vapor at a concentration above the Commercial VI SL (Citadel, 2025, p. 8). The investigation did not determine conclusively whether the VOC is from a near-surface source or is from offsite. However, the investigation recommended preparation and implementation of a soil management plan (SMP); preparation of the SMP is required as mitigation measure HAZ-1 set forth above in Section 4.9.a.

The Phase I also identified one database listing for a leaking underground storage tank site within 0.25 mile of the site. The former La Mesa Service Station, located at 8540 East Beverly Boulevard, approximately 687 feet east-northeast and up-gradient from the site, is listed for a release of gasoline; the case was closed in 2000 (Citadel, 2023, p. iii). That site is not an environmental concern for the project site due to the case closure.

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

No Impact

The nearest public-use airport to the project site is the San Gabriel Valley Airport, approximately 5.8 miles to the northeast (**Figure 4.9-1**). The project site is outside of zones surrounding the San Gabriel Valley Airport where land uses are regulated to minimize aviation-related hazards to persons on the ground, and outside of noise compatibility contours for the airport (Los Angeles County, 2004).

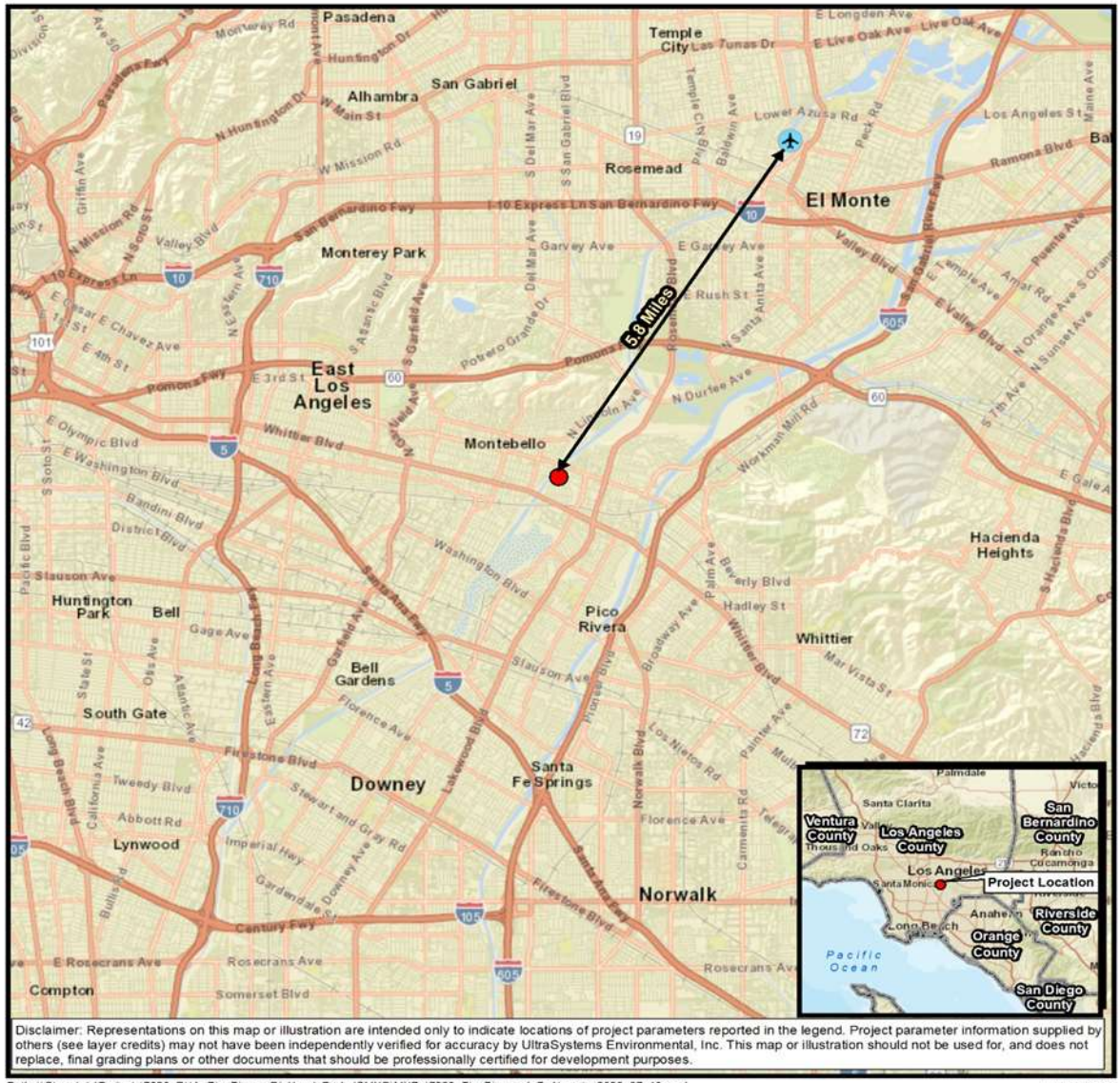
Project development would not cause airport-related hazards, or excessive noise, to people at the project site. No impact would occur, and no mitigation is required.

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact

The proposed project would not increase the population within the city or expand into existing rights-of-way. Additionally, the proposed project would adhere to applicable construction regulations, which would ensure there is adequate circulation during construction. Impacts would be less than significant.

Figure 4.9-1
AIRPORTS IN THE PROJECT REGION



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

No Impact

The California Department of Forestry and Fire Protection (CAL FIRE) developed Fire Hazard Severity Zones (FHSZ) for State Responsibility Areas (SRAs) and Local Responsibility Areas (LRAs).

Very High Fire Hazard Severity Zone (VHFHSZ) designation refers to either:

a) Wildland areas supporting high to extreme fire behavior resulting from climax fuels typified by well developed surface fuel profiles (e.g., mature chaparral) or forested systems where crown fire is likely. Additional site elements include steep and mixed topography and climate/fire weather patterns that include seasonal extreme weather conditions of strong winds and dry fuel moistures. Burn frequency is typically high and should be evidenced by numerous historical large fires in the area. Firebrands from both short (<200 yards) and long-range sources are often abundant.

OR

b) Developed/urban areas typically with high vegetation density (>70-percent cover) and associated high fuel continuity, allowing for frontal flame spread over much of the area to progress impeded by only isolated nonburnable fractions. Often where tree cover is abundant, these areas look very similar to adjacent wildland areas. Developed areas may have less vegetation cover and still be in this class when in the immediate vicinity (0.25 mile) of wildland areas zoned as Very High (see above).

The project site is not in or near a fire hazard severity zone (FHSZ) mapped by CAL FIRE within a Local Responsibility Area (LRA, i.e., where cities and counties are responsible for the costs of wildfire prevention and suppression), or within a State Responsibility Area (SRA) (see **Figures 4.9-2** and **4.9-3**, respectively). The project site is bounded on three sides by urban development and to the west by the Rio Hondo Channel. The Rio Hondo Channel consists of a concrete bed and banks and does not support vegetation that would be wildfire fuel. The nearest FHSZ to the site is in LRA approximately 1.9 miles to the east, and the nearest FHSZ in SRA is about 3.1 miles to the east (CAL FIRE, 2025). Project development would not expose people or structures to substantial hazards from wildfire, and there would be no impact.

Figure 4.9-2
FIRE HAZARD SEVERITY ZONES – LOCAL RESPONSIBILITY AREA

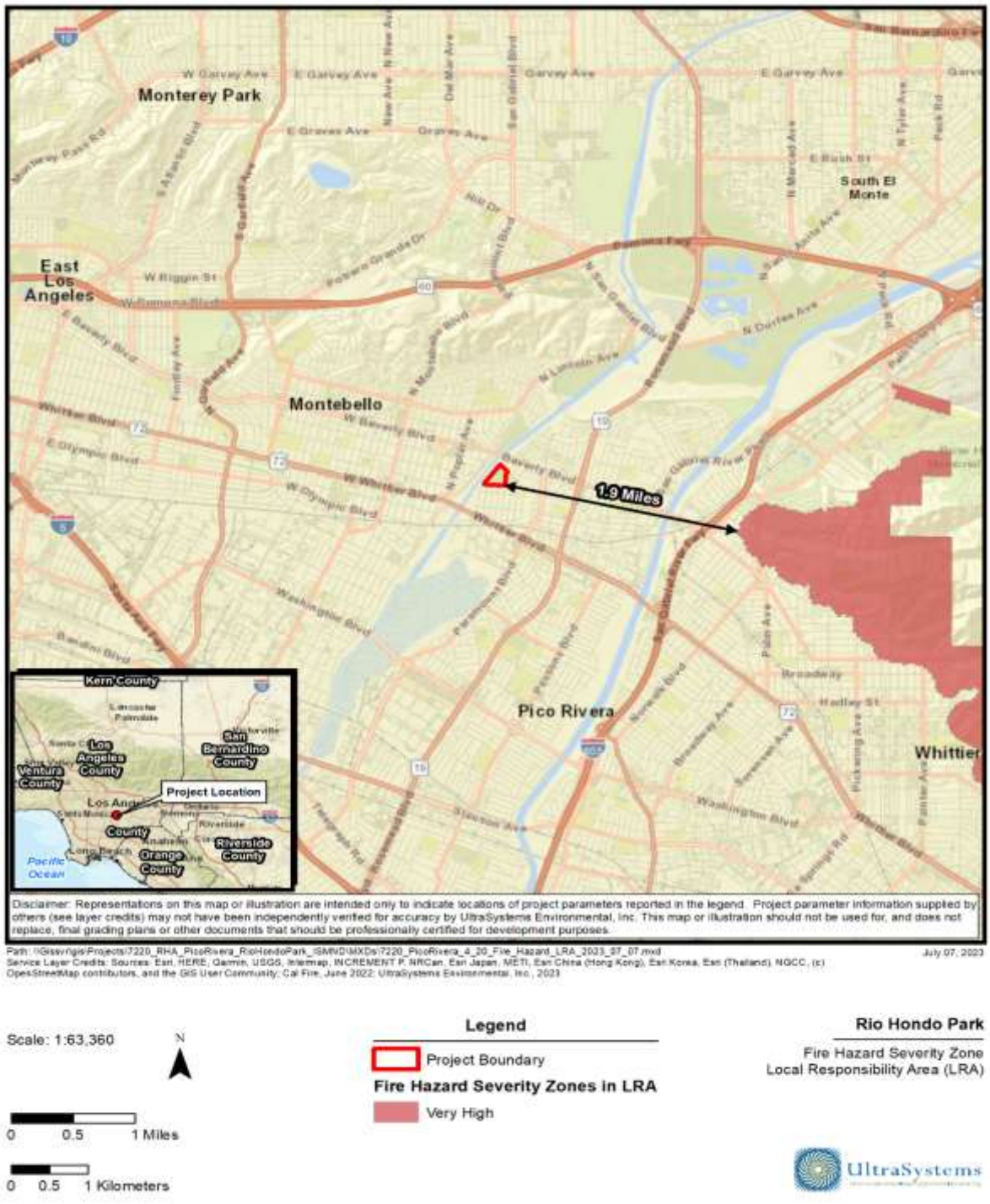
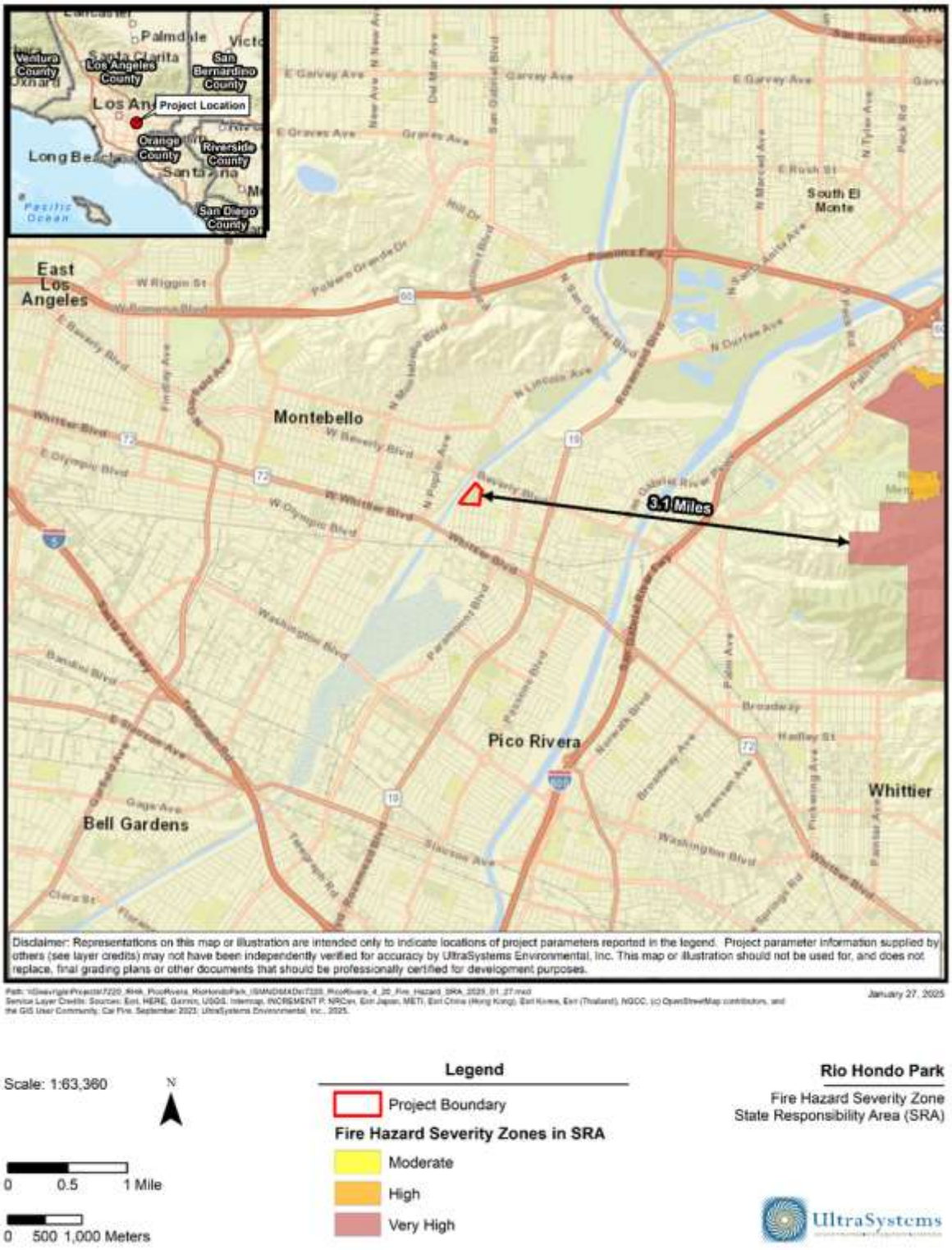


Figure 4.9-3
FIRE HAZARD SEVERITY ZONES – STATE RESPONSIBILITY AREA



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 ground water quality?			**X**	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			**X**	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on or offsite;			**X**	
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;			**X**	
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			**X**	
iv) impede or redirect flood flows?			**X**	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			**X**	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				**X**

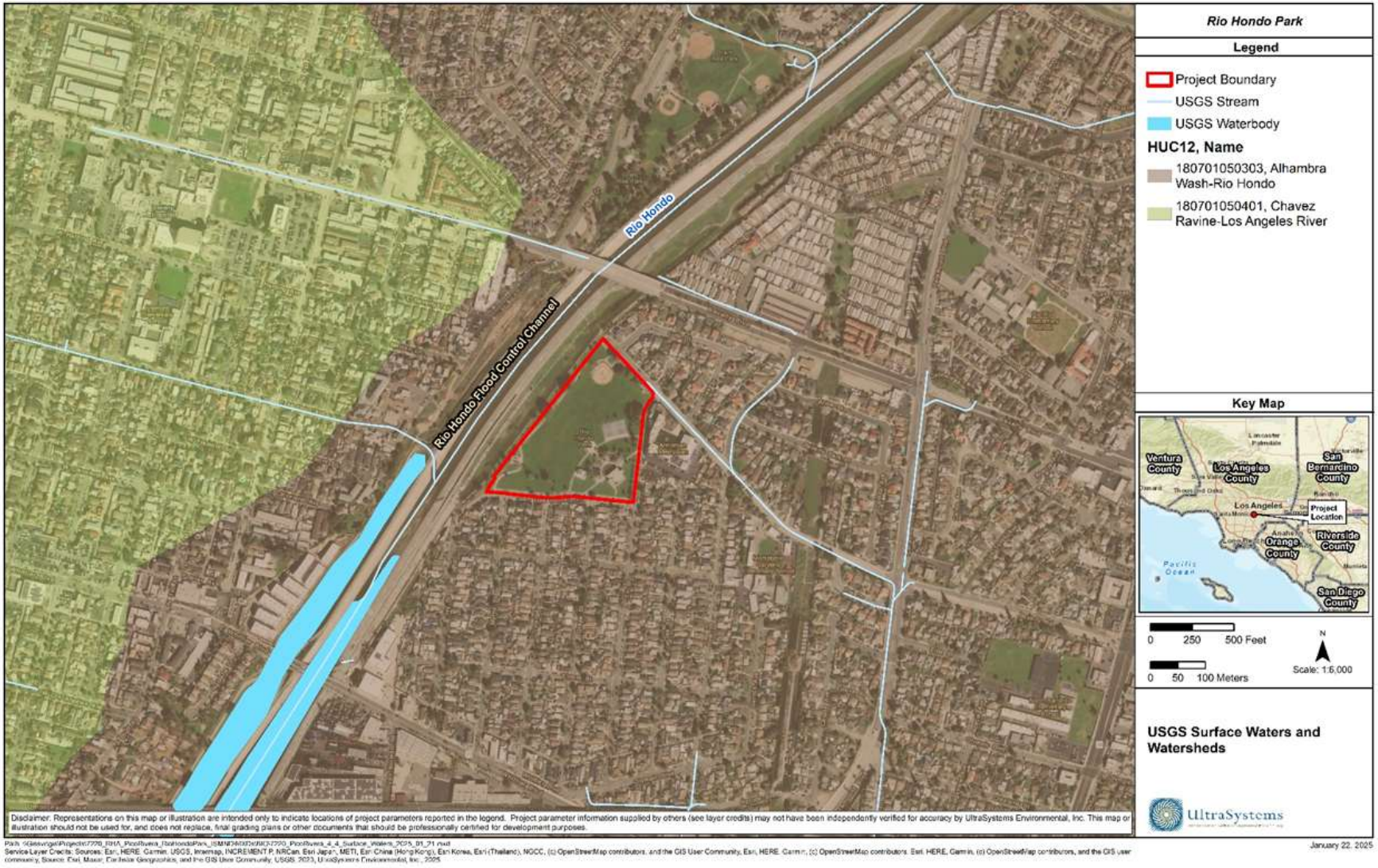
a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less than Significant Impact

The California State Water Resources Control Board requires its nine Regional Water Quality Control Boards (RWQCBs) to develop water quality control plans (Basin Plans) designed to preserve and enhance water quality and protect the beneficial uses of all Regional waters. Specifically, Basin Plans designate beneficial uses for surface waters and groundwater, set narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the State antidegradation policy, and describe implementation programs to protect all waters in the Regions (RWQCB 1995). In addition, Basin Plans incorporate by reference all applicable State and Regional Board plans and policies, and other pertinent water quality policies and regulations. The proposed project is under the jurisdiction of the Los Angeles (Region 4) RWQCB.

As shown in **Figure 10.4-1,** *USGS Surface Waters and Watersheds*, the project site is located within the USGS Los Angeles Subbasin (HU Code 18070105). The Los Angeles Watershed spans 830 square miles of western, central, and southern Los Angeles County and some small areas of eastern Ventura County. The watershed extends from the San Gabriel Mountains on the northeast, to the Santa Susana Mountains

Figure 4.10-1
USGS SURFACE WATERS AND WATERSHEDS



and Santa Monica Mountains on the northwest and west, respectively, and extending south to the mouth of the Los Angeles River in the City of Long Beach. The Los Angeles River, the primary stream in the watershed, extends 48 miles from the confluence of Bell Creek and the Arroyo Calabasas in the southwest San Fernando Valley to the Pacific Ocean at the City of Long Beach (LARWQCB, 2025).The nearest existing storm drainage improvements to the project site are three inlets next to the east bank of the Rio Hondo Channel: one next to the northwest corner of the park; one next to the southwest side of the park; and one next to the southwest corner of the park (LACPW, 2025). The Rio Hondo Channel next to the site consists of a concrete bed and banks. Proposed drainage improvements include an underground stormwater basin along the south half of the west site boundary. Other improvements to reduce runoff include permeable pavers and low-water-use landscape areas with bioswales.

Development of the project has the potential to result in two types of water quality impacts: (1) short-term impacts due to construction-related discharges; and (2) long-term impacts from operation. Temporary soil disturbance would occur during project construction, due to earth-moving activities such as excavation and trenching for foundations and utilities, soil compaction and moving, cut and fill activities, and grading. Disturbed soils are susceptible to high rates of erosion from wind and rain, resulting in sediment transport via stormwater runoff from the project area. Erosion and sedimentation affect water quality of receiving waters through interference with photosynthesis, oxygen exchange, and respiration, growth, and reproduction of aquatic species. Runoff from construction sites may include sediments and contaminants such as oils, fuels, paints, and solvents. Additionally, other pollutants such as nutrients, trace metals, and hydrocarbons can attach to sediment and be carried by stormwater into storm drains which discharge eventually to the Pacific Ocean.

Spills and mishandling of construction materials and waste may also potentially leave the project site and negatively impact water quality. The use of construction equipment and machinery may potentially result in contamination from petroleum products, hydraulic fluids, and heavy metals. Contamination from building preparation materials such as paints and solvents, and landscaping materials such as fertilizers, pesticides, and herbicides may also potentially degrade water quality during project construction. Trash and demolition debris may also be carried into storm drains and discharged into receiving waters.

Construction Pollutants Control

The project proponent is required by the California State Water Resources Control Board (SWRCB) to obtain coverage under a General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2022-0057-DWQ, as authorized by § 402 CWA, NPDES for projects which will disturb one or more acres of soil during construction). The Construction General Permit requires potential dischargers of pollutants into WOUS to prepare a site-specific Stormwater Pollution Prevention Plan (SWPPP), which establishes enforceable limits on discharges, requires effluent monitoring, designates reporting requirements, and requires construction BMPs to reduce or eliminate point and non-point source discharges of pollutants. Construction BMPs are grouped in six categories: erosion control (prevents soil particles from being detached from soil surface), sediment control (prevents soil particles from being transported offsite by water and being deposited elsewhere), wind erosion control, tracking control (prevents soil from being tracked offsite by vehicles), non-stormwater management controls (prohibits discharges other than stormwater, such as those from cleaning, maintenance, and fueling of vehicles and equipment), and waste management and controls (good housekeeping practices). Additionally, BMPs must be maintained, inspected before and after each precipitation event, and repaired or replaced, as necessary. Because the project is required by the SWRCB to comply with all applicable conditions of Construction General Permit Order 2022-0057-DWQ, potential violations of water quality standards or waste discharge requirements during project construction would be less than significant.

Operational Pollutant Controls

The Permit for Municipal Separate Storm Sewer System (MS4) Discharges Within the Coastal Watersheds Of Los Angeles And Ventura Counties LARWQCB Order No. R4 2021 0105, the discharge of pollutants into Waters of the U.S. through stormwater and urban runoff conveyance systems, including flood control facilities. These conveyance systems are commonly referred to as municipal separate storm sewer systems (MS4s), or storm drains; thus, the NPDES Permit is also referred to as an MS4 Permit.

Pursuant to the MS4 Permit, Principal Permittees (i.e., the Los Angeles County Flood Control District) and Co Permittees (the City of Pico Rivera is a Co Permittee) must regulate discharges of pollutants in urban runoff from man-made sources into storm water conveyance systems within their jurisdiction.

New development and redevelopment can significantly increase pollutant loads in stormwater and urban runoff, because increased population density results in proportionately higher levels of vehicle emissions, vehicle maintenance wastes, municipal sewage wastes, household hazardous wastes, fertilizers, pet waste, trash, and other pollutants (RWQCB, 2021). The MS4 Permit requires new development and significant redevelopment projects to incorporate post construction low impact development BMPs into project design to comply with the local Water Quality Management Plan (WQMP) to reduce or eliminate the quantity, and improve the quality of, stormwater being discharged from the project site.

The project includes one site design BMP, permeable pavers, to reduce runoff from the site, and two treatment BMPs, bioswales and an underground stormwater basin, to remove pollutants from contaminated stormwater before the stormwater is discharged offsite.

With implementation of construction and operational BMPs, potential impacts to water quality would be less than significant and mitigation is not proposed.

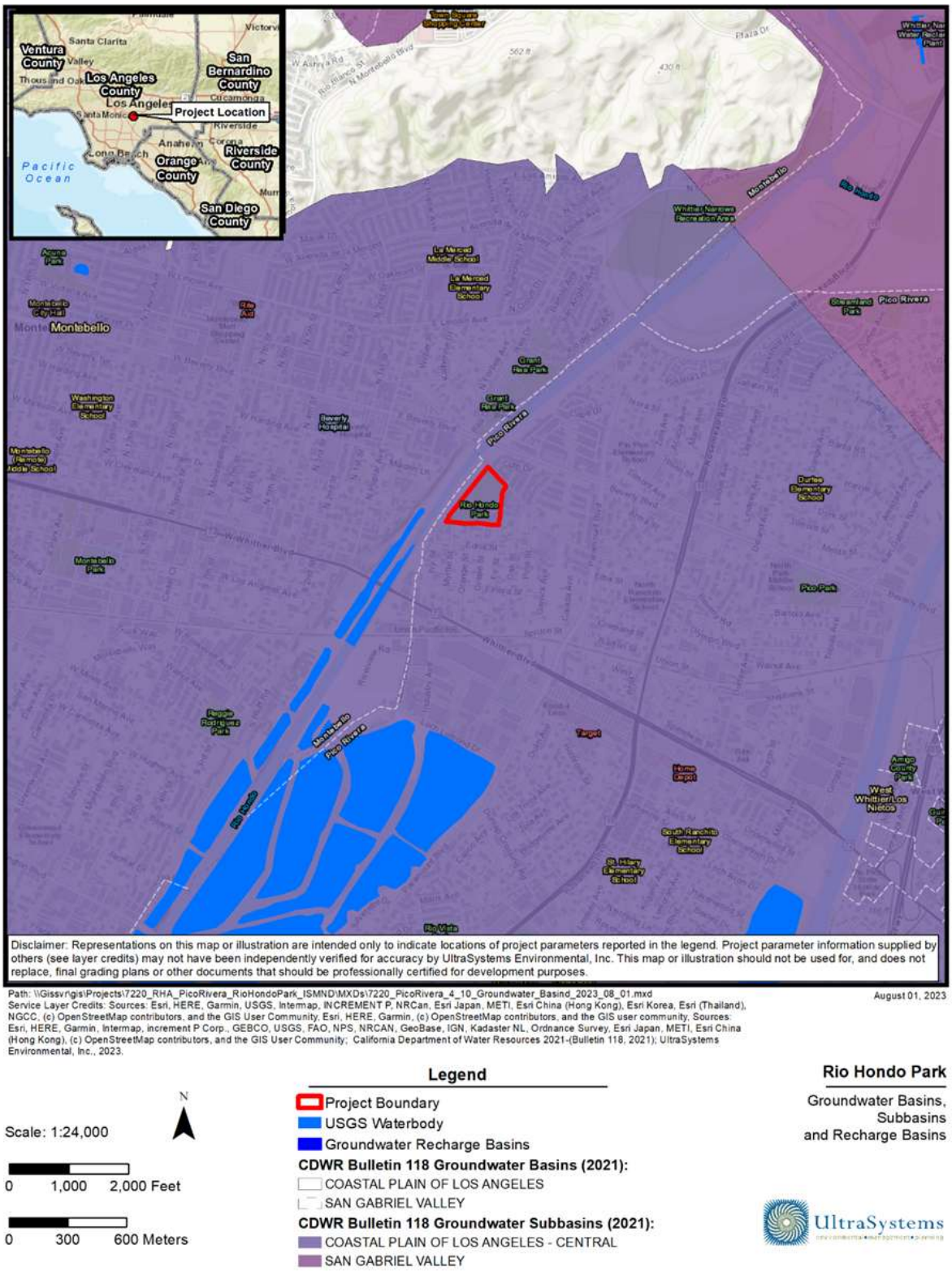
b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less than Significant Impact

The project site is over the Central Subbasin of the Coastal Plain of Los Angeles Groundwater Basin ("Central Subbasin"), as shown on **Figure 4.10-2** (SGMA, 2025) The Central Subbasin spans about 277 square miles, essentially the northeast half of the part of the Los Angeles Basin within Los Angeles County. The Water Replenishment District of Southern California (WRD) conducts artificial recharge of the Central Subbasin using recycled water (WRD, 2024, p. 19). The Pico Rivera Water Authority (PRWA) provides water to the City including the project site. PRWA water supplies consist entirely of groundwater from the Central Subbasin (PRWA, 2021, p. 33). PRWA forecasts that it will have adequate water supplies to meet demands over the 2025-2040 period in normal, single-dry-year, and multiple-dry-year conditions (PRWA, 2021, pp. 52-53). Rio Hondo Park is not used for intentional groundwater recharge.

Thus, the project would not substantially deplete groundwater supplies or interfere with groundwater recharge. The project would have a less than significant impact in this regard and mitigation is not required.

Figure 4.10-2
GROUNDWATER BASINS



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

i) Result in substantial erosion or siltation on or offsite;

Less Than Significant Impact

The project site is flat, with elevations ranging from approximately 174 to 176 feet above mean sea level (amsl) [Google Earth, 2025]. No streams are onsite; the nearest stream to the site is the Rio Hondo Channel next to the west site boundary.

Construction

As described in Section 4.10 a), temporary soil disturbance would occur during project construction, due to earth-moving activities such as excavation and trenching for foundations and utilities, soil compaction and moving, cut and fill activities, and grading. Disturbed soils are susceptible to high rates of erosion from wind and rain, resulting in sediment transport via stormwater runoff from the project area. As project owner, the City would be required to develop a SWPPP specifying BMPs intended to minimize or avoid having soil leave the project site, through either stormwater or wind, and thus minimize or avoid soil erosion onsite and siltation in receiving waters. Thus, impacts involving erosion or siltation on- or offsite would be less than significant and no mitigation is required.

Operation

As detailed in **Section 4.10 a)**, the stormwater basin, bioswales, and permeable pavement proposed as part of project design would minimize or avoid on- or offsite erosion and siltation by installation of landscaping and BMPs which would prevent erosion and prevent silt-laden stormwater from leaving the site. The proposed project does not include a substantial change in site grade. The proposed underground stormwater basin would be along the southwest site boundary. At project completion the direction of drainage flow onsite would remain westward toward the stormwater basin and the Rio Hondo Channel, as it is now. Applicable regulations (e.g., the MS4 permit, and installation of BMPs, including site design and treatment BMPs), would limit pollutant discharges from development of the project. The project's adherence to existing requirements would reduce erosion and siltation during operation; therefore, impacts resulting from operation of the project would be less than significant.

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

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

Less than Significant Impact

The project includes components that would reduce runoff from the site, such as permeable pavers and bioswales.

Project development would not cause a substantial increase in stormwater contamination after compliance with regulations, as explained above in Section 4.10.a. Impacts would be less than

significant, and no mitigation is required.

iv) Impede or redirect flood flows?

Less than Significant Impact

The project site is in a 500-year flood zone mapped by the Federal Emergency Management Agency (FEMA, 2025), as shown on **Figure 4.10-3**. The floodplain (i.e., flood hazard zone) nearest to the project site is the Rio Hondo Channel next to the west site boundary (FEMA, 2025). The project site is located outside the nearest floodplain and project development would not impede or redirect flood flows. No impact would occur, and mitigation is not required.

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

Less than Significant Impact

The project site is in the dam inundation area for Santa Fe Dam, which is about 10 miles northeast of the project site along both the Rio Hondo Channel and the San Gabriel River (USACE, 2025). A seiche is a surface wave created when an inland water body is shaken, usually by an earthquake. A tsunami is a series of ocean waves caused by a sudden displacement of the ocean floor, most often due to earthquakes. The project site is not at risk of inundation by tsunami, as it is about 18 miles inland from the Pacific Ocean and at an elevation of at least 174 feet amsl.

The project site is outside of 100-year flood hazard zones, and project development would not risk release of pollutants due to flooding in such a zone. Impacts would be less than significant, and no mitigation is required.

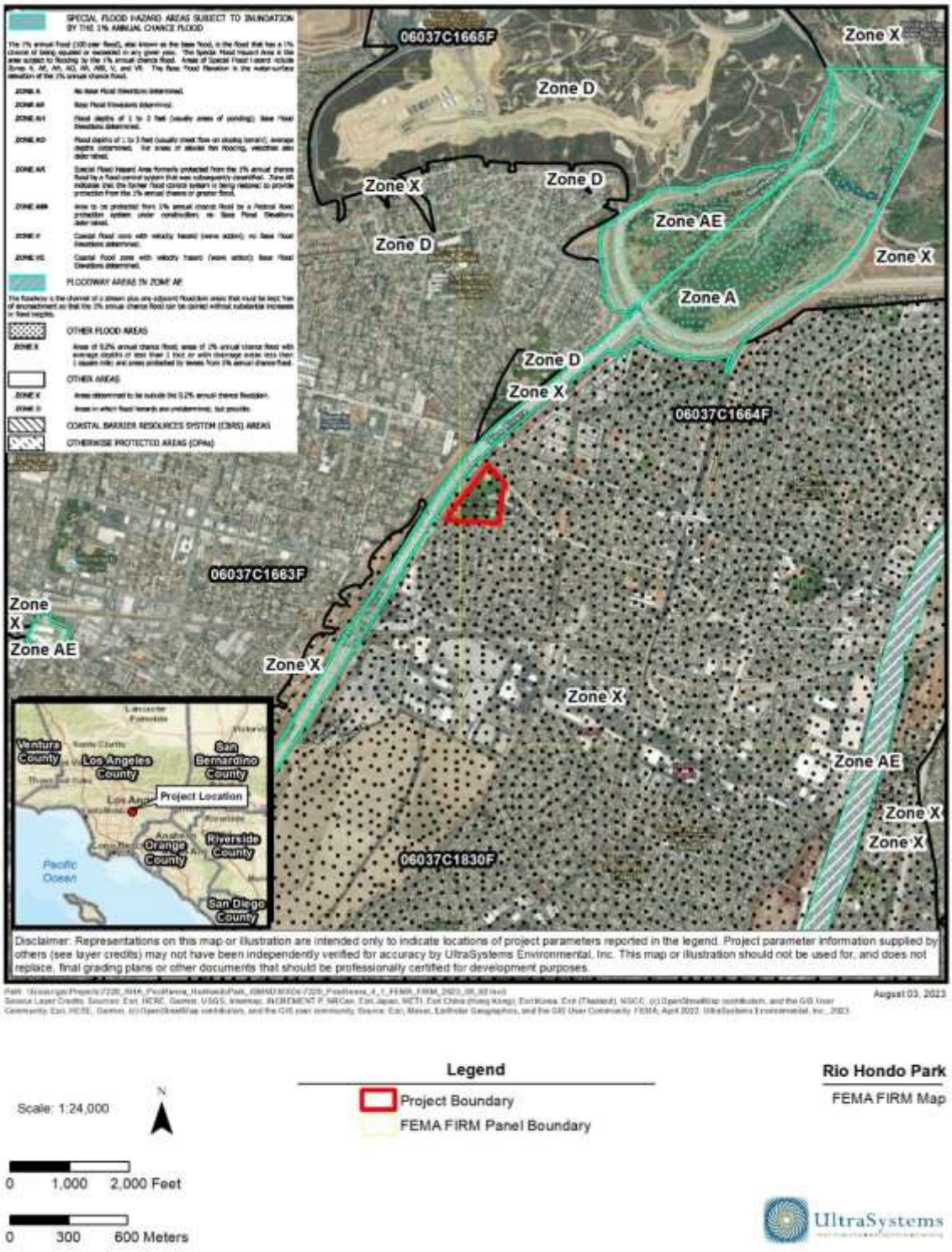
e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact

The water quality control plan for the Los Angeles Basin was issued by the LARWQCB in 2014. The project would comply with the water quality control plan through compliance with the MS4 Permit as described above in **Section 4.10.a.**

The project site is over the Central Subbasin. The WRD is the Watermaster for the Central Subbasin (WRD, 2025). No sustainable groundwater management plan has been issued for the Central Subbasin (DWR, 2025). Project development would not conflict with a sustainable groundwater management plan, and no impact would occur.

Figure 4.10-3
FEMA FLOOD HAZARD ZONES MAP



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

a) Would the project physically divide an established community?

No Impact

The project site consists of the Rio Hondo Park. The proposed project would not expand into surrounding rights-of-way (ROWs) or surrounding developments. Therefore, the project would not physically divide an established community and there would be no impacts.

b) Would the project 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?

No Impact

The project site has a General Plan land use designation of Park/Open Space (P-OS) (City of Pico Rivera, 2014) (refer to **Figure 4.11-1** below). The project site is zoned Open Space (O-S) (City of Pico Rivera, 2025) (see **Figure 4.11-2**). The P-OS and O-S designations allow the development of parks. The proposed project would include park improvements to the existing Rio Hondo Park. Therefore, the project would be consistent with the project site's General Plan land use and zoning designation**.** **Table 4.11-1** below details the applicable land use goals and policies from the City's General Plan and how the project would comply with the policies.

Table 4.11-1
CONSISTENCY ANALYSIS: PROPOSED PROJECT COMPARED TO RELEVANT CITY OF PICO RIVERA GENERAL PLAN GOALS AND POLICIES

Goals and Policies	Consistency Analysis
Goal 3.5: Recognize the importance of the Whittier Narrows Dam, Rio Hondo and San Gabriel River channels in shaping the character, identity and physical structure of the community by protecting and enhancing these features.	
Policy 3.5-3 Recreation. Identify opportunities for passive recreation areas within and along the Whittier Narrows Dam, Rio Hondo and San Gabriel River channels.	The proposed project would consist of park improvements to the Rio Hondo Park along the Rio Hondo River channel that would provide passive recreational opportunities. Therefore, the project would be consistent with this policy.
Policy 3.5-4 Open Space and Landscaping. Identify opportunities to provide open space/parks and/or landscaping along the Whittier Narrows Dam, Rio Hondo and San Gabriel River channels that will soften and enhance the edges adjacent to these natural features.	The proposed project would consist of park improvements to the Rio Hondo Park along the Rio Hondo River channel that would provide open space and park areas. Therefore, the project would be consistent with this policy.
Goal 3.6 Improve the community image by ensuring a consistent level of high quality design and ongoing maintenance and improvement of existing development.	
Policy 3.6-1 Design Guidelines. Ensure a consistent level of high quality design through the development of design guidelines and a design review process for new development. At a minimum, the design guidelines should provide direction on the following: • Site design • Building design • Parking and circulation • Landscaping • Services and Accessory Structures	The proposed project would be developed to the City's zoning regulations, which would ensure high-quality and proper design. Therefore, the project would be consistent with this policy.

Source: City of Pico Rivera, 2014.

As detailed above, the proposed project would be consistent with all applicable General Plan goals and policies related to land use. Therefore, there would be no impacts.

Figure 4.11-1
GENERAL PLAN LAND USE DESIGNATION



Figure 4.11-2
ZONING DESIGNATION



Source: City of Pico Rivera, February 10, 2025.

Rio Hondo Park
Zoning Designations

UltraSystems

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?				**X**
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?				**X**

a) Would the project 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) Would the project 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

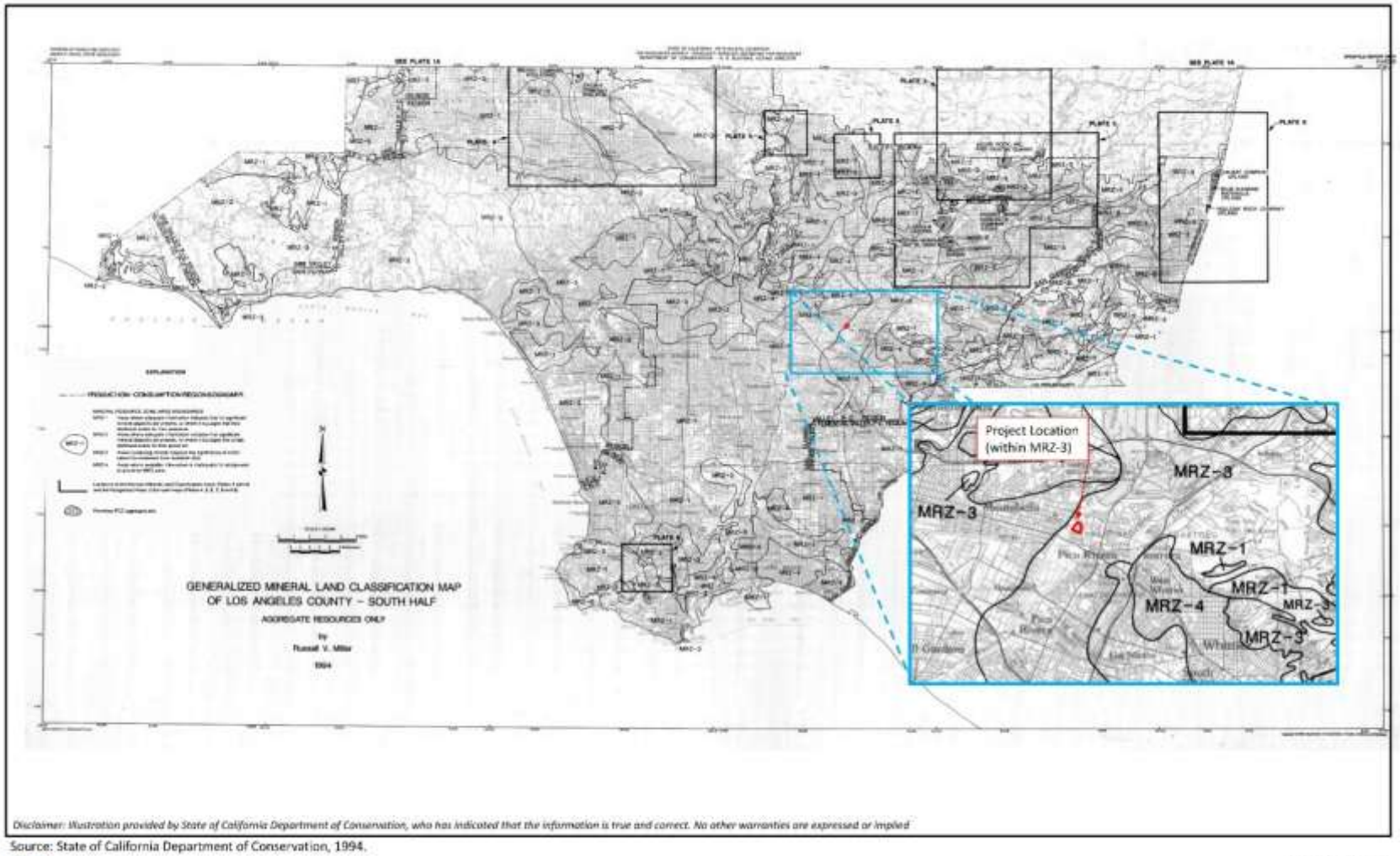
The proposed project site is located within Mineral Resource Zone (MRZ)-3 as shown in **Figure 4.12-1**. The MRZ-3 classification includes areas containing known mineral occurrences of undetermined mineral resource significance.

The City of Pico Rivera General Plan states that the city does not include mining in any of its zoning categories. It is unlikely that anyone would propose establishing new surface mining operations within the city since mining is not allowed within the city. In addition, the project site and surroundings are built out with urban uses and are thus unavailable for mining.

According to the 'Well Finder' tool generated by the California Department of Conservation Division of Oil, Gas, & Geothermal Resources, the project site is located near (within one mile of) an idle and plugged oil or gas well as shown in **Figure 4.12-2**, and the nearest active geothermal well is located 47 miles east of the project site, as shown in **Figure 4.12-3**.

Although this project is located within MRZ-3, the project cannot and will not interfere with the availability of these resources since they cannot be accessed due to policies in the City of Pico Rivera General Plan, which does not allow mining within the city limits. Therefore, the project site is not an important local mining site, and the project would have no impact on the availability of known mineral and oil-based resources of value to the region or state residents, or on any locally important mining sites. There would be no impact to mineral resources.

Figure 4.12-1
DESIGNATED MINERAL RESOURCE ZONE



Source: State of California Department of Conservation, 1994.

UltraSystems

Rio Hondo Park
Designated Mineral Resource Zones

Figure 4.12-2
OIL AND GAS WELLS, AND FIELDS

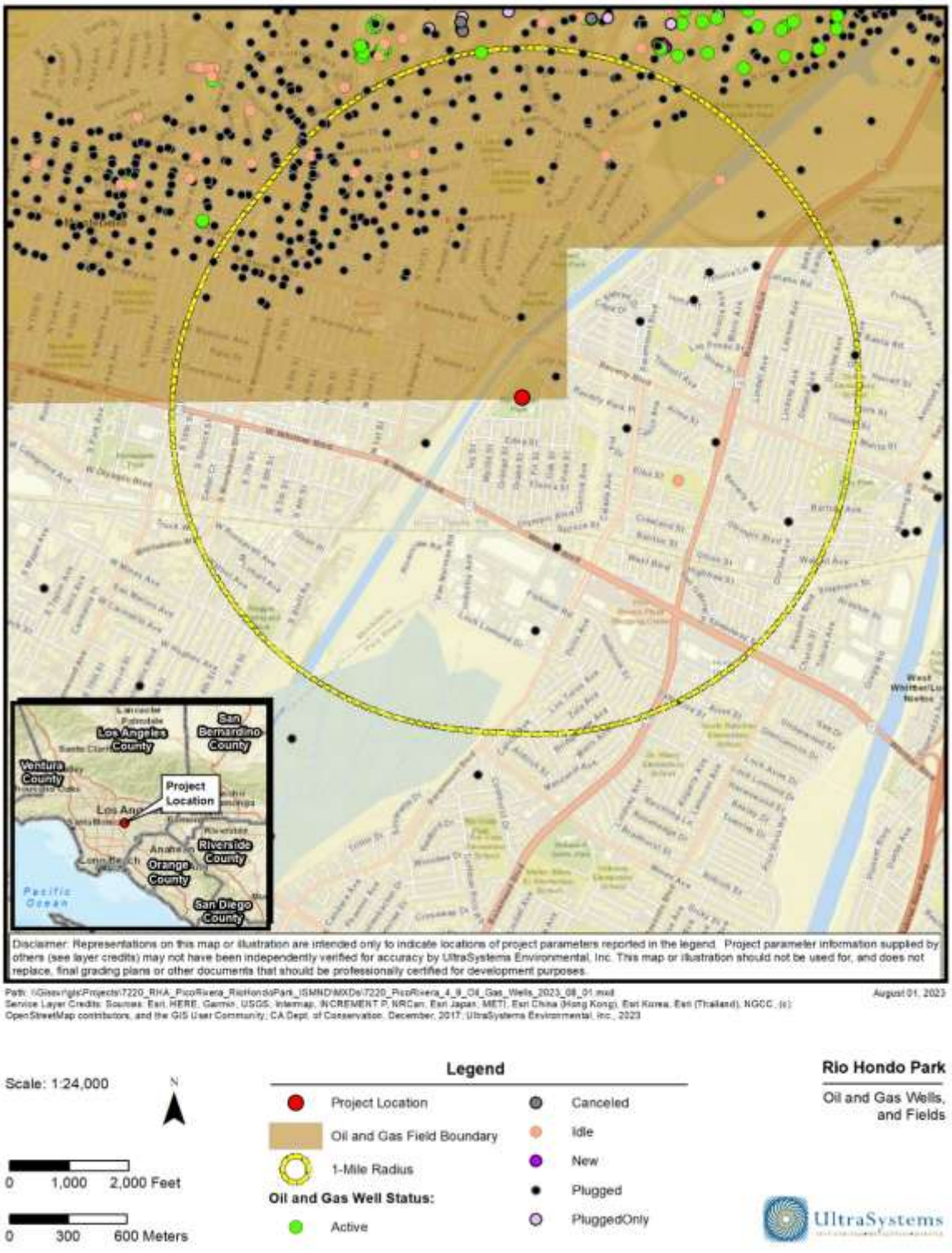


Figure 4.12-3
GEOTHERMAL WELLS



4.13 Noise

Would the project result in:	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?			**X**	
b. Generation of excessive groundborne vibration or groundborne noise levels?			**X**	
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?				**X**

4.13.1 Characteristics of Sound

Sound is a pressure wave transmitted through the air. It is described in terms of loudness or amplitude (measured in decibels), frequency or pitch (measured in hertz or cycles per second), and duration (measured in seconds or minutes). The decibel (dB) scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound. The pitch of the sound is related to the frequency of the pressure vibration. Because the human ear is not equally sensitive to all frequencies, a special frequency-dependent rating scale is used to relate noise to human sensitivity. The A-weighted decibel scale (dBA) provides this compensation by discriminating against upper and lower frequencies in a manner approximating the sensitivity of the human ear. The scale is based on a reference pressure level of 20 micropascals (zero dBA). The scale ranges from zero (for the average least perceptible sound) to about 130 (for the average human pain level).

4.13.2 Noise Measurement Scales

Several rating scales have been developed to analyze adverse effects of community noise on people. Since environmental noise fluctuates over time, these scales consider that the effect of noise on people depends largely upon the total acoustical energy content of the noise, as well as the time of day when the noise occurs. Those that are applicable to this analysis are as follows:

- L_{eq}, the equivalent noise level, is an average of sound level over a defined time period (such as 1 minute, 15 minutes, 1 hour or 24 hours). Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure.

- L_{90} is a noise level that is exceeded 90 percent of the time at a given location; it is often used as a measure of "background" noise.

- L_{max} is the root mean square (RMS) maximum noise level during the measurement interval. This measurement is calculated by taking the RMS of all peak noise levels within the sampling

interval. L_{max} is distinct from the peak noise level, which only includes the single highest measurement within a measurement interval.

- CNEL, the Community Noise Equivalent Level, is a 24-hour average L_{eq} with a 4.77-dBA "penalty" added to noise during the hours of 7:00 p.m. to 10:00 p.m., and a 10-dBA penalty added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime (Hendriks, 2013). The logarithmic effect of these additions is that a 60-dBA 24-hour L_{eq} would result in a calculation of 66.7 dBA CNEL.

- L_{dn}, the day-night average noise, is a 24-hour average L_{eq} with an additional 10-dBA "penalty" added to noise that occurs between 10:00 p.m. and 7:00 a.m. The L_{dn} metric yields values within 1 dBA of the CNEL metric. As a matter of practice, L_{dn} and CNEL values are considered to be equivalent and are treated as such in this assessment.

4.13.3 Existing Noise

The City of Pico Rivera's General Plan defines sensitive receptors as specific land uses that have associated indoor and/or outdoor human activities that may be subject to stress and/or significant interference from noise produced by community sound sources (City of Pico Rivera, 2014, p. 11-5). Sensitive receptors located within Pico Rivera include residential uses, schools, hospitals, churches, and parks. Additionally, the City's Municipal Code has applicable noise standards in regard to construction noise, interior noise, and exterior noise (City of Pico Rivera, 2014). The closest sensitive receptors to the project site include the single-family neighborhoods directly north, south, and east of the project site, the Armenian Mesrobian School, and the Pico Rivera Youth Center (Google Earth Pro, 2025). Sensitive receptors are shown in **Figure 4.13-1**. **Table 4.13-1** summarizes information about them.

UltraSystems obtained 15-minute ambient noise samples at four locations in the general area of the project. Sampling locations are shown in **Figure 4.13-2**. Measurements were made between 11:00 a.m. and 12:20 p.m. As shown in **Table 4.13-2,** average short-term ambient noise levels (L_{eq}) ranged from 48.5 to 69.5 dBA L_{eq}. The 69.5-dBA noise level was along Fir Street, in front of a single-family home. All monitored noise levels were within the range considered typical for the nearby land uses.

Table 4.13-1
SENSITIVE RECEPTORS IN PROJECT AREA

Description	Location	Distance From Site Boundary (feet)a	Nearest Ambient Sampling Point[b]
Armenian Mesrobian School	8420 Beverly Road	53	1
Single-family Residence	8314 San Luis Potosi	50	2
Pico Rivera Youth Center	4632 Orange Street	57	2
Single-family Residence	8333 Beverly Road	68	3
Single-family Residence	4629 Fir Street	53	4

[a]These are not the distances used for noise impact calculations. See Section 4.13.6.
[b]See Figure 4.13-2 for locations of ambient noise sampling points.

Table 4.13-2
AMBIENT NOISE MEASUREMENT RESULTS

Point	Data Set	Sampling Time	Address	Sound Level (dBA)			Notes
				L_{eq}	L_{max}	L_{90}	
1	S003	1154-1209	8420 Beverly Rd.	51.3	66.1	42.0	In front of Armenian Mesrobian School east of the project site.
2	S001	1100-1115	8314 San Luis Potosi	48.5	66.2	40.6	In front of a single-family residence south of the project site.
3	S004	1220-1235	8333 Beverly Rd.	51.5	66.5	39.9	In front of a single-family building north of the project site.
4	S002	1127-1142	4629 Fir Street	69.5	80.1	42.8	In front of a single-family building south of the project site.

Source: UltraSystems, 2024.

Figure 4.13-1
SENSITIVE RECEPTORS NEAR THE PROJECT SITE



Figure 4.13-2
AMBIENT NOISE MEASUREMENT LOCATIONS



4.13.4 Regulatory Setting

State of California

The California Department of Health Services (DHS) Office of Noise Control has studied the correlation of noise levels with effects on various land uses[17]. The most current guidelines prepared by the state noise officer are contained in the "General Plan Guidelines" issued by the Governor's Office of Planning and Research in 2003 and reissued in 2017 (Governor's Office of Planning and Research, 2017). These guidelines establish four categories for judging the severity of noise intrusion on specified land uses:

- **Normally Acceptable**: Is generally acceptable, with no mitigation necessary.
- **Conditionally Acceptable**: May require some mitigation, as established through a noise study.
- **Normally Unacceptable**: Requires substantial mitigation.
- **Clearly Unacceptable**: Probably cannot be mitigated to a less-than-significant level.

The types of land uses addressed by the state standards, and the acceptable noise categories for each, are presented in **Table 4.13-3**. There is some overlap between categories, which indicates that some judgment is required in determining the applicability of the numbers in a given situation.

[17] The Office of Noise Control no longer exists.

Table 4.13-3
CALIFORNIA LAND USE COMPATIBILITY FOR COMMUNITY NOISE SOURCES

Land Use Category	Noise Exposure (dBA, CNEL)						
	55	60	65	70	75	80	
Residential – Low-Density Single-Family, Duplex, Mobile Homes							
Residential – Multiple Family							
Transient Lodging – Motel, Hotels							
Schools, Libraries, Churches, Hospitals, Nursing Homes							
Auditoriums, Concert Halls, Amphitheaters							
Sports Arena, Outdoor Spectator Sports							
Playgrounds, Neighborhood Parks							
Golf Courses, Riding Stables, Water Recreation, Cemeteries							
Office Buildings, Business Commercial and Professional							
Industrial, Manufacturing, Utilities, Agriculture							

	Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.
	Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply system or air conditioning will normally suffice.
	Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
	Clearly Unacceptable: New construction or development should generally not be undertaken.

Source: Governor's Office of Planning and Research, 2017.

City of Pico Rivera General Plan Noise Element

The Pico Rivera General Plan's Noise Element (Chapter 11) includes specific goals and policies addressing construction noise:

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

Policy 11.3-1: Construction Noise

- Limit construction activities within 500 feet of noise-sensitive uses to the hours of 7:00 AM to 7:00 PM, seven days a week.
- After-hours construction activities require approval from City staff, the Planning Commission, or the City Council.
- Require developers to submit a construction-related noise mitigation plan for projects near occupied noise-sensitive uses. The plan should:
    - Indicate locations for equipment storage and maintenance areas.
    - Specify methods to reduce noise impacts on adjacent sensitive land uses.
- Ensure construction equipment uses noise reduction features (e.g., mufflers and engine shrouds) as effective as originally installed by manufacturers.
- Enforce that haul truck deliveries comply with the specified construction hours.
- Establish haul routes for construction traffic to avoid sensitive land uses where possible, especially for heavy trucks exceeding 100 daily trips.

Policy 11.3-2: Vibration Standards

- Require construction projects and developments likely to generate significant vibration to meet Federal Transit Administration (FTA) criteria for acceptable interior vibration levels at nearby noise-sensitive uses.

City of Pico Rivera

The City of Pico Rivera's municipal code does not contain provisions directly relevant to construction or operation of the proposed project.

4.13.5 Significance Thresholds

Two criteria were used for judging noise impacts. First, noise levels generated by the proposed project must comply with all applicable relevant federal, state, and local standards and regulations. Noise impacts on the surrounding community are limited by local noise ordinances, which are implemented through investigations in response to nuisance complaints. It is assumed that all existing regulations for the construction and operation of the proposed project will be enforced. In addition, the proposed project should not produce noise levels that are incompatible with adjacent noise-sensitive land uses.

The second measure of impact used in this analysis is a significant increase in short- or long-term noise levels above existing ambient noise levels as a result of the introduction of a new noise source. An increase in noise levels due to a new noise source has potential to adversely impact people. The proposed project would have a significant noise impact if it would:

- Include construction activities outside the hours prescribed by the General Plan Noise Element; or
- Result in total noise exposures at sensitive receivers during construction of 80 dBA Leq or more (Federal Transit Administration [FTA], 2018); or

- Increase 24-hour noise exposures to sensitive receptors by 5 dBA CNEL or more during the operational phase.

4.13.6 Impact Analysis

a) Would the project result in generation of 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

Both short-term and long-term impacts are associated with park renovation projects. Construction activities, especially heavy equipment operation, would create noise effects on and adjacent to the construction site. Long-term noise impacts include project-generated operational noise sources. Onsite (stationary) noise sources from the park would include operation of mechanical equipment such as landscape and building maintenance equipment and noise as a result of the increased volume of people using the park and its new amenities. Offsite noise would be attributable to project-induced traffic, which would cause an incremental increase in noise levels within and near the project.

Construction

Noise impacts from construction activities are a function of the noise generated by the operation of construction equipment and onroad delivery and worker commuter vehicles, the location of equipment, and the timing and duration of the noise-generating activities. For this analysis, it was estimated that the proposed project would be built in six phases. Construction is anticipated to run 15 months, from early July 2025 to September 2026.

The types and numbers of pieces of equipment to be deployed during each construction phase were determined as part of the air quality and greenhouse gas emissions analyses for this project.[18] For each equipment type, **Table 4.13-4** shows an average noise emission level (in dB at 50 feet, unless otherwise specified) and a "usage factor," which is an estimated percentage of operating time that the equipment would be producing noise at the stated level.

[18] See **Section 4.3** and **Section 4.8**.

Table 4.13-4
CONSTRUCTION EQUIPMENT CHARACTERISTICS

Construction Phase	Equipment Type	Number of Pieces	Maximum Sound Level (dBA @ 50 ft)	Usage Factor	Composite Noise (dBA @ 50 ft)
Demolition	Concrete /Industrial Saws	1	83	0.40	**85.84**
	Rubber Tired Dozers	2	79	0.28	
	Excavators	3	80	0.37	
Site Preparation	Rubber Tired Dozers	3	79	0.40	**87.51**
	Tractors/Loaders/Backhoes	4	85	0.37	
Grading	Excavators	1	80	0.38	**87.42**
	Graders	1	85	0.41	
	Rubber-Tired Dozer	1	79	0.40	
	Tractors/Loaders/Backhoes	2	85	0.37	
Building Construction	Cranes	1	83	0.29	**85.94**
	Forklifts	3	67	0.20	
	Generator Sets	1	73	0.74	
	Tractors/Loaders/Backhoes	3	85	0.37	
	Welders	1	74	0.45	
Paving	Pavers	2	77	0.42	**85.70**
	Paving Equipment	2	85	0.36	
	Rollers	2	74	0.38	
Architectural Coating	Air Compressors	1	81	0.48	**77.81**

Source: Knauer et al., 2006.

Using calculation methods published by the Federal Transit Administration (FTA, 2018), UltraSystems estimated the average hourly exposures at the nearest sensitive receiver for each construction subphase. The receivers that were evaluated included single-family residences surrounding the project site, a school, and a youth center (see **Figure 4.13-1**). The distances used for the calculation were measured from the receivers to the approximate center of activity of each construction phase, since that would be the average location of construction equipment most of the time.

Table 4.13-5 summarizes the estimated construction-related short-term noise exposures at the nearest sensitive receiver for each construction phase. In no cases were there intervening buildings or other sound barriers between a noise source and a receiver. Residential noise exposures due to construction activities would be about 56.2 to 70.6 dBA L_{eq}. These values do not exceed the FTA 80 dBA threshold, and no mitigation would be necessary. Impacts would be less than significant.

Table 4.13-5
ESTIMATED UNMITIGATED CONSTRUCTION NOISE AT NEAREST SENSITIVE RECEIVERS

Site	Sensitive Receiver	*Distance (feet)*	1-Hour L_{eq} (dBA)					
			Demo	Site Prep.	Grading	Building Const.	Paving	Arch. Coating
1	8420 Beverly Road	794	61.8	67.5	67.5	66.0	65.7	57.8
2	8314 San Luis Potosi	289	70.6	67.6	67.5	66.0	65.8	57.9
3	8333 Beverly Road	948	60.3	66.2	66.1	64.7	64.4	56.5
4	4629 Fir Street	726	62.6	65.9	65.8	64.3	64.0	56.2

Operational Noise

Onsite

Onsite noise sources from the proposed park renovation project would include operation of mechanical equipment such as lawnmowers, leaf blowers, building maintenance equipment, landscape construction equipment, motor vehicles accessing, driving on, and exiting the parking lot, and users of the park. Noise levels associated with operation of the project are expected to be comparable to those of nearby residential areas and there would be no change in noise from the current operations. Therefore, noise from onsite sources would be less than significant.

Mobile Sources

The principal noise source in the project area is traffic on local roadways. The project may contribute to a permanent increase in ambient noise levels in the project vicinity due to project-generated vehicle traffic on nearby roadways and at major intersections. Given the logarithmic nature of the decibel, traffic volume needs to be doubled in order for the noise level to increase by 3 dBA (ICF Jones & Stokes, 2009), the minimum level perceived by the average human ear. A doubling is equivalent to a 100 percent increase. The VMT Screening Analysis for the proposed project states that the project is estimated to generate fewer than 110 new trips per day (RK Engineering, 2023, p. 2). Since the maximum increase in traffic would be far below 100 percent, the increase in roadway noise experienced at sensitive receivers would not be perceptible to the human ear. Therefore, roadway noise associated with project operation would not expose a land use to noise levels that are considered incompatible with or in excess of adopted standards, and impacts would be less than significant.

b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant Impact

Vibration is sound radiated through the ground. Vibration can result from a source (e.g., subway operations, vehicles, machinery equipment, etc.) causing the adjacent ground to move, thereby creating vibration waves that propagate through the soil to the foundations of nearby buildings. This effect is referred to as groundborne vibration. The peak particle velocity (PPV) or the RMS velocity is usually used to describe vibration levels. PPV is defined as the maximum instantaneous peak of the vibration level, while RMS is defined as the square root of the average of the squared amplitude of the level. PPV is typically used for evaluating potential building damage, while RMS velocity in dB is typically more suitable for evaluating human response.

The background vibration velocity level in residential areas is usually around 50 vibration decibels (VdB). The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for most people. Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is rarely perceptible. The range of interest is from approximately 50 VdB to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

Construction Vibration

Construction activities for the project have the potential to generate low levels of groundborne vibration. The operation of construction equipment generates vibrations that propagate though the

ground and diminish in intensity with distance from the source. Vibration impacts can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage of buildings at the highest levels. The construction activities associated with the project could have an adverse impact on both sensitive structures (i.e., building damage) and populations (i.e., annoyance).

Pile drivers or other major vibration sources will not be used for construction of the Rio Hondo Park renovation project. The question is whether the equipment that will be deployed will have significant vibration impacts. The FTA (2018) has published standard vibration levels for construction equipment operations, at a distance of 25 feet. The construction related vibration levels for the nearest sensitive receivers for major construction phases are shown in Table 4.13-6. These calculations were based on the distances from the construction activity to the closest sensitive receivers.

Table 4.13-6
VIBRATION LEVELS OF TYPICAL CONSTRUCTION EQUIPMENT

Equipment	PPV at 25 feet (in/sec)	Vibration Decibels at 25 feet (VdB)	PPV at 448 feet (in/sec)	Vibration Decibels at 448 feet (VdB)	PPV at 52 feet (in/sec)	Vibration Decibels at 52 feet (VdB)
Loaded trucks	0.076	86			0.034	76
Jackhammer	0.035	79	0.0015	41		
Small bulldozer	0.003	58	0.00013	20		
Large bulldozer	0.089	87	0.0037	49		

Sources: Data at 25 feet from (FTA, 2006, p. 12-12); calculations by UltraSystems.

As shown in **Table 4.13-6**, the PPV of construction equipment at the nearest sensitive receiver (52 feet) is at most 0.034 inch per second, which is less than the FTA damage threshold of 0.12 inch per second PPV for fragile historic buildings. The maximum VdB are 76 VdB, which are below the FTA threshold for human annoyance of 80 VdB. Unmitigated vibration impacts would therefore be less than significant.

Operational Vibration

The project would not involve the use of stationary equipment that would result in high vibration levels, which are more typical for large manufacturing and industrial projects. Groundborne vibrations at the project site and immediate vicinity currently result from heavy-duty vehicular travel (e.g., refuse trucks and transit buses) on the nearby local roadways, and the project would not result in a substantive increase of these heavy-duty vehicles on the public roadways. Therefore, vibration impacts associated with operation of the project would be less than significant.

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

No Impact

The closest active public airport is the San Gabriel Valley Airport, located approximately 5.8 miles northeast of the project site (Google Earth Pro, 2021). The project site is located outside of the airport's influence area boundary and noise contours (El Monte Airport Master Plan Report, 1995, p. 7-11). Therefore, no impact related to the exposure of people residing or working in the proposed project area to excessive airport-related noise levels is anticipated.

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

a) Would the project induce substantial unplanned growth in an area either directly (for example, by proposing new homes and business) or indirectly (for example, through extension of roads or other infrastructure)?

No Impact

Existing and forecasted demographic data for the City of Pico Rivera for 2019 and 2050 are shown below in **Table 4.14-1**. Over the 31-year period, the population in the city is forecast to increase by approximately 2.7 percent and the number of households by 8.3 percent; employment is forecast to increase by 5.3 percent during that period.

Table 4.14-1
CITY OF PICO RIVERA DEMOGRAPHIC GROWTH FORECAST

	2019	2050	Difference (2050 – 2019)	Percent Difference (2050 – 2019)
Population	62,400	64,064[1]	1,664	2.7%
Households	16,800	18,200	1,400	8.3%
Employment	24,300	25,500	1,300	5.3%

[1] No forecast for 2050 population is available. 2050 population estimated based on the forecast number of households in the city in 2050 and the estimated average household size in the city in 2050, 3.5 persons per household, from California Department of Finance 2024.
Sources: (SCAG, 2024)

The park site consists of approximately 12 acres, including a large grass area that accommodates the softball/baseball field and soccer field. Rio Hondo Park's existing amenities include a multi-purpose auditorium, dance studio, lighted baseball/softball and soccer fields, lighted handball courts, picnic pavilion, picnic benches and barbecues, playground equipment, outdoor restrooms, outdoor basketball courts, and a parking lot (City of Pico Rivera, 2014, p. 10-9.) The proposed project does not include any new housing or business development, nor does it propose expansion of existing infrastructure. The proposed amenities are not anticipated to induce people to move into the project region. Therefore, it would not induce unplanned growth, either directly or indirectly, and there would be no impact.

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

No Impact

No housing exists onsite, and no persons reside on the project site. Therefore, the project would not displace any existing housing or persons, and the project would not necessitate the construction of replacement housing elsewhere. The project would have no impact on existing housing.

4.15 Public Services

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, 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:				
a) Fire protection?				**X**
b) Police protection?				**X**
c) Schools?				**X**
d) Parks?				**X**
e) Other public facilities?				**X**

a) Fire protection?

No Impact

Fire protection and paramedic services for the City of Pico Rivera are provided on a contractual basis by the Los Angeles County Fire Department. Three fire stations are in the city. Each station operates three shifts, providing 24-hour coverage. The nearest fire station to the project site is Fire Station #40 at 4864 Durfee Avenue approximately one mile to the southeast. Located, Station 40 provides fire protection services from the city limit north to Mines Avenue and paramedic services for the entire city.

Demands for fire protection are generated by the population and the total building area in a fire agency's service area. Project implementation would not increase the local population, response times to fire protection to the project site will remain unaffected, and it would not require the construction or expansion of fire protection facilities. Therefore, there would be no impact on fire protection services, and no mitigation measures are required.

b) Police protection?

No Impact

Law enforcement services in the City of Pico Rivera are provided through a contractual arrangement with the Los Angeles County Sheriff's Department. This partnership allows the City of Pico Rivera to access a full range of law enforcement services, including patrol operations, traffic enforcement, investigative support, and additional ancillary services. The dedicated Sheriff's station is located adjacent to City Hall at 6631 Passons Boulevard, approximately two miles south of the project site.

The project would consist of improvements to existing park facilities,. The project would not increase the local population, police response times to the project site would remain unaffected, and it would not require the construction or expansion of police protection facilities. Therefore, there would be no impact on police protection and no mitigation measures are required.

c) Schools?

No Impact

The project site is located within the El Rancho Unified School District. Demands for school services are estimated based on the number of households in the school's attendance boundaries. The project does not propose the development of residential uses, and thus project development would not generate demand for school services or facilities. Therefore, the project would have no impact in this regard.

d) Parks?

No Impact

The Department of Parks and Recreation operates eight parks and several facilities throughout the City of Pico Rivera. The proposed project involves improvements to the existing Rio Hondo Park, as well as the construction of new structures and features of the park. The project does not propose to alter the amount of parks or open space land, nor is it of scale or nature that would cause people to relocate or patronize the area. Therefore, the proposed project will not contribute to growth in the local population and there will be no impact on parks or open spaces.

e) Other Public Facilities?

No Impact

Library

The Pico Rivera Library is a branch of the Los Angeles County Public Library system. The Pico Rivera Library is located at 9001 Mines Avenue, approximately 1.3 miles south of the project site. The development of the project would not increase the number of residents in the city of Pico Rivera and subsequently not increase the use and demand for services provided by the Pico Rivera Library. Therefore, there would be no impact on public library facilities.

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

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

Recreational services in the City of Pico Rivera are provided by the City's Department of Parks and Recreation, which maintains over 120 developed acres of parks, recreational facilities, and community centers (City of Pico Rivera, 2023). The City's park acreage standard is 1.3 acres of public park land per 1,000 residents. The City currently has approximately 80 acres total in parks and land for public use, enough to meet this performance standard (City of Pico Rivera Study Area Profile, Los Angeles Countywide Comprehensive Park & Recreation Needs Assessment Appendix A, 2016, p. 3).

Demand for parks is generated by the population in the parks' service areas. The park site consists of approximately 12 acres, including a large grass area that accommodates the softball/baseball field and soccer field. Rio Hondo Park's existing amenities include a multi-purpose auditorium, dance studio, lighted baseball/softball and soccer fields, lighted handball courts, picnic pavilion, picnic benches and barbecues, playground equipment, outdoor restrooms, outdoor basketball courts, and a parking lot (City of Pico Rivera, 2014, p. 10-9.) Due to regular use over the years, the soccer field and softball field at the park have become rundown, additionally, the park's restrooms were built over 20 years ago and need major renovation (City of Pico Rivera, 2023).

The proposed project includes renovations of existing facilities and the addition of several new features, which may add marginally to its appeal to the community and thereby increase activity at the park upon completion. The project does not add to population; hence citywide demand for parks is not increased. Therefore, the proposed project would not increase the use of existing neighboring and regional parks or other recreational facilities such that substantial physical deterioration would occur or be accelerated, and there would be a less than significant impact in this regard.

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

Less than Significant Impact

The project involves removing existing playground equipment and surfacing, improving current park features, and constructing new ones. These upgrades will enhance user experience with minimal environmental impact, which would be less than significant.

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?			**X**	
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?			**X**	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			**X**	
d) Result in inadequate emergency access?			**X**	

The following analysis is based upon **the** Vehicle Miles Traveled (VMT) Assessment conducted by RK Engineering Group, Inc., dated May 31, 2023, for the proposed project. A complete copy of the study can be found in **Appendix H** of this IS/MND.

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

Less than Significant Impact

Rio Hondo Park is bound by San Luis Potosi to the south, Fir Street to the east, and Beverly Road to the north. Off-street parking is provided off Beverly Road and San Luis Potosi, with limited on-street parking available along Fir Street. The main amenities are predominantly accessed from the San Luis Potosi parking area. All three streets are classified as local streets in the Pico Rivera General Plan Circulation Element (City of Pico Rivera, 2014, p. 5-6). There is no motorized traffic other than maintenance vehicles permitted in the park itself.

Public bus transportation within Pico Rivera is provided by the Los Angeles County Metropolitan Transportation Authority (Metro), Montebello, and Downey Link Bus Lines. The Metro provides an option for travel to the project with connectivity to the region including several fixed-route bus lines, as well as dial-a-ride services. The nearest Metro bus stop is located at the intersection of Paramount Boulevard and Whitter Boulevard approximately 2,700 feet to the south.

The Rio Hondo Bike Path is the nearest existing Class 1 bike path to the project which is located approximately 400 feet to the west across the Rio Hondo River in the City of Montebello. A Class 2 bike lane is proposed along Beverly Road on the project's north side.

Gateway Cities Strategic Transportation Plan (STP)

Pico Rivera is part of the Gateway Cities Council of Governments (GCCOG), which includes 27 cities and some unincorporated areas in Southeast Los Angeles County, known as the Gateway Cities Subregion. The Strategic Transportation Plan (STP) for these cities combines all parts of their transportation system, such as freeways, main roads, public transit, bike paths, walking areas, technology, and freight logistics, into a clear plan for future growth. This plan is important for the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) created by the Southern California Association of Governments (SCAG). The project aims to improve connections by adding walking and biking paths around the park, linking to a planned bike lane on Beverly Road that connects to the Rio Hondo Bike Path. The project will not block

these trails, as all activities will take place within the project area. Therefore, the project will not conflict with any relevant programs, plans, or policies related to the transportation system.

City of Pico Rivera Municipal Code

Chapter 18.47.050 of the Pico Rivera Municipal Code outlines transportation management rules for development projects. The City will review the project to ensure it meets these rules. The project will not block emergency services access to the site or nearby areas. Although construction may temporarily limit access to some parts of the site, these issues are expected to be brief. Therefore, the project will not conflict with the transportation management rules and will have a minor impact.

City of Pico Rivera General Plan—Circulation Element

The city's circulation element has several goals and policies that apply to the proposed project. Refer to **Table 4.17-1** below, which lists the applicable policies and how the proposed project would comply and have a less than significant impact.

Table 4.17-1
COMPLIANCE WITH THE GENERAL PLAN POLICIES REGARDING MOBILITY & TRANSPORTATION

General Plan Element	Project Compliance
Circulation Element: Goal 5.2: A roadway system that ensures the safe and efficient movement of people, goods, and services.	
Policy 5.2-2 Level of Service (LOS) Objective. • Strive to achieve and maintain operations at intersections at LOS D or better at peak travel times within the City. • In those locations where this objective is infeasible, implement all feasible mitigation measures. • Require all development projects to provide their fair share (in the form of physical improvements and/or fee payment) for all feasible improvements.	Pico Rivera has not set formal guidelines for VMT/LOS analysis, but it follows the Los Angeles County guidelines for transportation impact analysis. According to these guidelines, projects that generate fewer than 110 vehicle trips during peak hours usually do not need a TIA with a LOS analysis. For non-retail projects, if a project is expected to increase daily vehicle trips by less than 110, it is considered to have a minor impact. Since the project's daily operations are expected to stay the same after renovations, it is not likely to create more than 110 new daily trips. Therefore, the proposed project aligns with this policy.
Policy 5.2-13 Regional Trips. Coordinate with adjacent jurisdictions and regional agencies to address the impacts of trips originating outside of and passing through the city.	The proposed project would maintain its current connection to local streets and alternative forms of public transportation. Therefore, the proposed project would not conflict with this policy.
Goal 5.4: A balanced transportation system where bicycling and walking are alternative methods to the automobile.	
Policy 5.4-3 Bicycle Network. Design and implement a functional bicycle network by expanding bicycle routes, striping bicycle lanes where feasible, providing signage for bicycle routes, and providing adequate bicycle parking at City facilities;	The project is bordered along the northern side by Beverly Road along which the General Plan proposes a Class 2 bike lane connecting Pico Rivera with the City of Montebello and the Rio Hondo Bike Path. Therefore, the proposed project would not conflict with these policies.
Policy 5.4-5 River Bike Trails. Improve, maintain, and expand bike trails along the Rio Hondo and San Gabriel river corridors.	
Policy 5.4-6 Pedestrian Network. Improve the pedestrian network by incorporating streetscape improvements such as shade trees, plantings, lighting, and street furniture.	The proposed project would be designed with improvements such as shade trees, plantings, lighting, and street furniture. Therefore, the proposed project would not conflict with this policy.

General Plan Element	Project Compliance
Policy 5.4-8 ADA. Incorporate American with Disabilities Act (ADA) requirements to create an accessible pedestrian system that can serve all users.	The proposed project would be designed for accessibility for everyone. The proposed project would comply with all applicable city Americans with Disabilities Act (ADA) requirements. Therefore, the proposed project would not conflict with this policy.

Source: (City of Pico Rivera, 2014)(RK Engineering, 2023)

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

Less than Significant Impact

CEQA Guidelines § 15064.3(b) pertains to the use of Vehicle Miles Traveled (VMT) as a method of determining the significance of transportation impacts. The typical daily operations of the park are anticipated to generally remain the same after the renovation; the project is not expected to generate more than 110 new daily trips. Since the project is expected to generate fewer than 110 new trips per day, the project may be presumed to have a less than significant Vehicle Miles Traveled (VMT) impact under CEQA (RK Engineering, 2023). Therefore, the project would have a less than significant impact in this regard.

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

Less than Significant Impact

The proposed project would not alter the surrounding roadways. Vehicular access to the project would be provided by the existing access from three adjacent local streets. The project's circulation system, including access and parking areas, would be designed to meet the development standards of the City and would not result in uses or design features that would create traffic hazards. Therefore, the project would have a less than significant impact in this regard.

d) Would the project result in inadequate emergency access?

Less than Significant Impacts

Construction

Project construction will be within the boundaries of Rio Hondo Park and should not involve the temporary closure of any public streets. However, if construction should require the temporary closure of either a portion or a complete segment of the roadway, an approved encroachment permit would be required. The City would review any encroachment permit applications to ensure that such construction did not impede emergency response to the project site or nearby properties. Compliance with any conditions outlined in an encroachment permit would be compulsory for the approval of a permit. Therefore, the project construction would have a less than significant impact.

Operation

The project would comply with City regulations, such as the city's fire code, to provide adequate emergency access. Prior to the issuance of building or construction permits, the City of Pico Rivera Community and Economic Development Department would review project site plans, including the location of all buildings, fences, access driveways, and other features that may affect emergency access to ensure emergency ingress and egress by fire trucks, police units, and ambulance/paramedic vehicles. Therefore, the project operation would have a less than significant impact.

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) Cause a substantial adverse change in the significance of a tribal cultural resource that is 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 § 5020.1(k)?				**X**
b) Cause a substantial adverse change in the significance of a tribal cultural resource that is determined to be a significant resource to a California Native American tribe pursuant to the criteria set forth in subdivision (c) of Public Resource Code § 5024.1(c)?		**X**		

Information from UltraSystems' Phase I Cultural Resources Assessment, dated November 14, 2024, for the proposed project (refer to **Appendix C**) is included in the analysis below.

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource that is 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 § 5020.1(k)?

No Impact

A traditional cultural site in the project site area is documented in the Native American Heritage Commission's (NAHC) Sacred Lands File (SLF) search. However, none of the local tribal organizations on the NAHC contact list provided any further information on the nature of the site or its location. No resources as defined by Public Resources Code § 21074 have been identified (refer to Attachment C: "Native American Heritage Commission Records Search and Native American Contacts" in **Appendix C** to this IS/MND). Additionally, the project site has not been recommended for historic designation for prehistoric and tribal cultural resources (TCRs). No specific tribal resources have been identified by local tribes responding to inquiries for the Cultural Resources Inventory.

No prehistoric archaeological resources were observed during the archaeological field survey conducted July 11, 2023, by Stephen O'Neil, M.A., RPA as part of the cultural resources investigation (Section 4.3, **Appendix C**). The cultural resource study findings at the South Central Coastal Information Center (the local California Historic Resources Information System facility) did not record any prehistoric cultural resource sites or isolates within the project site or its 0.5-mile radius buffer. The cultural resource study findings at the SCCIC and the results of the pedestrian survey assessment indicate that there is a low potential for prehistoric cultural resources to be adversely affected by construction of the project.

No tribal cultural resources onsite are 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 § 5020.1(k). Therefore, the project would have no impact in this regard.

b) Would the project cause a substantial adverse change in the significance of a tribal cultural resource that is determined to be a significant resource to a California Native American tribe pursuant to the criteria set forth in subdivision (c) of Public Resource Code § 5024.1(c)?

Less than Significant Impact with Mitigation Incorporated

Assembly Bill 52 (AB 52) requires meaningful consultation with California Native American Tribes on potential impacts on TCRs, as defined in Public Resources Code § 21074. TCRs are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either eligible or listed in the California Register of Historical Resources or local register of historical resources (CNRA, 2007).

As part of the AB 52 process, Native American tribes must submit a written request to the lead agency to be notified of projects within their traditionally and culturally affiliated area. The lead agency must provide written, formal notification to those tribes within 14 days of deciding to undertake a project. The tribe must respond to the lead agency within 30 days of receiving this notification if they want to engage in consultation on the project, and the lead agency must begin the consultation process within 30 days of receiving the tribe's request. Consultation concludes when either (1) the parties agree to mitigation measures to avoid a significant effect on a tribal cultural resource, or (2) a party, acting in good faith and after reasonable effort, concludes mutual agreement cannot be reached.

The City of Pico Rivera's Parks and Recreation Department (the lead agency) will initiate AB 52 outreach to local tribes for the Rio Hondo Park Project. The City will then prepare and send letters to the several tribes on their list for AB 52 contact, informing them of the project. The letters will be sent via certified mail to the tribes below. The letters shall convey that the recipient has 30 days from the receipt of the letter to request AB 52 consultation regarding the project.

- Gabrieleno Band of Mission Indians – Kizh Nation
- Gabrielino/Tongva San Gabriel Band of Mission Indians
- Gabrielino/Tongva Nation
- Gabrielino Tongva Indians of California Tribal Council
- Gabrielino-Tongva Tribe
- Santa Rosa Band of Cahuilla Indians
- Soboba Band of Luiseño

Following mailing of the tribal contact letters and their consultation between the City and the tribes, the results of that consultation shall be placed in an updated IS/MND. THIS TEXT WILL BE UPDATED ONCE THE AB 52 CONSULTATION HAS CONCLUDED BETWEEN THE CITY AND THE TRIBES.

A Sacred Lands File tribal resource in the project area was documented in the Native American Heritage Commission's SLF search. However, there has been no response to date to inquiries to the Gabrieleno Band of Mission Indians – Kizh Nation, the tribe recommended by the NAHC to contact, regarding this site. No resources as defined by Public Resources Code § 21074 have been identified (refer to Attachment C: "Native American Heritage Commission Records Search and Native American Contacts" in **Appendix C** to this IS/MND). Additionally, the project site has not been recommended for historic designation for prehistoric and TCRs. No specific tribal resources have been identified.

No prehistoric or archaeological resources were observed during the field survey. Results of previous cultural resources surveys within the 0.5-mile buffer zone were negative for prehistoric cultural resource sites or isolates within the project site. No human remains have been previously identified or recorded onsite.

Land at the project site has remained relatively undisturbed due to it being developed and utilized as a park since the early 1960's. Much of the surface area of the project has been covered with dense grass and other landscaping; the remainder was covered by buildings and concrete pathways. As a result, ground surface could only be partially observed during the pedestrian survey.

Mitigation Measures will be determined once AB 52 consultation takes place between the City and Tribes.

Mitigation Measures

MM TCR-1: [To Be Determined.] Mitigation measure TCR 1 is yet to be determined, and if needed will be added following AB 52 consultation.

MM TCR-2: [To Be Determined.] Mitigation measure TCR 2 is yet to be determined, and if needed will be added following AB 52 consultation.

MM TCR-3: [To Be Determined.] Mitigation measure TCR 3 is yet to be determined, and if needed will be added following AB 52 consultation.

Level of Significance After Mitigation

With implementation of **MM TCR-1,** potential project impacts on TCRs would be less than significant. With implementation of Mitigation Measures **MM TCR-2** and **MM TCR-3** above, the proposed project would result in less than significant impacts to human remains and associated funerary objects.

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 wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			**X**	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			**X**	
c) Result in a determination by the 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?			**X**	
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			**X**	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			**X**	

a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less Than Significant Impact

The proposed project would use existing underground connections for stormwater, domestic water, sanitary sewer, natural gas, electrical power, fire water, and communications.

Water

The Pico Rivera Water Authority (PRWA) is the largest of three water agencies that serve the City of Pico Rivera. The PRWA serves approximately 70 percent of the customers while the other purveyors supply the remaining 30 percent of the city (PRWA, 2021, p. 33).

During construction activities, there would be a temporary and intermittent demand for water for activities such as soil watering for site preparation, fugitive dust control, concrete preparation, painting, cleanup, and other short-term activities. Construction-related water usage is not expected to have an adverse impact. Therefore, the project would have a less than significant impact.

The use of water during the operation of the park would be used primarily for landscaping throughout Rio Hondo Park. The project would provide drought-tolerant landscaping or other low water landscaping to the greatest extent feasible. The proposed project will not include habitable

buildings or additional restroom facilities and would not require additional potable water. Therefore, the project would have a less than significant impact.

Wastewater Treatment

The wastewater service is provided to the project site by the PRWA. During construction, a negligible amount of wastewater would be generated by construction workers. Portable toilets would be provided on the project site by a private company, and waste would be disposed of site at regional wastewater treatment facilities owned by the Los Angeles County Sanitation Districts (LACSD). Therefore, the impacts of construction on local wastewater conveyance and treatment would be less than significant.

As noted above, the operation of the proposed project will not include habitable buildings or additional restroom facilities and would not contribute to an increase in wastewater generation. Therefore, the project operation would have a less than significant impact.

Stormwater

Rio Hondo Park currently has a stormwater drainage system in place to handle runoff. As outlined earlier, the project will involve enhancements to current park amenities and the creation of new structures and features, while not increasing impervious surfaces. Details on stormwater drainage can be found in **Section 4.10**. The existing drainage system will accommodate the project without requiring expanded capacity. Therefore, the project will have a less than significant impact.

Electric Power

The anticipated electricity needed for the proposed security lighting located along walkways and trails and within the play areas, sport fields, and parking lot of the project site is negligible in the context of overall daily use of electricity within the City Pico Rivera as discussed in **Section 4.6**.

Natural Gas and Telecommunications Facilities

Construction and operation of the proposed project would not require the use of natural gas or telecommunication facilities. Therefore, there would be no impact.

The Rio Hondo Park Project is not anticipated to necessitate the development of new or expanded facilities for water, wastewater, stormwater drainage, electricity, natural gas, or telecommunications, due to the limited demand for these services. Therefore, the impacts on those utilities associated with the construction and operation of the proposed project would be less than significant.

b) Would the project 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

Water Supplies and Demands

The PRWA is responsible for all management and operations of the water system. As previously noted, the water supplies for the PRWA come from the underlying Central Groundwater Basin, which is recharged by local streamflow, imported water, and recycled water (PRWA, 2021, p. 33).

Construction and operation of the proposed project would result in a demand for water supplies. The water used during construction activities would be used for soil watering for site preparation, fugitive dust control, concrete preparation, painting, cleanup and other short-term activities. The use of water during the operation of the park would be used for landscaping throughout Rio Hondo Park. The project would provide drought-tolerant landscaping or other low-water landscaping to the greatest extent

feasible. The proposed project does not propose habitable structures or new restroom facilities. Due to the negligible amount of water anticipated to be used by the proposed project, the existing water entitlements and water resources of Pico Rivera would be sufficient to serve the project. Therefore, the project would result in a less than significant impact.

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

Less than Significant Impact

As discussed above, Pico Rivera and the Rio Hondo Park Project are located within the wastewater service area of the PRWA. PRWA is responsible for safely collecting, treating, and disposing the wastewater generated by approximately 60,000 residents within the City of Pico Rivera. During the construction of the project, construction workers would generate a negligible amount of wastewater which is disposed of at regional wastewater treatment facilities owned by LACSD. The project does not include any habitable structures or new restrooms. Therefore, the operation of the project would not generate an increase in wastewater and the project would result in a less than significant impact.

d) Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less than Significant Impact

The Office of Sustainability oversees the collection of residential and commercial waste in conjunction with NASA Services, the City's franchise waste hauler. Nonrecycled solid waste collected by NASA Services within the city is disposed of at the Savage Canyon Landfill located in Whittier, approximately five miles southwest. The Savage Canyon Landfill has a maximum daily capacity of 3,350 tons and a total remaining capacity of 9,510,833 cubic yards, as shown in **Table 4.19-2** .

Table 4.19-2
LANDFILL SERVING THE CITY OF PICO RIVERA

Nearest Landfill	Remaining Capacity	Daily Permitted Disposal Capacity	Actual Daily Disposal*	Residual Disposal Capacity	Estimated Closing Date
Savage Canyon Landfill	9,510,833 yd^3	3,350 tons	153.94 tons	3,196.06 tons	12/31/2079

*Daily disposal based on annual disposal tonnage assuming 300 operating days/year (6 days/week, minus holidays)
Source: CalRecycle. 2025a/b.

CALGreen does not recognize the operation of public parks as a solid waste generator; therefore, there would be no impact (CALGreen, 2025c).

The construction of the project would generate solid waste that would be disposed of in local landfills. Materials generated during the construction of the project would include paper, cardboard, metal, plastics, glass, concrete, lumber scrap, and other materials. Section 4.408 of the 2022 California Green Building Standards Code (CALGreen; California Code of Regulations, Title 24, Part 11) requires that at least 65 percent of non-hazardous construction and demolition waste from residential construction operations be recycled and/or salvaged for reuse. Project construction would include recycling and/or salvaging of at least 65 percent of construction and demolition waste according to the 2022 CALGreen

Building Standards Code. Therefore, project construction would have a less than significant impact.

e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact

In 1989, the California Legislature enacted the California Integrated Waste Management Act (AB 939), in an effort to address solid waste problems and capacities in a comprehensive manner. The law required each city and county to divert 50 percent of its waste from landfills by the year 2000. The city developed a Source Reduction Recycling Element in 1997 that aims at recycling, composting, special waste disposal, and education and public information programs. The city has established several programs in partnership with NASA that promote recycling, composting and waste reduction, all of which have contributed to the increase in the diversion rate and the decrease in the disposal rate in recent years. The programs include bulky item and E-waste collection services, commercial recycling program, commercial organic recycling program, residential curbside recycling program, and outreach and education (City of Pico Rivera, 2025).

Assembly Bill 341 (AB 341; Chapter 476, Statutes of 2011) increases the statewide waste diversion goal to 75 percent by 2020, and mandates recycling for commercial and multi-family residential land uses. The project would include storage areas for recyclable materials according to AB 341.

The proposed project would comply with applicable local, state, and federal solid waste disposal standards; therefore, impacts would be less than significant.

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

a) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact

The project site is not located in a Very High Fire Hazard Severity Zone (VHFHSZ) within a Local Responsibility Area (LRA), where cities or counties are responsible for the costs of wildfire prevention and suppression. The nearest VHFHSZ in LRA to the project site is about 1.9 miles to the east, as shown in **Figure 4.20-1**. The project site is not located in a State Responsibility Area (SRA), where the State is responsible for the costs of wildfire prevention and suppression. The nearest SRA to the project site is in southeastern Los Angeles County, approximately 3.1 miles to the east (see **Figure 4.20-2**). The project is not in or near a VHFSZ and would have no impact regarding emergency response plans or emergency evacuation plans.

b) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact

The project site is not located in or near VHFHSZs. No slopes which could exacerbate wildfire risks are on or near the project site. The most common wind events in southern California are the Santa Ana wind conditions that typically occur in the fall and winter. However, Pico Rivera is no more prone to Santa Ana winds than are most other lowland places in southern California. Thus, the project would not expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. The proposed project is not in or near VHFSZs and would have no impact in this regard.

Figure 4.20-1
VERY HIGH FIRE HAZARD SEVERITY ZONES IN LOCAL RESPONSIBILITY AREA (LRA)

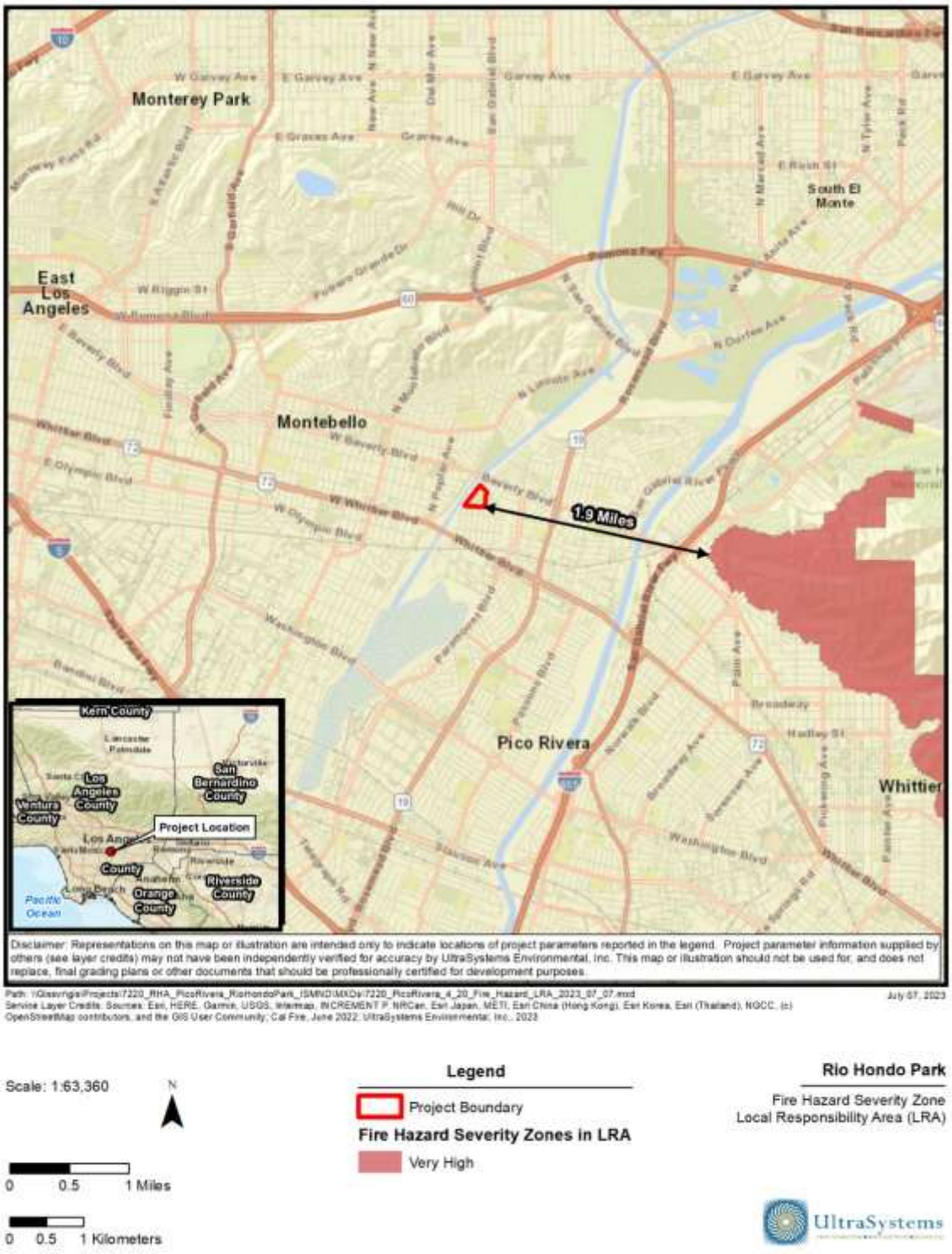
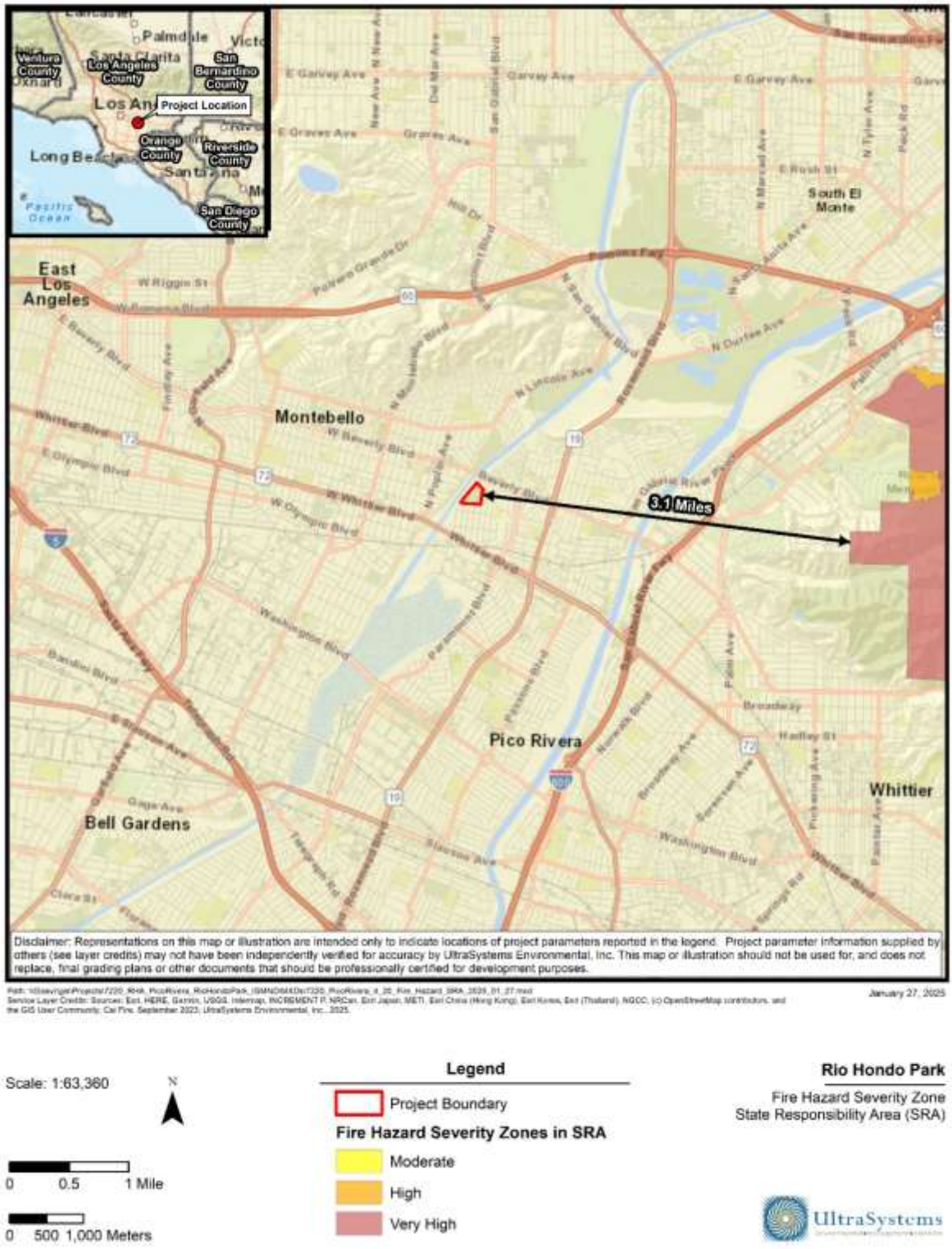


Figure 4.20-2
FIRE HAZARD SEVERITY ZONES IN STATE RESPONSIBILITY AREA (SRA)



c) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project 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

The project site is not located in an SRA, nor is the project site in or near a VHFHSZ (see **Figures 4.20-2** and **4.20-2**). The project would not require the installation or maintenance of infrastructure that may exacerbate fire risk. Therefore, the proposed project would have no impact in this regard.

d) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project 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

The project site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. Project development would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, consequent to wildfires. No impact would occur.

4.21 Mandatory Findings of Significance

Does the project have:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		**X**		
b) Impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			**X**	
c) Environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		**X**		

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant Impact with Mitigation Incorporated

The project site is situated within an urbanized area that is characterized by limited biological value for special-status plant and wildlife species. As documented in **Section 4.4** of the Initial Study, the Cooper's hawk (*Accipiter cooperii*) – a special-status species – was identified as having moderate potential to occur within the site, although it was not observed during biological field surveys. Additionally, five special-status plant species were evaluated and determined to have low potential to occur; none were detected during surveys conducted at the site.

While the project is not expected to result in direct impacts to special-status species or sensitive habitats, construction activities may generate dust, noise, and vibration that could indirectly affect the nesting and foraging behavior of avian species protected under the federal Migratory Bird Treaty Act (MBTA). The Biological Study Area (BSA) supports mature California sycamores (*Platanus racemosa*), pine trees (*Pinus spp.*), and associated vegetation capable of providing suitable nesting, cover, and foraging habitat for native birds.

To address these potential indirect effects, **MM BIO-1** requires pre-construction nesting bird surveys and the establishment of appropriate avoidance buffers during the breeding season. In addition, the implementation of **MM BIO-2** and **MM BIO-3** would minimize and avoid temporary construction-related impacts to existing wildlife movement corridors on or near the project site. With the implementation of these measures, the project would not be expected to substantially degrade the quality of the environment or adversely affect the habitat of fish or wildlife. Therefore, impacts would be less than significant with mitigation.

Based on the review in **Section 4.5**, there is potential for previously undocumented archaeological resources to be present in native soils beneath the project site. In the absence of mitigation, ground-disturbing activities could result in significant impacts to such resources. To address this potential, the implementation of **MM CUL-1**, which requires monitoring and appropriate treatment of any archaeological finds, would reduce impacts to less than significant.

Similarly, there is a potential for encountering buried human remains during subsurface construction activities, as analyzed in **Section 4.5** of this Initial Study. This impact would be significant without mitigation. Implementation of **MM CUL-2** and **MM CUL-3**, which outline procedures for compliance with California Health and Safety Code § 7050.5 and Public Resources Code § 5097.98, including consultation with the Most Likely Descendant if Native American remains are identified, would ensure that any such discoveries are handled in a respectful and lawful manner. With **MM CUL-2** and **MM CUL-3** in place, potential impacts to human remains would also be reduced to 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)?

No Impact

The proposed project is not anticipated to result in cumulatively considerable impacts. A review of active and planned development projects within the vicinity of the project site was conducted using information available on the City of Pico Rivera's website (City of Pico Rivera, 2025). This review confirmed that there are no active development projects within 0.5 mile of the project site. The nearest known project is located approximately 3,500 feet west of Rio Hondo Park.

Due to the distance between the proposed project and other known developments, the potential for cumulative effects related to localized air quality, noise, vibration, and other aspects is considered negligible. The project's limited scope, combined with the absence of spatially or temporally overlapping projects, further reduces the likelihood of cumulative impacts.

Therefore, when viewed in the context of past, present, and reasonably foreseeable future projects, the incremental environmental effects of the proposed project are not cumulatively considerable. No significant impacts would occur.

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

The project has the potential to cause temporary, construction-related environmental effects that could indirectly or directly impact human beings; however, with the implementation of mitigation measures, these impacts would be reduced to less than significant.

Construction activities such as site clearance, grading, and earthwork could result in adverse impacts on biological resources, including the burrowing owl (*Athene cunicularia*), Cooper's hawk (*Accipiter cooperii*), and other nesting birds protected under the Migratory Bird Treaty Act. These impacts could indirectly affect the public through the loss or disruption of sensitive wildlife in urban open spaces. Implementation of **MM BIO-1** through **MM BIO-3** would ensure appropriate pre-construction surveys, construction timing restrictions, and habitat protection measures, reducing potential impacts to less than significant levels.

Additionally, there is potential for encountering previously undiscovered archaeological resources and human remains in native site soils during excavation and grading. Unmitigated, such impacts could result in a loss of cultural heritage, which carries indirect social and community implications. Implementation of **MM CUL-1** through **MM CUL-3** would ensure proper protocols are followed, including monitoring, treatment, and coordination with appropriate tribal or cultural representatives, thereby reducing impacts to less than significant.

The site has moderate potential to contain paleontological resources, as reviewed in **Section 4.7** of this Initial Study. Ground-disturbing construction activities could result in damage to significant fossil deposits. **MM GEO-1** requires monitoring and recovery protocols that would preserve such resources, thereby reducing impacts to less than significant.

Therefore, with the incorporation of the mitigation measures, **MM BIO-1** through **MM BIO-3, MM CUL-1** through **MM CUL-3**, and **MM GEO-1**, the project would have a less than significant impact on human beings, either directly or indirectly.

Tribal cultural resources could be buried in site soils. Project site grading and construction could damage such resources. Implementation of mitigation measures **TCR-1** through **TCR-3** would reduce these impacts to less than significant.

Note: Section 4.18 Tribal Cultural Resources may have additional mitigation measures which will be added pending on the outcome of the city's AB 52 process with Native American tribes. As of this writing, the AB 52 process was still in progress.

Note: **Section 4.9** Hazards and Hazardous Materials has not been completed and is pending a Phase 2 report. Any relevant impacts and/or mitigation measures will be added upon its completion.

5.0 REFERENCES

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7.0 MITIGATION MONITORING AND REPORTING PROGRAM

The Mitigation Monitoring and Reporting Program (MMRP) has been prepared in conformance with § 21081.6 of the Public Resources Code and § 15097 of the CEQA Guidelines, which require all state and local agencies to establish monitoring or reporting programs whenever the approval of a project relies upon a MND or an EIR. The MMRP ensures the implementation of the measures imposed to mitigate or avoid the significant adverse environmental impacts identified through the use of monitoring and reporting. Monitoring is generally an ongoing or periodic process of project oversight; reporting generally consists of a written compliance review that is presented to the decision-making body or authorized staff person.

It is the intent of the MMRP to: (1) provide a framework for the implementation of the required mitigation; (2) identify monitoring and reporting responsibilities; (3) provide a record of the monitoring and reporting; and (4) ensure compliance with those mitigation measures that are within the responsibility of the City and/or Applicant to implement.

The following table lists the impacts and mitigation measures adopted by the City of Pico Rivera in connection with the approval of the proposed project, the level of significance after mitigation, the responsible and monitoring parties, and the project phase in which the measures are to be implemented.

The Mitigation Monitoring and Reporting Program includes only those environmental topics for which mitigation measures are deemed necessary.

Table 7.0-1
MITIGATION MONITORING AND REPORTING PROGRAM

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
4.4 Biological Resources				
Threshold 4.4 a): Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	**MM BIO-1: Pre-Construction Nesting Bird Survey** To maintain compliance with the Migratory Bird Treaty Act (MBTA) and Fish and Game Code FGC), and to avoid impacts to or take of migratory non-game breeding birds, their nests, young, and eggs, the following measures will be implemented. The measures below will minimize or avoid direct and indirect construction-related impacts to migratory non-game breeding birds to less than significant levels. a. Project activities that will remove or disturb potential nest sites (e.g., open ground, trees, shrubs, grasses, or burrows) during the breeding season (typically from February 15 through September 15, but can vary slightly from year to year, usually depending on weather conditions) will be scheduled <u>outside</u> the breeding bird season to avoid potential direct impacts to breeding birds protected by the MBTA and Fish and Game Code. Necessary removal of trees, shrubs, etc. that could potentially serve as nest sites will prevent birds from nesting within the project site during the breeding season and during construction activities.	City of Pico Rivera Public Works Department Qualified Biologist	Field Verification	1. City of Pico Rivera 2. City of Pico Rivera 3. Prior to grading permit issuance

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
	b. If project activities cannot be avoided from February 15 through September 15, a qualified biologist will conduct a pre-construction breeding bird survey for breeding birds and active nests or potential nesting sites within the limits of project disturbance. The survey will be conducted at least seven days prior to the onset of scheduled activities, such as mobilization and staging. It will end no more than three days prior to vegetation, substrate, and structure removal and/or disturbance. c. If special-status bird species are observed within the project site during the pre-construction survey, the biologist will immediately map the area and notify the appropriate resource agency to determine suitable protection measures and/or mitigation measures and determine if additional surveys or focused protocol surveys are necessary. Project activities may begin within the area once concurrence is received from the appropriate resource agency. d. If a breeding bird territory or an active bird nest is located during the pre-construction survey and would be impacted by project activities, the site(s) will be mapped on engineering drawings and a no-activity buffer zone will be marked (fencing, stakes, flagging, orange snow fencing, etc.) a minimum of 100 feet in all directions for			

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
	passerines and 500 feet in all directions for raptors. The biologist will determine the appropriate buffer size based on the type of activities planned near the nest and the species of bird that created the nest. This no-activity buffer zone will not be disturbed until a qualified biologist has determined that the nest is inactive, the young are no longer being fed by the parents, the young have fledged, the young have left the area, or the young will no longer be impacted by project activities. Periodic monitoring by a biologist will be performed to determine when nesting cycle is complete. Once the nesting cycle been deemed complete by the qualified biologist, project activities may begin within the buffer zone(s). e. Birds or their nests will not be disturbed, captured, handled, or moved. Active nests cannot be removed or disturbed. Inactive nests can be removed or disturbed by a qualified biologist if the nest is determined to be inactive. f. If no breeding birds or active nests are observed during the pre-construction surveys, or they are observed but will not be impacted, project activities may begin, and no mitigation will be required.			

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
	MM BIO-2: Worker Environmental Awareness Program Prior to project construction activities, a qualified biologist would prepare and conduct a Worker Environmental Awareness Program (WEAP) that would describe the biological constraints on the project. All personnel who would work within the project site would attend the WEAP prior to performing any work; such requirement shall be included as a condition on grading permits. The WEAP would include, but not be limited to the following: results of preconstruction surveys; description of sensitive biological resources potentially present within the project site; legal protections afforded the sensitive biological resources; Best Management Practices (BMPs) for protecting sensitive biological resources (i.e., restrictions, avoidance, protection, and minimization measures); individual responsibilities associated with the project; and, a training on grading to reduce impacts to biological resources. A condition would be placed on grading permits requiring a qualified biologist to conduct a training session for project personnel prior to grading. The training would include a description of the species of concern and its habitats, the general provisions of the Endangered Species Act (Act), the penalties associated with violating the provisions of the Act, the general measures that are being implemented to conserve the species of concern	City of Pico Rivera Public Works Department Qualified Biologist	Field Verification	1. City of Pico Rivera 2. City of Pico Rivera 3. Prior to construction activities.

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
	as they relate to the project, and the access routes to the project site boundaries within which the project activities must be accomplished. The program would also include the reporting requirements if workers encounter a sensitive wildlife species (i.e., notifying the biological monitor or the construction foreman, who would then notify the biological monitor). Training materials would be language-appropriate for all construction personnel. Upon completion of the WEAP, workers would sign a form stating that they attended the program, understand all protection measures, and would abide all the rules of the WEAP. A record of all trained personnel would be kept with the construction foreman at the project field construction office and would be made available to any resource agency personnel. If new construction personnel are added to the project later, the construction foreman would ensure that new personnel receive training before they start working. The biologist would provide written hard copies of the WEAP and photos of the sensitive biological resources to the construction foreman.			
	MM BIO-3: Construction Best Management Practices During project construction, project work crews would be directed to use BMPs where applicable. These measures would be identified prior to construction and incorporated into the	City of Pico Rivera Public Works Department Project Contractor	Field Verification	1. City of Pico Rivera 2. City of Pico Rivera 3. During construction activities.

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
	construction operations. Implementation of this mitigation measure would help to avoid, eliminate or reduce impacts to sensitive or common biological resources, such as special-status terrestrial wildlife species, to less than significant levels. Standard BMPs as outlined in the MSHCP (MSHCP, Volume 1, Appendix C) and that apply to construction of this project, and are not incorporated to other mitigation measures proposed for this project are as follows: A Stormwater Pollution Prevention Plan (SWPPP) and erosion control plan would be developed and implemented in accordance with State Water Resources Control Board (SWRCB) and Regional Water Quality Control Board (RWQCB) requirements. Equipment storage, fueling, and staging areas would be located on upland sites with minimal risks of direct drainage into riparian areas or other sensitive habitats. These designated areas would be located in such a manner as to prevent any runoff from entering sensitive habitat. Construction workers would implement BMPs, e.g., concrete curing and concrete finishing, hazardous waste management, and cleaning, fueling, and maintenance of vehicles and equipment to prevent contamination of surface waters with cement or other hazardous materials. Project related spills of hazardous materials would be reported to appropriate entities including but not limited to applicable jurisdictional County, U.S. Fish and Wildlife			

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
	Service (USFWS), California Department of Fish and Wildlife (CDFW), and RWQCB, would be cleaned up immediately and contaminated soils would be removed to approved disposal areas. The Permittee would have the right to access and inspect any sites of approved projects including any restoration/enhancement area for compliance with project approval conditions including these BMPs.			
4.5 Cultural Resources				
Threshold 4.5 b): Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5.	**MM CUL-1 Archaeological Monitoring:** At least 30 days prior to grading permit issuance and before any grading, excavation, and/or ground-disturbing activities on the site take place, the City shall retain a Los Angeles County-certified archaeological monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources. Any newly discovered cultural resource deposits shall be subject to a cultural resources evaluation. The Secretary of the Interior qualified Project Archaeologist shall manage and oversee monitoring for all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, mass or rough grading, trenching, stockpiling of materials, rock crushing, structure demolition, etc. The Project Archaeologist shall have the authority to temporarily divert, redirect or halt the ground	Qualified Archaeologist Project Contractor	Field Verification	1. City of Pico Rivera 2. City of Pico Rivera 3. 30 days prior to grading permit issuance

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
	disturbance activities to allow identification, evaluation, and potential recovery of cultural resources in coordination with any required special interest or tribal monitors. A final report documenting the monitoring activity and disposition of any recovered cultural resources shall be prepared by the Project Archaeologist and submitted to the City of Pico Rivera and the SCCIC within 60 days of completion of monitoring.			
	MM CUL-2 Native American Monitoring: Native American Tribal monitors shall also participate in monitoring of ground-disturbing activity. At least 30 days prior to issuance of grading permits, an agreement between the permittee/owner and the Consulting Tribe(s) shall be developed regarding prehistoric cultural resources and shall identify any monitoring requirements and treatment of Tribal Cultural Resources (TCRs) so as to meet the requirements of CEQA. The monitoring agreement shall address the treatment of known Tribal Cultural Resources, the designation, responsibilities, and participation of professional Native American Tribal monitors during grading, excavation, and ground-disturbing activities, project grading, and development scheduling.	Permittee/ Owner Consulting Tribe(s) Native American Tribal monitors	Field Verification	1. City of Pico Rivera 2. City of Pico Rivera 3. 30 days prior to grading permit issuance and during grading, excavation, and ground-disturbing activities
	MM CUL-3 Worker Environmental Awareness Program:	Project Archaeologist	Field Verification	1. City of Pico Rivera 2. City of Pico Rivera

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
	The Project Archeologist shall attend the pre-grading meeting with the construction manager and any contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The Training will include a review of the cultural sensitivity of the project and the surrounding area, what resources could potentially be identified during earthmoving activities, the requirements of the monitoring program, the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated, and any other appropriate protocols. All new construction personnel that will conduct earthwork or grading activities that begin work on the project following the initial Training must take the Cultural Sensitivity Training prior to beginning work and the Project Archaeologist shall be available to provide the training on an as-needed basis.	Construction Manager		3. Prior to grading permit issuance
Threshold 4.5 c): Would the project disturb any human remains, including those interred outside of formal cemeteries?	**MM CUL 4** If human remains are encountered during excavations associated with this project, all work will stop within a 30 foot radius of the discovery and the Los Angeles County Coroner will be notified (§ 5097.98 of the Public Resources Code). The coroner will determine whether the remains are recent human origin or older Native American ancestry. If the coroner, with the aid of the supervising archaeologist,	Construction Manager Los Angeles County Coroner	Field Verification	1. City of Pico Rivera 2. City of Pico Rivera 3. During construction activities

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
	determines that the remains are prehistoric, they will contact the NAHC. The NAHC will be responsible for designating the Most Likely Descendant (MLD). The MLD (either an individual or sometimes a committee) will be responsible for the ultimate disposition of the remains, as required by § 7050.5 of the California Health and Safety Code. The MLD will make recommendations within 24 hours of their notification by the NAHC. These recommendations may include scientific removal and nondestructive analysis of human remains and items associated with Native American burials (§ 7050.5 of the Health and Safety Code).			
4.7 Geology and Soils				
Threshold 4.7 f): Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	**MM GEO-1:** The City of Pico Rivera shall retain a qualified paleontologist, prior to the issuance of building/grading permit, to remain on-call during project ground-disturbing activities. If paleontological resources are uncovered during project construction, the contractor shall halt construction activities within 50 feet of the find and notify the City Planning Manager or his/her designee. The on-call paleontologist shall be notified and afforded the necessary time and funds to recover, analyze, and curate the find(s). The paleontologist shall curate the find(s) at an accredited repository for paleontological resources such as the Los Angeles County	City of Pico Rivera Qualified Paleontologist	Field Verification	1. City of Pico Rivera 2. City of Pico Rivera 3. Prior to grading permit issuance and during construction activities

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
	Natural History Museum. Subsequently, the monitor shall remain onsite for the duration of the ground disturbance to ensure the protection of any other resources that are found during construction on the project site.			
4.9 Hazards and Hazardous Materials				
Threshold 4.9 a): Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	**MM HAZ-1:** Prior to the beginning of project construction, the City shall have a soil management plan (SMP) prepared for the project site. The SMP shall define specific soil-handling controls required for complying with local, state, and federal regulations, and the appropriate response upon potential discovery of underground tanks, piping, or contaminated soil.	City of Pico Rivera and qualified environmental professional	Verification SMP complete	1. City of Pico Rivera 2. City of Pico Rivera 3. Prior to the beginning of project construction
4.18 Tribal Cultural Resources				
Threshold 4.18 b): Would the project cause a substantial adverse change in the significance of a tribal cultural resource that is determined to be a significant resource to a California Native American tribe pursuant to the criteria set forth in subdivision (c) of Public Resource Code § 5024.1(c)?	**MM TCR-1:** [To Be Determined.] Mitigation measure TCR 1 is yet to be determined, and if needed will be added following AB 52 consultation.	TBD	TBD	TBD
	MM TCR-2: [To Be Determined.] Mitigation measure TCR 1 is yet to be determined, and if needed will be added following AB 52 consultation.	TBD	TBD	TBD
	MM TCR-3:	TBD	TBD	TBD

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
	[To Be Determined.] Mitigation measure TCR 1 is yet to be determined, and if needed will be added following AB 52 consultation.			