Initial Study

Pico Rivera Climate Action and Adaptation Plan

prepared by

CITY OF PICO RIVERA
CALIFORNIA

In Consultation with

DAVID J. POWERS
& ASSOCIATES, INC.
ENVIRONMENTAL CONSULTANTS & PLANNERS

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Appendices

All appendices are incorporated herein by reference.

Section 1.0 Introduction and Purpose

1.1 Purpose of the Initial Study

The City of Pico Rivera, as the Lead Agency, has prepared this Initial Study for the Pico Rivera Climate Action and Adaptation Plan in compliance with the California Environmental Quality Act (CEQA), the CEQA Guidelines (California Code of Regulations §15000 et. seq.) and the regulations and policies of the City of Pico Rivera, California.

The project proposes to adopt a Climate Action and Adaptation Plan to reduce citywide greenhouse gas (GHG) emissions. This Initial Study evaluates the environmental impacts that might reasonably be anticipated to result from implementation of the proposed project.

1.2 Public Review Period

Publication of this Initial Study marks the beginning of a 20-day public review and comment period. During this period, the Initial Study will be available to local, state, and federal agencies and to interested organizations and individuals for review. Written comments concerning the environmental review contained in this Initial Study during the 20-day public review period should be sent to:

Victor Ferrer, General Manager
City of Pico Rivera
6615 South Passons Boulevard
Pico Rivera, CA 90660
vferrer@pico-rivera.org

1.3 Consideration of the Initial Study and Project

Following the conclusion of the public review period, the City will consider the adoption of the Initial Study/Negative Declaration (ND) for the project at a regularly scheduled meeting. The City shall consider the Initial Study/ND together with any comments received during the public review process. Upon adoption of the ND, the City may proceed with project approval actions.

1.4 Notice of Determination

If the project is approved, the City will file a Notice of Determination (NOD), which will be available for public inspection and posted within 24 hours of receipt at the County Clerk's Office for 30 days. The filing of the NOD starts a 30-day statute of limitations on court challenges to the approval under CEQA (CEQA Guidelines Section 15075(g)).

Section 2.0 Project Information

2.1 Project Title

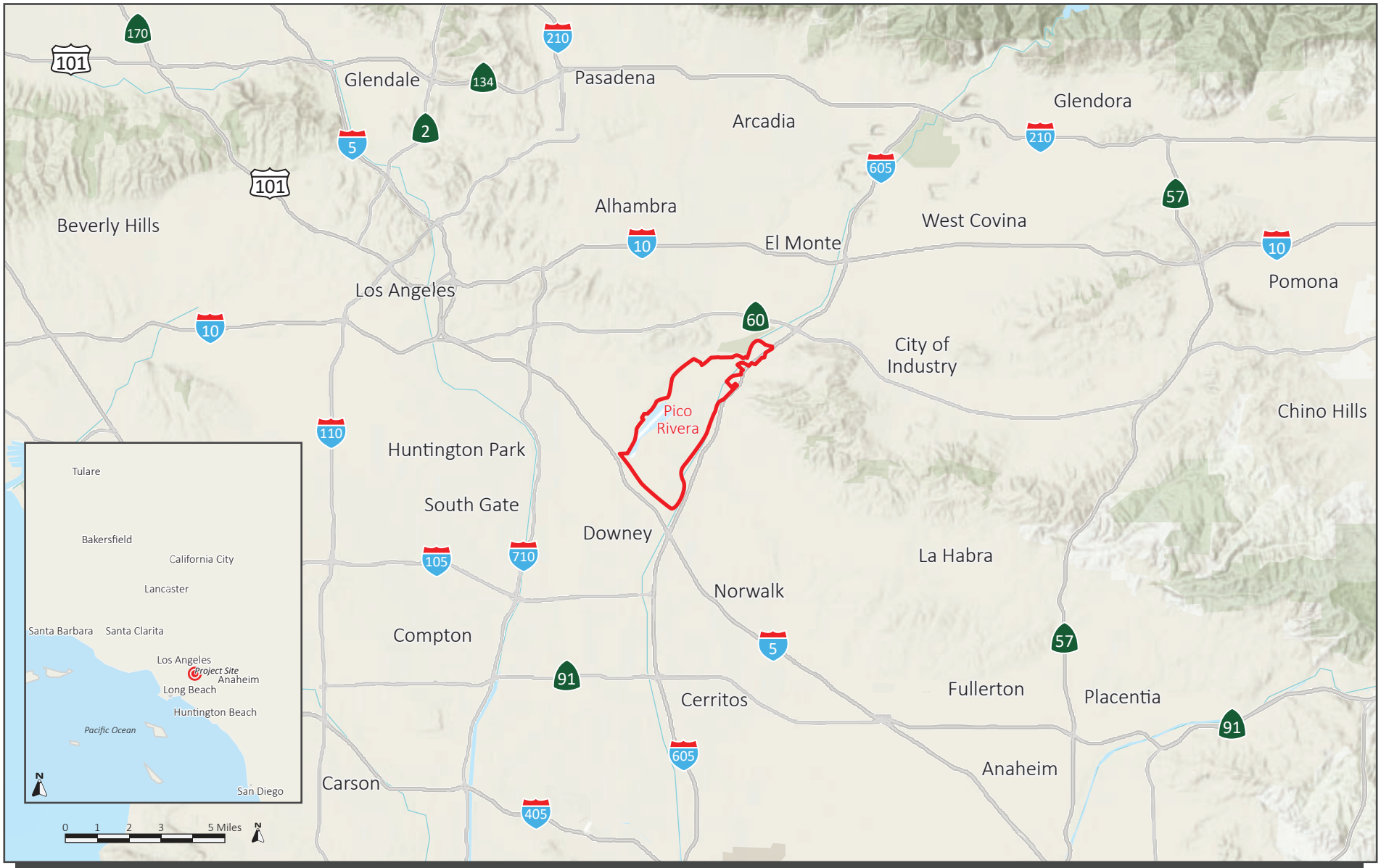
City of Pico Rivera Climate Action and Adaptation Plan

2.2 Project Location

The project would be implemented citywide within the City of Pico Rivera. Refer to Figure 2.3-1 for a map of the regional location.

2.3 Lead Agency Contact

Victor Ferrer, General Manager
City of Pico Rivera
6615 South Passons Boulevard
Pico Rivera, CA 90660
vferrer@pico-rivera.org



REGIONAL LOCATION MAP

FIGURE 2.3-1

Section 3.0 Project Description

3.1 Description of the Proposed Project

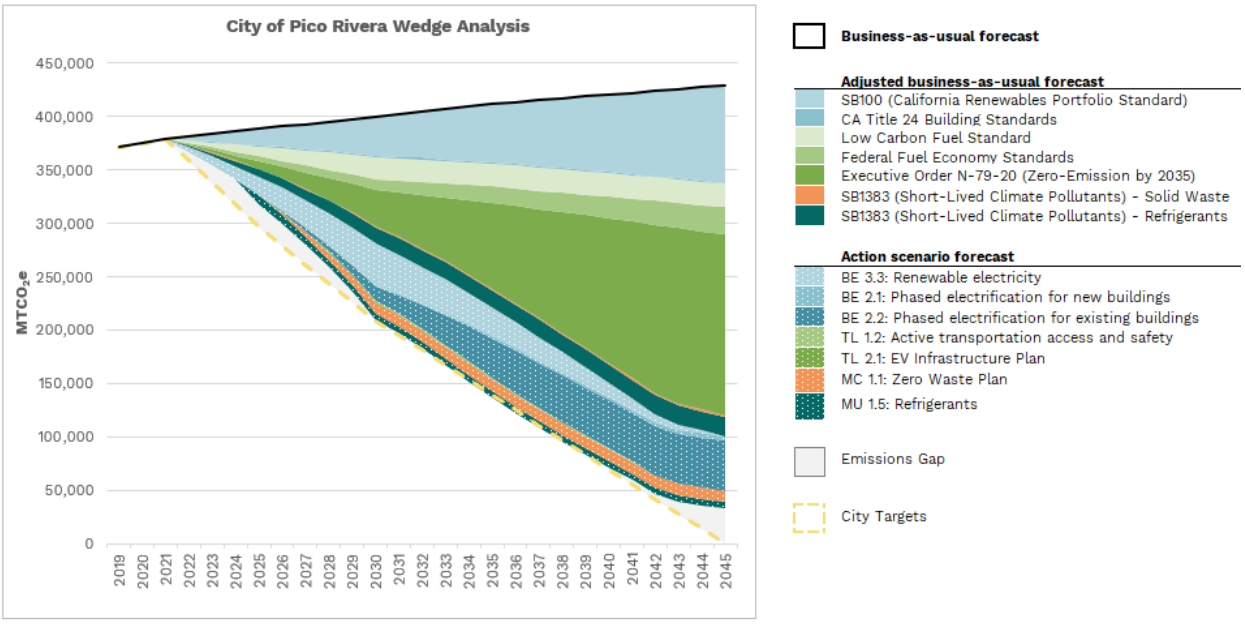
As proposed, the City would adopt a Climate Action and Adaptation Plan (CAAP) with a horizon year of 2030. The intent of the CAAP is to reduce the City's GHG emissions levels by 40 percent below 1990 levels by the year 2030 in accordance with Senate Bill (SB) 32.

3.1.1 Progress Toward 2030 Goal

An updated emissions analysis estimates that citywide mass emissions were 348,689 metric tons of carbon dioxide equivalent ($MTCO_2e$) in 1990. A GHG inventory was also conducted using 2021 data to establish a benchmark year from which to develop emissions' forecasts and targets through 2030. Based on current guidance from the Air Resources Board and the Governor's Office of Planning and Research and the data noted above, the City has set a target of 209,213 $MTCO_2e$[1] by 2030. This 2030 target is consistent with SB 32, which requires a statewide emissions reduction of 40 percent from 1990 levels to ensure that the state meets its long-term goal of reductions equal to 80 percent below 1990 levels by the year 2050.

Figure 3.1-1 shows Pico Rivera's most recent inventory and projected emissions through 2045.

Figure 3.1-1: Citywide Greenhouse Gas Emissions Forecast



Source: Cascadia Consulting, 2024 Draft Climate Action and Adaptation Plan.

[1] 348,689 $MTCO_2e$ x 40 percent = 139,476 $MTCO_2e$. Subtracting 139,476 from 348,689 equals a 2030 emissions target of 209,213 $MTCO_2e$.

As shown in Figure 3.1-1, under the business-as-usual scenario, citywide emissions in 2030 would be 400,019 $MTCO_2e$. Therefore, in order to achieve a 40 percent reduction from 1990 emissions levels, the City would be required to decrease emissions by 190,806 $MTCO_2e$.[2] Based on the forecasted GHG emissions levels above, the City has developed measures to achieve the 2030 GHG emissions target, as discussed below.

3.1.2 Proposed Pico Rivera Climate Action and Adaptation Plan

The Pico Rivera CAAP establishes GHG reduction targets and proposed measures designed to reduce the City's GHG emissions levels by 40 percent below 1990 levels by the year 2030 in accordance with SB 32 and sets aspirational goals for emissions reductions in 2045. Several GHG reduction measures included in the proposed CAAP are derived from adopted policy documents that are being implemented citywide. Although the Pico Rivera CAAP addresses GHG emissions from new construction, it would also require emissions reductions from the current build environment. The following list provides a summary of the GHG reduction measures proposed in the Pico Rivera CAAP.

Measure Number	Title	Description
		Buildings & Energy
BE-1.1	Energy Audits and Benchmarking	Require energy and water audits to track building energy and water performance in large buildings (commercial and new residential buildings greater than 10,000 and 3,000 square feet, respectively). Go beyond the state's Building Energy Benchmarking Program to implement reach codes that require energy assessments at time of sale for commercial and new residential properties, and at more regular intervals for large buildings.[3]
BE 2.1	Phased electrification for new buildings	In the short term, continue to enforce California's 2022 Building Energy Efficiency Standards and incentivize electrification in new buildings through expedited permitting, tax exemptions, and rebates, prioritizing low-income housing. Evaluate a range of code components, including encouraging or requiring buildings to be electric vehicle (EV) charging infrastructure-ready and solar-ready. Conduct a reach code assessment and cost analysis to ensure no net cost increase for low-to medium-income housing and cost burdened communities from building electrification code changes. In the long term, explore feasibility and potential impact, given state and regional regulations, of adopting an ordinance requiring all-electric buildings in new construction.

[2] Emissions reductions were calculated as follows: business-as-usual emissions 400,019 $MTCO_2e$ - 2030 target emissions 209,213 = 190,806 $MTCO_2e$ emissions reductions needed to achieve 2030 target.

[3] Large buildings are defined as commercial buildings larger than 10,000 square feet and residential buildings larger than 3,000 square feet.

Measure Number	Title	Description
BE-2.2	Phased electrification for existing buildings	In the short term, work with Pico Rivera Innovative Municipal Energy (PRIME) and Southern California Renewable Energy Network (SoCalREN) to perform a study for existing buildings to determine the feasibility and cost of electrification retrofits. Incentivize energy efficient and/or load-responsive appliances in existing buildings, and partner with utilities and community organizations to expand utility assistance and incentive programs and energy efficient technologies to reduce energy burden. Conduct outreach in the community, including for building owners and contractors, that communicates the health benefits and cost benefits of building electrification, such as improved indoor air quality from wildfire smoke and lower utility bills. In the long term, transition the existing built infrastructure in the community to use 100 percent renewable electricity through an electrification ordinance. Build from existing state programs to incorporate affordable housing criteria into these requirements, such as exemptions for 100 percent affordable housing, and develop measures (financial assistance, technical guidance, or incentives) to preserve housing affordability. Continue to educate the community on building electrification measures that mitigate the impacts of wildfire smoke on indoor air quality.
BE 3.1	Renewable energy generation and access	Collaborate with PRIME to support collaborative procurement of distributed energy resources (DERs), reduce barriers of adoption, and decrease consumer costs. Promote equitable community engagement programs to assist residents in finding energy efficiency programs and available discounts or rebates through PRIME, especially for residents who are most vulnerable to climate impacts or cost-burdened. Continue to enroll customers in the PRIME Community Choice Aggregate (CCA) program and Power Choice Program, which offers customers photovoltaic (PV) solar and battery storage at no upfront cost.
BE 3.2	Community solar and microgrids	Continue to incentivize and facilitate an increase in community solar power infrastructure installation and usage, such as through PRIME's Power Choice Solar and Battery Program. In addition, identify potential partnerships and financing opportunities for microgrid development. This may be achieved by providing streamlined permitting, development benefits, rebates, or a bulk-purchasing program for community solar projects. Work with local organizations to assist low-income communities in accessing affordable solar power, and site solar and microgrid projects in neighborhoods most vulnerable to climate impacts, such as the northern portion of the City, which faces higher risk from the effects of extreme heat.
BE 3.3	Renewable electricity	Build on existing efforts to examine resource procurement and cost scenarios to ensure that PRIME reaches 100 percent renewable electricity by 2030. Before 2030, automatically enroll all new customers in PRIME Future, a 100 percent renewable energy product. Ensure that increased use of renewable electricity benefit low-income communities most impacted by climate change and prevent raising utility rates or increasing the energy burden on these communities.

Measure Number	Title	Description
		Transportation & Land Use
TL -1.1	Commute Trip Reduction program	Partner with employers and community-based organizations to promote resources for Commute Trip Reduction (CTR). This includes promoting transit, biking, and ridesharing, existing incentive programs for employers, and incentives for employees, such as the LA County Regional Guaranteed Ride Home Program.
TL- 1.2	Active transportation access and safety	Align with the Gateway Cities Council of Governments (GCCOG) Strategic Transportation Plan (STP) Active Transportation Element, Pico Rivera's Vehicle Miles Traveled (VMT) Transportation Study, the City's Urban Greening Plan, and the City's Climate Vulnerability Assessment and Hazard Mitigation Plan to support and plan for active transportation in the City by: • Identifying gaps and challenges in the active transportation network to make walking and biking more accessible, safe, and connected throughout the city, especially for vulnerable road users such as people with disabilities, seniors, youth, pedestrians, cyclists. • Following National Association of City Transportation Officials (NACTO) guidelines to expand sidewalks, protected bike lanes, bike tool stations, safe street crossings, streetlights, and greenery along bike and walking paths. • Considering and evaluating areas within public right of way to dedicate to other modes and active uses. • Expanding sustainable land use through Complete Streets and Livable Streets principles, bike facilities, and pedestrian infrastructure through projects such as the Mines Ave Bikeway Project and the Durfee Avenue Corridor Plan. • Organizing Open Street Events on main streets to promote active transportation through community-led initiatives. • Ensuring that active transportation infrastructure is able to withstand the impacts of climate change and new infrastructure is not sited in locations vulnerable to flooding and other climate impacts.
TL- 1.3	Micromobility	Expand micromobility services in the city such as e-scooter, e-bike, and associated charging infrastructure, and reference the City's Climate Vulnerability Assessment and Hazard Mitigation Plan to ensure charger locations and services are not in locations vulnerable to climate impacts. Conduct community outreach and education to encourage safe bicycling and micromobility user behavior. Increase micromobility options for low-income communities by working with providers and by exploring subsidies and rebate programs.
TL-1.4	Regional transit network advocacy	Advocate to improve the frequency of service, connectivity of routes, and safety of the regional public transportation system to reduce dependency on single occupancy vehicles. Ensure new transit locations are not in areas prone to flooding and enhance the resilience of existing transit systems' to climate impacts. Increase transit accessibility in communities currently lacking transit options, and enhance connectivity to services and opportunities for seniors, individuals with disabilities, and low-income residents. Continue to explore the potential to accommodate Metrolink, Amtrak, high-speed rail, and intermodal bus terminals in the City, and educate residents on the benefits of reducing highway traffic and emissions.

Measure Number	Title	Description
TL 2.1	EV Infrastructure Plan	Create an EV Infrastructure Plan that prepares Pico Rivera for the transition to EVs by mapping charging and infrastructure needs in areas that are not highly vulnerable to climate impacts, building from the Southern California Association of Governments (SCAG) Southern California Electric Vehicle Charging Station Study. Partner with a transportation planning organization to develop strategies and identify barriers for EV readiness in key locations, including public spaces, schools, businesses, multi-family homes, and underserved areas of the City. Align with the City's VMT Transportation Study to install on-site electric vehicle chargers in an amount beyond what is required by the California Green Building Standards (CalGreen 2025) at new buildings with designated parking areas (e.g., commercial, educational, retail, multi-family).
TL 2.2	EV Readiness Ordinance	Analyze and propose new zoning and building code requirements for EV charging infrastructure and readiness to prepare the City for EV availability and usage. Align with CAAP Action BE 2.1 to explore requiring EV readiness for new and redeveloped single-family homes and EV chargers in new multi-family and commercial buildings, with a focus on increased access for affordable housing units and cost-burdened residents.
TL 2.3	EV Education and Outreach	Develop and implement an outreach campaign focused on EV adoption and use. Encourage EV network expansion by educating the community on available tax incentives and rebates for EV purchases, with a focus on education and incentives specifically for lower-income residents. EV rebate and incentive programs include: • California Clean Vehicle Rebate (up to $7,000) • SCE Clean Fuel Reward program (up to $1,000) • SCE Charge Ready Installation rebate (up to $1,500 • Federal Plug-In Electric Drive Vehicle Credit (up to $7,500)
TL 3.1	Mixed-use transit-oriented development	Promote development standards that increase residential density and integrate affordable housing where feasible, prioritizing areas with low flood risk and incorporating flood protection measures such as green stormwater infrastructure. Align with the Pico Rivera General Plan, LA Metro's Transit Oriented Communities Policy, and the state's Transit-Oriented Development Program to incentivize projects that promote higher densities and mixed-use development, especially in High Quality Transit Areas (HQTAs) identified in the City's Climate Vulnerability Assessment.[4] Locate businesses and job hubs near transit routes to facilitate the decrease of single occupancy vehicle (SOV) travel and promote complete streets.

[4] In 2014, the City of Pico Rivera adopted a General Plan and Zoning Code update that allows for standalone commercial, residential, or mixed-use developments along major corridors near transit. The maximum allowed building height in these areas was increased from 42 feet to 60 feet. The Proposed CAAP accounts for the GHG reduction benefits of this prior City action. Therefore, this Initial Study includes an analysis of the indirect effects of these General Plan and Zoning Code updates.

Measure Number	Title	Description
TL 3.2	Anti-displacement strategies	Identify resident, tenant, and small business protection measures such as rent control policies, eviction protections, technical assistance, and affordable housing requirements to reduce the risk of community displacement as "greening" projects occur. Prioritize improvements to transit access, urban amenities, and social services for groups that are disproportionately vulnerable to impacts of climate change, including incorporating equity into projects and maintaining or adding affordable housing when feasible.
TL 3.3	Environmental justice criteria	Integrate criteria and priorities of environmental justice into zoning, land use planning, permitting policies, and City projects. These criteria should seek to address the disproportionate environmental and health impacts exacerbated by climate change and ensure the equitable distribution of resources and benefits.
TL 4.1	Aviation and freight decarbonization	Advocate for and engage in decarbonization of the regional aviation, freight, and rail sectors through measures such as: • Educating residents on air travel alternatives for personal and business trips, such as regional trains or buses. • Encouraging local advocacy groups and CBOs to support statewide aviation and rail decarbonization legislation, including using sustainable aviation fuel and adoption of fuel efficiency measures. • Advancing zero-emission 'last-mile' freight delivery strategies locally and advocating for zero emission urban freight systems at the state and national level. Promoting incentives and grants from the California Air Resources Board (CARB) and South Coast Air Quality Management District (SCAQMD) for commercial EVs, businesses supporting zero emission freight systems, and zero emission delivery zones.
		Materials & Consumption
MC 1.1	Zero Waste Plan	Develop and implement a Zero Waste Plan to reduce the generation of waste and increase waste reduction, recycling, and composting in the City. Expand current waste data tracking and reporting methods to establish new goals, including waste targets aligned with SB 1383. Consider mandatory requirements for composting/recycling of waste and perform a waste audit every 3-5 years to track progress.
MC 1.2	Recycling and composting education	Work with NASA Services, Inc., Pico Rivera's provider of waste disposal and recycling services, to expand existing education, outreach, and technical assistance to promote recycling and composting among building owners, businesses, and residents. This may include providing technical assistance and incentives designed specifically for high waste generators, such as commercial businesses and multi-family properties. Through outreach training and educational materials, specifically promote the use of reusable cups and containers, increasing water refill stations, and promoting sustainable consumption mobile apps. In addition, ensure equitable access to waste services and benefits such as cost savings by developing equitable outreach materials and conducting targeted outreach to low-income residents in Pico Rivera.

Measure Number	Title	Description
MC 1.3	Food waste diversion program	Continue to expand the City's organic waste collection program in alignment with SB 1383 requirements. To promote compliance, create a food waste education campaign and partner with cost-burdened communities to support a regenerative and sustainable local zero waste food economy. Support edible food recovery through volunteer coordination, transportation, refrigeration and food storage, and distribution systems to recover excess edible food.
MC 2.1	Community reuse and circularity	Support circularity and reuse in the community by promoting fix-it clinics, "Buy Nothing" groups, local tool libraries, and NASA Services' Recycling Event and Annual Bulky Item Collection Week. Partner with entities such as Homeboy Industries that fix and re-sell equipment to promote a local, circular economy and build workforce development.
MC 2.2	Environmentally Preferrable Purchasing Policy	Implement an Environmentally Preferable Purchasing Policy requiring that the City purchase environmentally preferred goods and services such as those that are low-carbon, energy- and water-efficient, locally sourced, reusable, and/or recyclable. In addition, support state-level policies that promote packaging with the lowest lifecycle GHG emissions and collaborate with regional waste haulers to develop plans to reduce local emissions from the collection, transport, and disposal of waste.
MC-2.3	C&D Ordinance	Consider raising the City's Title 8 Health and Safety Code Construction & Demolition (C&D) diversion requirement, which mandates the amount of waste from construction and demolition projects that must be minimized, reused, or recycled. Raise awareness about low-carbon and recycled building materials and set specific recycling goals for builders such as incorporating reusable and recycled materials in road construction. In addition, provide a toolkit for construction professionals on recycling, salvage, and deconstruction.
		Natural Systems & Water Resources
NS 1.1	Protect and restore ecosystems	Protect and restore ecosystems such as forests, rivers, urban parks, and other natural areas that sequester carbon and provide "buffers" during extreme weather events. Specific locations to focus efforts in the City may include the Whittier Narrows Natural Area and Rio Hondo Spreading Grounds. These "buffer" areas provide natural protection against extreme weather events such as floods, storms, and heat waves.
NS 2.1	Tree preservation ordinance	Align with Pico Rivera's General Plan to enforce and strengthen the City's tree preservation ordinance (Code of Ordinances Chapter 12.4). Establish a Community Forestry program that identifies goals for the protection and preservation of trees, prioritizes native, drought tolerant trees, and establishes specific performance standards for stewardship of public trees, such as pursuing a "Tree City USA" designation.
NS 2.2	Tree planting outreach	Partner with the California Urban Forests Council (CaUFC) and local community organizations to promote tree planting through outreach and incentive programs, focusing on reaching underserved and vulnerable communities.

Measure Number	Title	Description
NS 2.3	Urban greening	Continue to implement the City's Urban Greening Plan to increase open space and urban forestry, prioritizing improvements in areas identified by the City's Climate Vulnerability Assessment as most impacted by climate impacts such as extreme heat. Explore infrastructure projects to minimize heat island effects, decrease impervious surfaces, and increase park access and safety, including the addition of more drought-resistant trees/vegetation, play areas, solar panels, lights, and community spaces. Implement incentives, such as expedited permitting processes, to encourage developers to incorporate green spaces, parks, and community gardens in new housing complexes and mixed-use spaces, particularly for vulnerable communities within the City.
NS 3.1	Community water conservation	As part of SB 1383, enforce the City's Model Water Efficient Landscape Ordinance (MWELO) and continue to require the use of drought-tolerant Landscaping and water conservation measures in new development and on City property. Encourage residents to plant native and climate appropriate plants and expand educational programs on rain gardens and the benefits of reusing rainwater and greywater. Work with the Water Replenishment District to facilitate education and workshops for Landscaping professionals and the broader community on water conservation best practices and benefits, for both indoor water use and Landscaping. This may include providing technical assistance and incentives for installing irrigation improvements such as smart irrigations sensors and drip-irrigation systems.
NS 3.2	Green stormwater infrastructure	Promote the City's Urban Water Management Plan and Urban Greening Plan to encourage low-impact development and stormwater management best practices. Continue to regulate construction and development activities to incorporate stormwater protection measures and best management practices in areas prone to flooding, in accordance with the City's National Pollution Discharge Elimination System (NPDES) permit.
		Community Resilience & Wellbeing
CR 1.1	Climate impacts resilience strategy	Use Pico Rivera's Hazard Mitigation Plan and Climate Vulnerability Assessment to understand and prepare for climate impacts on the community and City infrastructure. This may include: Addressing projected climate effects for various drought phases in Southern California through coordination with the Pico Rivera Water Authority and Pico Water District. Align with NS 3.1 to include water conservation measures with incentives, information, and requirements for residents and businesses to adopt efficient water practices. Implement the Urban Water Management Plan to meet average and peak daily water demand, monitor water supply sources, and prepare community members and businesses for periods of stressed water supply. Promoting urban heat resilience by building off of the City's Urban Greening Plan and aligning with LA County's Urban Heat Island Reduction Plan. Specifically, align with policies NS 2.1, NS 2.2, NS 2.3, and NS 3.2 to promote land use measures to decrease heat-trapping surfaces and implement urban design and greening policies that encourage building and street orientation for shade, cool pavements, and the incorporation of green stormwater infrastructure. Collaborate with businesses, regional, and City departments to establish guidelines that ensure safe work in outdoor environments during extreme heat events.

Measure Number	Title	Description
		Fostering collaboration with local agencies, residents, emergency management officials, and relevant partners to prepare for conditions of low air quality and wildfire smoke. Key components may include a community notification system, distributing and educating residents on personal protective equipment and air filters, and raising awareness of how residents can protect themselves against poor air quality during wildfire events.
CR 1.2	Flooding preparedness	Work with the Pico Rivera Emergency Management Division to promote community safety and infrastructure resiliency during extreme precipitation events. Extreme precipitation events, exacerbated by climate change, may increase the likelihood of flooding and dam failure - particularly for the Whittier Narrows Dam.
CR 1.3	Sustainable food systems	Expand local food security and the food-related economy to ensure that Pico Rivera communities have access to healthy, affordable, and climate-friendly foods. Increase the local food supply by continuing to promote community gardens, edible school yards, farmers markets, and green roofs.
CR 2.1	Climate education and awareness	Pico Rivera communities most at risk to climate impacts include elderly residents and young children, communities that are linguistically isolated, individuals with pre-existing health conditions, and residents who are cost-burdened and/or experiencing food insecurity. The City should expand climate education initiatives for the Pico Rivera community, linking climate action with social equity and public health, and focusing efforts on particularly vulnerable populations throughout the City. Establish a climate outreach and education campaign that works to reduce confusion and skepticism around climate action and encourage individual sustainability efforts by partnering with community-based organizations and youth groups. Promote involvement in the Community's Emergency Response Team (CERT) to encourage more community members to become on-the-ground responders. Support state and federal legislation to expand and accelerate local climate mitigation and adaptation work and create a public platform for monitoring progress in CAAP action implementation and GHG emissions reduction.
CR 2.2	Equitable public participation in climate planning	Actively seek input from communities that have historically been excluded from government and climate policy-making processes through a community centered approach. Use guiding principles for equitable community engagement to regularly facilitate community meetings and advisory boards with a diverse set of participants and community-based organizations.
CR 2.3	Youth climate engagement	Foster understanding of climate impacts and action within Pico Rivera's youth population through youth-focused events, social media, interactive meetings, listening sessions, and involvement in implementation activities. Promote climate knowledge exchange between formal and informal educational organizations including youth groups, schools, and nearby universities. Consider providing community service hours, course credit, and internships to incentivize youth connection around climate action.

Measure Number	Title	Description
CR 2.4	Energy-related outreach and education	Encourage energy efficiency retrofits and building adaptation upgrades through an outreach and educational campaign, emphasizing the ability of building retrofits to bolster public health and improve resilience to heat-related challenges. Consider leveraging the U.S. Department of Energy's (DOE) weatherization programs to educate businesses and building owners on potential costs, benefits, and available incentives for weatherization and efficiency upgrades. Focus on specific retrofits and technological options (e.g., retrofits to improve energy efficiency, passive solar design, shading, natural ventilation, weatherization, smart appliances, smart home hubs, energy efficient appliances, LED lighting, electric hot water heaters, stoves). As part of the campaign, teach residents how to engage in decision-making regarding the ownership, generation, storage, distribution of, and transition to renewable energy. Provide information on available funding and assistance programs available to relieve the financial burden for low-income residents, such as those offered through California Alternative Rates for Energy (CARE), the federal Family Electric Rate Assistance (FERA) program, and Southern California Edison (SCE).
		Municipal & Crosscutting
MU 1.1	Municipal building emissions reduction	Ensure the City leads by example in reducing GHG emissions and environmental impact from municipal building operations by setting a timeline to achieve the following goals: • Retrofit City buildings with on-site solar and renewable energy storage systems. • Perform City facility energy and water audits to track building energy and water performance. • Transition City facilities to become Triple Net Zero (zero net energy, zero net waste, and zero net GHG emissions).
MU 1.2	Municipal vehicle electrification	Transition the municipal vehicle fleet to all electric, where feasible. Continue to pursue local, state and federal funding to acquire EVs for the municipal fleet and site additional EV charging stations for private and public use.
MU 1.3	Regional collaboration	Continue to partner with neighboring cities, the Southern CA Association of Governments (SCAG), Gateway Council of Governments, and other Los Angeles County groups to advance regional initiatives to expand and accelerate climate mitigation measures and increase community resilience to climate change.
MU 1.4	Action implementation	Increase the Pico Rivera Office of Sustainability's Capacity to advance sustainability goals and implement the CAAP. Roles may include: Coordinating with City departments and providing resources for implementing CAAP actions. Seeking consistent and sufficient annual funding and exploring state/federal grants to implement Pico Rivera's CAAP actions. Facilitating CAAP action updates and tracking progress on ongoing sustainability efforts.
MU 1.5	Refrigerants management	Minimize refrigerant emissions by: • Giving preference to low-carbon refrigerants and ensuring their proper disposal in municipal operations. • Substituting outdated refrigerants with alternatives with lower global warming potentials in municipal operations.

Measure Number	Title	Description
		• Assisting local businesses in enhancing efficiency and reducing emissions associated with refrigerants.
MU 2.1	Green workforce and training opportunities	Offer sustainable economic development opportunities and green job training initiatives to bolster the local workforce while investing in the development of frontline, underrepresented, and economically disadvantaged communities as well as local infrastructure. Collaborate with regional workforce and economic development organizations, such as the Pacific Gateway Workforce Innovation Network, to improve workforce resilience to extreme heat and establish green industry workforce development programs for community members disproportionately affected by climate change. Specific industries to prioritize may include renewable energy, green construction and building materials, water conservation, building retrofits, and public transportation.
MU 2.3	Sustainable business certification	Provide recognition to and promote businesses and nonprofits that utilize sustainable practices in their operations and promote environmental awareness in the community. In addition, continue to collaborate with local businesses pursuing Green Business Plans or Leadership in Energy and Environmental Design (LEED) certifications.

Section 4.0 Environmental Setting, Checklist, and Impact Discussion

This section presents the discussion of impacts related to the following environmental subjects in their respective subsections:

4.1	Aesthetics	4.12	Mineral Resources
4.2	Agriculture and Forestry Resources	4.13	Noise
4.3	Air Quality	4.14	Population and Housing
4.4	Biological Resources	4.15	Public Services
4.5	Cultural Resources	4.16	Recreation
4.6	Energy	4.17	Transportation
4.7	Geology and Soils	4.18	Tribal Cultural Resources
4.8	Greenhouse Gas Emissions	4.19	Utilities and Service Systems
4.9	Hazards and Hazardous Materials	4.20	Wildfire
4.10	Hydrology and Water Quality	4.21	Mandatory Findings of Significance
4.11	Land Use and Planning		

The discussion for each environmental subject includes the following subsections:

- **Environmental Setting** – This subsection 1) provides a brief overview of relevant plans, policies, and regulations that compose the regulatory framework for the project and 2) describes the existing, physical environmental conditions at the project site and in the surrounding area, as relevant.
- **Impact Discussion** – This subsection 1) includes the recommended checklist questions from Appendix G of the CEQA Guidelines to assess impacts and 2) discusses the project's impact on the environmental subject as related to the checklist questions. For significant impacts, feasible mitigation measures are identified. "Mitigation measures" are measures that will minimize, avoid, or eliminate a significant impact (CEQA Guidelines Section 15370). Mitigation measures are numbered to correspond to the impact they address. For example, MM BIO-1.3 refers to the third mitigation measure for the first impact in the Biological Resources section.

4.1 Aesthetics

4.1.1 Environmental Setting

4.1.1.1 *Regulatory Framework*

State

Senate Bill 743

Senate Bill (SB) 743 was adopted in 2013 and requires lead agencies to use alternatives to level of service (LOS) for evaluating transportation impacts, specifically vehicle miles traveled (VMT). SB 743 also included changes to CEQA that apply to transit-oriented developments, as related to aesthetics and parking impacts. Under SB 743, a project's aesthetic impacts will no longer be considered significant impacts on the environment if:

- The project is a residential or mixed-use residential project, or employment center project; and
- The project is located on an infill site within a transit priority area;[5]
- SB 743 also clarifies that local governments retain their ability to regulate a project's aesthetics impacts outside of the CEQA process.

Streets and Highway Code Sections 260 through 263

The California Scenic Highway Program (Streets and Highway Code, Sections 260 through 263) is managed by the California Department of Transportation (Caltrans). The program is intended to protect and enhance the natural scenic beauty of California highways and adjacent corridors through special conservation treatment. There are no state-designated scenic highways in Pico Rivera. State Route 55 (SR 55) from SR 91 to the Santa Ana Canyon is the nearest officially designated State Scenic Highway.[6]

[5] An "infill site" is defined as "a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses." A "transit priority area" is defined as "an area within 0.5 mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program or applicable regional transportation plan." A "major transit stop" means "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." Source: California Legislative Information. "Chapter 2.7. Modernization of Transportation Analysis for Transit-Oriented Infill Projects [21099- 21099.]." Accessed July 26, 2024. https://leginfo.legislature.ca.gov/faces/codes_displayText.xhtml?lawCode=PRC&division=13.&part=&chapter=2.7.&article=.

[6] California Department of Transportation. "Scenic Highways." Accessed August 23, 2024. https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways.

Local

City of Pico Rivera General Plan

The City of Pico Rivera General Plan (General Plan) was adopted in October 2014 and serves as the primary source of long-range planning and policy direction. The following policies in the General Plan have been adopted for the purposes of reducing or avoiding impacts related to aesthetic resources and are applicable to the project.

Policy	Description
3.2-1	**Gateway Design and Improvements.** Create a city-wide entry and wayfinding signage program to create clear entry statements at key gateways to the city, to improve the identification of important destinations throughout the city, to distinguish and brand the city and for beautification. Design gateway treatments for key entryways into the city that incorporate Landscaping, signage, public art, and/or structural elements that communicate a sense of arrival.
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
3.6-2	**Retrofits.** Encourage retrofits and reuse of older and underutilized industrial and commercial buildings throughout the city to create more modern buildings and sites with a higher quality of design.
3.6-3	**Code Enforcement.** Improve the appearance of substandard structures, properties and signage through improved code enforcement efforts, which is the primary means to ensure that properties are well maintained.
3.6-4	**Sign Ordinance.** Update the existing sign ordinance to better regulate the quantity of signs as well as size, location and overall design to maintain and enhance the visual quality of the community.
3.7-1	**Design.** Regulate the design and site planning of new development in and adjacent to residential neighborhoods to ensure compatibility between the new development and the existing residential areas.
3.7-2	**Neighborhood Revitalization.** Promote revitalization of neighborhoods in need by maintaining public improvements, encouraging infill development compatible with the scale and character of existing development, and supporting public and private efforts to upgrade and maintain neighborhood appearance and the existing housing stock.
3.7-3	**Housing Maintenance.** Promote the maintenance of existing residential units and Improvements through code enforcement and the Housing Rehabilitation Program to assure a quality living environment for residents and consistency with their neighborhood setting.

3.8-1	**Appearance and Vitality.** Support public and private efforts to reinvest in and renovate existing commercial development to increase economic vitality, improve aesthetic appearance, expand pedestrian orientation and enhance street frontages.
3.8-4	**New Commercial and Mixed-Use Development.** Promote high quality commercial, office and mixed-use development and redevelopment that is compatible with surrounding uses, and enhances adjacent Streetscapes.
3.8-6	**Enhanced Design Character.** Encourage the renovation, infill and redevelopment of existing commercial areas to improve their architectural design and quality, reduce the visual prominence of parking lots, make centers more pedestrian friendly, reduce visual clutter associated with signage, and enhance the definition and character of the street frontage and associated Streetscape.
3.9-1	**New Industrial Development.** Promote high quality industrial development and redevelopment that is compatible with surrounding uses and enhances the adjacent Streetscape.
3.9-4	**Design and Buffer.** Ensure that industrial developments are sited and adequately buffered from surrounding neighborhoods and development to minimize negative impacts such as visual pollution, noise, odors, truck activities, and other such conflicts on non-industrial uses.

Municipal Code

Chapter 18.42 of the Municipal Code includes objective design standards for multi-family, mixed-use development projects. All entryways, porch areas, pedestrian pathways, parking areas, and gates are required to include lighting for safety and security, and lighting must be fully shielded, directed downward (not above the horizontal plane), and shall not spill onto adjacent properties. The Municipal Code establishes a maximum threshold for lighting levels at mixed-use and multi-family units of one-half foot candle at lot line boundaries, and one foot-candle at buildings, parking lots or other areas.

4.1.1.2 *Existing Conditions*

Scenic Resources and Views

Scenic resources and views in Pico Rivera include views of the Puente Hills to the east, and the San Gabrielle River.

4.1.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings?[7] If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

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

The proposed CAAP contains measures designed to reduce GHG emissions citywide and would not result in any direct physical impacts on the environment.

Measures BE-2.1 and BE-2.2 would allow for the installation of electric infrastructure and appliances in new and existing buildings. Because these physical changes would occur within existing and new buildings, implementation of these measures would not result in a substantial adverse impact on scenic vistas.

Future installation of new bicycle and pedestrian facilities and the addition of micromobility devices in public spaces allowed under Measures TL-1.2 and TL-1.3 would not involve construction of new structures large enough to obscure scenic vistas. Nevertheless, individual projects allowed under Measure TL-1.2 would be subject to project-level, site-specific environmental review pursuant to CEQA and would be required to document impacts to scenic vistas and incorporate mitigation measures to avoid or minimize such impacts, if necessary.

Implementation of Measure BE-3.2 would encourage installation of solar power infrastructure. TL-3.1 supports General Plan and Zoning Code updates to allow for future development of buildings at greater heights and densities near transit. Solar power infrastructure such as solar panels and taller buildings near transit would be visible from public viewpoints and may result in substantial adverse effects on a scenic vista. The impacts of individual projects associated with implementation of these measures would be subject to project-level, site-specific environmental review pursuant to CEQA

[7] Public views are those that are experienced from publicly accessible vantage points.

and would be required to document impacts and incorporate mitigation measures to avoid or minimize impacts, if necessary.

Continued enforcement of the City's tree preservation ordinance and promotion of tree planting under Measures NS- 2.1 and NS-2.3 would enhance or allow for the preservation of existing scenic vistas.

The remaining CAAP measures would not result in any direct or indirect changes to scenic vistas because they involve energy audits, education, outreach, policy changes within municipal organizations, or behavioral changes with no physical effects.

For these reasons, implementation of these measures would not result in a substantial adverse effect on scenic vistas. **(Less than Significant Impact)**

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

As previously noted, there are no designated State Scenic Highways in Pico Rivera. Therefore, the project would have no potential to substantially damage scenic resources within a State Scenic Highway. **(No Impact)**

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? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

As previously discussed, the proposed CAAP would not result in any direct physical impacts on the environment. Any future development allowed under the CAAP (such as under Measures TL-1.2 and TL-3.1) would be located in urban areas of the City. The potential for these developments to result in a substantial degradation of the existing visual character or quality of public views would be analyzed and disclosed during project-level, site-specific CEQA environmental review. Mitigation measures to avoid or minimize impacts to the visual character of a project area would be incorporated, as necessary. For these reasons, the proposed CAAP would not conflict with applicable zoning and other regulations governing scenic quality. **(Less than Significant Impact)**

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

The proposed CAAP contains measures designed to reduce GHG emissions citywide and would not result in any direct physical impacts on the environment. Future development resulting from implementation of the proposed CAAP (such as under Measures TL-1.2 and TL-3.1) would be required to conform to the Municipal Code lighting requirements. The environmental review and

planning process for individual developments would ensure compatibility of the lighting and building materials with surrounding uses. Therefore, the project would not create a new source of light or glare. **(Less than Significant Impact)**

4.2 Agriculture and Forestry Resources

4.2.1 Environmental Setting

4.2.1.1 *Regulatory Framework*

State

Farmland Mapping and Monitoring Program

The California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP) assesses the location, quality, and quantity of agricultural land and conversion of these lands over time. Agricultural land is rated according to soil quality and irrigation status. The best quality land is identified as Prime Farmland. In CEQA analyses, the FMMP classifications and published county maps are used, in part, to identify whether agricultural resources that could be affected are present on-site or in the project area.[8]

California Land Conservation Act

The California Land Conservation Act (Williamson Act) enables local governments to enter into contracts with private landowners to restrict parcels of land to agricultural or related open space uses. In return, landowners receive lower property tax assessments. In CEQA analyses, identification of properties that are under a Williamson Act contract is used to also identify sites that may contain agricultural resources or are zoned for agricultural uses.[9]

Fire and Resource Assessment Program

The California Department of Forestry and Fire Protection (CAL FIRE) identifies forest land, timberland, and lands zoned for timberland production that can (or do) support forestry resources.[10] Programs such as CAL FIRE's Fire and Resource Assessment Program are used to identify whether forest land, timberland, or timberland production areas could be affected are located on or adjacent to a project site.[11]

[8] California Department of Conservation. "Farmland Mapping and Monitoring Program." Accessed July 26, 2024. http://www.conservation.ca.gov/dlrp/fmmp/Pages/Index.aspx.

[9] California Department of Conservation. "Williamson Act." http://www.conservation.ca.gov/dlrp/lca.

[10] Forest Land is land that can support 10 percent native tree cover and allows for management of forest resources (California Public Resources Code Section 12220(g)); Timberland is land not owned by the federal government or designated as experimental forest land that is available for, and capable of, growing trees to produce lumber and other products, including Christmas trees (California Public Resources Code Section 4526); and Timberland Production is land used for growing and harvesting timber and compatible uses (Government Code Section 51104(g)).

[11] California Department of Forestry and Fire Protection. "Fire and Resource Assessment Program." Accessed August 23, 2024. http://frap.fire.ca.gov/.

4.2.1.2 *Existing Conditions*

Farmland and Forest Land

The City of Pico Rivera is fully urbanized and there are no properties designated for farm or forest uses or under a Williamson Act contract.[12] According to the Department of Conservation Important Farmland Map for South Los Angeles County, there are no important farmlands in the city.[13]

4.2.2 Impact Discussion

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

[12] City of Pico Rivera. General Plan. Figure 3-1. October 2014.

[13] California Department of Conservation. Los Angeles County Important Farmland 2018, Sheet 2 of 2. November 2020.

a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

As previously noted, there are no lands identified as Prime, Unique, or Farmland of Statewide Importance in Pico Rivera. Therefore, the project would have no potential to convert such lands to non-agricultural use. **(No Impact)**

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

As previously noted, there are no lands zoned for agricultural use or under a Willamson Act contract in Pico Rivera. Therefore, the project would not conflict with such zoning or contracts. **(No Impact)**

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production?

As previously noted, there are no lands identified or zoned as timberland or timberland production in Pico Rivera. Therefore, the project would not conflict with such zoning. **(No Impact)**

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

As previously noted, there are no lands identified as forest land in Pico Rivera. Therefore, the project would not result in the loss or conversion of such lands. **(No Impact)**

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?

As previously noted, the City of Pico Rivera is fully developed and there are no lands identified as forest or farmland in the city. Implementation of the proposed CAAP would not result in any direct physical impacts on the environment. Therefore, the project would not result in changes to the existing physical environment which, due to their location or nature, could result in conversion of farmland or forestland to non-agricultural or forest uses. **(No Impact)**

4.3 Air Quality

4.3.1 Environmental Setting

4.3.1.1 *Background Information*

Criteria Pollutants

Criteria air pollutants are pollutants that have established federal or State standards for outdoor concentrations to protect public health. Pursuant with the federal and State Clean Air Acts, the United States Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) have established and enforced the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS), respectively. The NAAQS and CAAQS address the following criteria air pollutants: ozone (O_3), nitrogen dioxide (NO_2), carbon monoxide (CO), particulate matter with a diameter of 10 microns or less (PM_{10}), particulate matter with a diameter of 2.5 micros or less ($PM_{2.5}$), sulfur dioxide (SO_2), and lead. The CAAQS also includes visibility reducing particles, sulfates, hydrogen sulfide, and vinyl chloride.

Toxic Air Contaminants

Toxic air contaminants (TACs) include airborne chemicals that are known to have short- and long-term adverse health effects. TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, diesel fuel combustion, and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near their source (e.g., diesel particulate matter [DPM] near a freeway). Unlike criteria air pollutants, which have a regional impact, TACs are highly localized and regulated at the individual emissions source level.

DPM is the predominant TAC in urban air and is estimated to represent about three-quarters of the cancer risk from TACs. DPM is comprised of diesel exhaust which is a complex mixture of gases, vapors, and fine particles. Medium- and heavy-duty diesel trucks represent the bulk of DPM emissions from California highways. The majority of DPM is small enough to be inhaled into the lungs. Most inhaled particles are subsequently exhaled, but some deposit on the lung surface or are deposited in the deepest regions of the lungs (i.e., areas most susceptible to injury).[14] Chemicals in diesel exhaust, such as benzene and formaldehyde, are also TACs identified by the CARB.

An overview of the sources of criteria pollutants and TACs, as well as their associated health effects, is provided in Table 4.3-1.

[14] California Air Resources Board. "Overview: Diesel Exhaust and Health." Accessed August 23, 2024. https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health.

Table 4.3-1: Sources and Health Effects of Criteria Air Pollutants and Toxic Air Contaminants

Pollutants	Description and Sources	Primary Effects
Ozone (O_3)	O_3 is a secondary criteria air pollutant that is the result of a photochemical (sunlight) reaction between reactive organic gases (ROG) and nitrogen oxides (NO_x). Pollutants emitted by motor vehicles, power plants, industrial boilers, refineries, and chemical plants are the common sources for this reaction. High O_3 levels are caused by the cumulative emissions of ROG and NO_X. These precursor or primary pollutants react under certain meteorological conditions to form high O_3 levels. Commons sources of ROG and NO_x are vehicles, industrial plants, and consumer products.	Aggravation of respiratory and cardiovascular diseases Irritation of eyes Cardiopulmonary function impairment
Nitrogen Dioxide (NO_2)	NO_2 is a reactive gas that combines with nitric oxide (NO) to form NO_x. NO_2 is the byproduct of fuel combustion, with common sources of NO_2 being emissions from cars, trucks, buses, power plants, and off-road equipment. Other sources of NO_2 include high temperature stationary combustion and atmospheric reactions.	Aggravation of respiratory illness Reduced visibility
Carbon Monoxide (CO)	CO is a colorless, odorless, and toxic gas that is the product of incomplete combustion of carbon-containing substances (e.g., when something is burned). Common outdoor sources of CO include mobile vehicles (passenger cars and trucks) and machinery that burn fossil fuels.	Interferes with oxygen delivery to the body's organ due to binding with the hemoglobin in the blood Fatigue, headaches, confusion, and dizziness
Fine Particulate Matter ($PM_{2.5}$) and Coarse Particulate Matter (PM_{10})	Particulate Matter (PM) is any material that is emitted as liquid or solid particles or a gaseous material, such as dust, soot, aerosols, and fumes. PM_{10} and $PM_{2.5}$ are both small enough particulates to be inhaled into the human lungs, and $PM_{2.5}$ is small enough to deposit into the lungs, which poses an increased health risk compared to PM_{10}. Typical sources of PM include stationary combustion of solid fuels, construction activities, vehicles, industrial processes, and atmospheric chemical reactions.	Reduced lung function, especially in children Aggravation of respiratory and cardiorespiratory diseases Increased cough and chest discomfort Reduced visibility
Sulfur Dioxide (SO_2)	SO_2 is a pungent and colorless gaseous pollutant. SO_2 is part of the sulfur oxides (SO_x) group and is the pollutant of greatest concern in the SO_x group. SO_x can react with other compounds in the atmosphere to form small particles. These particles contribute to pollution. SO_2 is primarily formed from fossil fuel combustion at power plants and other industrial facilities. Sources of SO_2 include motor vehicles, locomotives, ships, and off-road diesel equipment that are operated with fuels that contain high levels of sulfur. Industrial processes, such as natural gas and petroleum extraction, oil refining, and metal processing.	Aggravation of respiratory illness Respiratory irritation such as wheezing, shortness of breath and chest tightness Increased incidence of pulmonary symptoms and disease, decreased pulmonary function

Pollutants	Description and Sources	Primary Effects
Lead	Lead is a naturally occurring element that can be found in all parts of the environment including the air, soil, and water. As an air pollutant, lead is present in small particles. The most common historic source of lead exposure was the past use of leaded gasoline in motor vehicles. The exhaust resulting from use of leaded gasoline would release lead emissions into the air. Now, major sources of lead in the air are from ore and metals processing plants and piston-engine aircraft operating on leaded aviation fuel. Other sources are waste incinerators, utilities, and lead-acid battery manufacturers. The highest air concentrations of lead are usually found near lead smelters.	Adversely affect the nervous system, kidney function, immune system, reproductive and developmental systems and the cardiovascular system
Toxic Air Contaminants (TACs)	TACs include certain air pollutants known to increase the risk of cancer and/or a range of other serious health effects. Sources of TAC include, but are not limited to, cars and trucks, especially diesel-fueled; industrial sources, such as chrome platers; dry cleaners and service stations; and building materials and products.	Cancer Chronic eye, lung, or skin irritation Neurological and reproductive disorders

Sensitive Receptors

Some groups of people are more affected by air pollution than others. CARB has identified the following groups who are most likely to be affected by air pollution: children under 16, the elderly over 65, athletes, and people with cardiovascular and chronic respiratory diseases. These groups are classified as sensitive receptors. Locations that may contain a high concentration of these sensitive population groups include residential areas, hospitals, daycare facilities, elder care facilities, and elementary schools.

4.3.1.2 *Regulatory Framework*

Federal and State

Clean Air Act

At the federal level, the EPA is responsible for overseeing implementation of the Clean Air Act and its subsequent amendments. The federal Clean Air Act requires the EPA to set national ambient air quality standards for the six common criteria pollutants, discussed previously; PM, O_3, CO, SO_2, NO_2, and lead.[15]

CARB is the state agency that regulates mobile sources throughout the state and oversees implementation of the state air quality laws and regulations, including the California Clean Air Act. The EPA and the CARB have adopted ambient air quality standards establishing permissible levels of

[15] NO_x is the group of nitrogen compounds (NO_2 and nitric oxide [NO]) that typically represents NO_2 emissions because NO_2 emissions contribute the majority of NO_x exhaust emissions emitted from fuel combustion.

these pollutants to protect public health and the climate. Violations of ambient air quality standards are based on air pollutant monitoring data and are determined for each air pollutant. Attainment status for a pollutant means that a given air district meets the standard set by the EPA and/or CARB.

Diesel Risk Reduction Plan

To address the issue of diesel emissions in the state, CARB developed the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles. In addition to requiring more stringent emission standards for new on-road and off-road mobile sources and stationary diesel-fueled engines to reduce particulate matter emissions by 90 percent, this plan involves the application of emission control strategies to existing diesel vehicles and equipment to reduce DPM and other pollutants. Implementation of this plan, in conjunction with stringent federal and CARB-adopted emission limits for diesel fueled vehicles and equipment, including off-road equipment, will significantly reduce emissions of DPM and NO_X.

Regional

2016 Air Quality Management Plan

The South Coast Air Quality Management District (SCAQMD) is the agency primarily responsible for assuring that the federal and state ambient air quality standards are maintained in the South Coast Air Basin (an area that includes Orange County, and non-desert portions of Los Angeles, Riverside, and San Bernadino counties), which includes the project area. Regional air quality management districts, such as SCAQMD, must prepare air quality plans specifying how federal and state air quality standards will be met. SCAQMD's most recently adopted plan is the 2016 Air Quality Management Plan (2016 AQMP).

CEQA Air Quality Guidelines

The SCAQMD is in the process of developing an Air Quality Analysis Guidance Handbook to replace the CEQA Air Quality Handbook approved by the SCAQMD Governing Board in 1993. Once approved, the new Air Quality Analysis Guidance Handbook will serve as a guide for those who prepare or evaluate air quality impact analyses for projects and plans in the South Coast Air Basin. Until then, jurisdictions in the South Coast Air Basin utilize the 2023 South Coast AQMD Air Quality Significance Thresholds.

2016-2040 Regional Transportation Plan/Sustainable Communities Strategy

The Southern California Association of Governments adopted the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS) in April 2016. The 2016-2040 RTP/SCS reaffirms the land use policies that were incorporated into the 2012-2035 RTP/SCS. These foundational policies, which guided the development of the 2016-2040 RTP/SCS's strategies for land use, include:

- Identify regional strategic areas for infill and investment;
- Structure the plan on a three-tiered system of centers of development;

- Development “Complete Communities”;
- Develop nodes on a corridor;
- Plan for additional housing and jobs near transit;
- Plan for changing demand in types of housing;
- Continue to protect stable, existing single-family areas;
- Ensure adequate access to open space and preservation of habitat; and
- Incorporate local input and feedback on future growth.

Local

City of Pico Rivera General Plan

The following policies in the General Plan have been adopted for the purposes of reducing or avoiding impacts related to air quality and are applicable to the project.

Policy	Description
8.2-1	**Regional Efforts.** Coordinate local air quality improvements and greenhouse gas emissions reduction efforts with surrounding communities, and regional agencies such as the South Coast Air Quality Management District, the Gateway Cities Council of Governments.
8.2-3	**Construction Emissions.** Require new development projects to incorporate feasible measures that reduce emissions from construction, grading, excavation, and demolition activities to avoid, minimize, and/or offset their impacts consistent with the South Coast Air Quality Management District.
8.2-4	**Operational Emissions.** Require new development projects to incorporate feasible measures that reduce operational emissions through project and site design and use of best management practices to avoid, minimize, and/or offset their impacts consistent with South Coast Air Quality Management District requirements.
8.2-5	**Toxic Air Pollutants.** Locate uses, facilities and operations that may produce toxic or hazardous air pollutants (e.g. industrial uses, highways) an adequate distance from sensitive receptors, consistent with California air Resources Board recommendations.
8.2-6	**Odors.** Require that adequate buffer distances be provided between odor sources such as industrial users and sensitive receptors.
8.2-7	**Consolidate Industrial Uses.** Consolidate truck-intensive industrial uses within the southern portion of the city to separate truck routes from neighborhoods and minimize potential impacts of diesel emissions on existing residential uses.
8.2-9	**Park and Ride Lots.** To encourage carpooling, work with the City of Whittier to develop additional park and ride facilities along the I-605 freeway, and with the cities of Downey and Commerce to develop additional park and ride facilities along the I-5 freeway.
8.2-10	**Employers.** Encourage employers to allow flexible work hours and telecommuting where feasible, and to provide incentives for employee use of public transit, biking, walking, and carpooling for home to work commutes.
8.2-14	**Transit Vehicles.** Encourage and work with local and regional transit providers to use transit vehicles and facilities that are powered by alternative fuels and are low emissions.
8.2-18	**Electric Vehicles.** Encourage provision of or readiness for charging stations and related infrastructure for electric vehicles within new development and redevelopment proposals and within City operations

4.3.1.3 *Existing Conditions*

Climate and Topography

The City of Pico Rivera is located in the South Coast Air Basin. The South Coast Air Basin has the worst air quality in the nation due to a combination of factors, including high vehicle population, high vehicle miles traveled within the region, and geographic and atmospheric conditions favorable for photochemical oxidant (smog) formation.

Regional and Local Air Pollutant Levels

SCAQMD monitors air pollutants at various sites within the South Coast Air Basin. There is one monitoring station in Pico Rivera. Pollutant monitoring results for the years 2021 to 2023 at the Pico Rivera Monitoring Station are shown in Table 4.3-2.

Table 4.3-2: Ambient Air Quality Standards Violations at Pico Rivera Monitoring Station

Pollutant	Standard	Days Exceeding Standard in 2021	Days Exceeding Standard in 2022	Days Exceeding Standard in 2023
Ozone	State 8-hour	3	2	2
Carbon Monoxide	Federal 1-hour	-	-	-
Nitrogen Dioxide	State 1-hour	-	-	-
PM_{10}	Federal 24-hour	-	-	-
	State 24-hour	-	-	-
$PM_{2.5}$	Federal 24-hour	2	1	1
Source: California Air Resources Board. "Air Quality Data (PST) Query Tool." Accessed July 31, 2024. https://www.arb.ca.gov/aqmis2/aqdselect.php				

The South Coast Air Basin is considered an "extreme" non-attainment area for ground-level ozone.[16] The area is also considered nonattainment for $PM_{2.5}$.[17]

Local Community Risks/Toxic Air Contaminants

The City of Pico Rivera includes both roadway and stationary sources of TAC emissions. Roadway TAC sources in the City include roadways with traffic volumes of over 10,000 vehicles per day. Stationary sources of TACs can be industrial, commercial, or manufacturing uses, common stationary sources in Pico Rivera include gas stations and generators.

[16] South Coast Air Management District. "Air Quality Management Plan (AQMP)." Accessed July 31, 2024. https://www.aqmd.gov/home/air-quality/air-quality-management-plans/air-quality-mgt-plan
[17] California Air Resources Board. "2024 South Coast PM2.5 Plan." Accessed July 31, 2024. https://www.aqmd.gov/docs/default-source/clean-air-plans/pm2.5-plans/final-pm2.5-plan/2012-annual-pm2-5-plan.pdf?sfvrsn=16

Sensitive Receptors

As previously noted in Section 3.1.1 Background Information, sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollution, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors in Pico Rivera include residences, schools, hospitals, and daycare centers.

Odors

Common sources of odors and odor complaints include wastewater treatment plants, transfer stations, coffee roasters, painting/coating operations, and landfills. Significant sources of offending odors are typically identified based on complaint histories received and compiled by SCAQMD. Typical large sources of odors that result in complaints are wastewater treatment facilities, landfills including composting operations, food processing facilities, and chemical plants. Other sources, such as restaurants, paint or body shops, and coffee roasters typically result in localized sources of odors.

4.3.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Note: Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the determinations.

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

The proposed CAAP contains measures designed to reduce GHG emissions citywide. Due to the nature of the proposed CAAP measures to reduce GHG emissions, implementation of the proposed CAAP would be consistent with and contribute to the achievement of the 2016 AQMP goals of identifying, developing, and implementing strategies and control measures to meet National and

State air quality standards. Therefore, the proposed CAAP does not contain any measures that would conflict with or obstruct implementation of the 2016 AQMP. **(Less than Significant Impact)**

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?

As noted in Section 4.3.2.2 Existing Conditions, the South Coast Air Basin is considered a non-attainment area for ground level ozone and $PM_{2.5}$ under applicable state and federal air quality standards.

The proposed CAAP would not result in any direct criteria pollutant emissions, however, certain measures (BE-2.1, BE-2.2, BE-3.2, TL-1.2, TL-1.3, and TL-3.1) would result in indirect criteria pollutant emissions through installation of electric and solar infrastructure in new and existing buildings, supporting construction of active transportation facilities, supporting access to micromobility devices, and supporting General Plan and Zoning Code updates to encourage higher density development near transit. Any future development associated with these measures would be subject to project-level, site-specific CEQA review and would be required to document criteria pollutant emissions impacts and implement mitigation measures to avoid or reduce impacts, as necessary. Cumulative impacts, if any, would be addressed through project-level mitigation measures.

The remaining CAAP measures would not result in any indirect criteria pollutant emissions because they involve energy audits, education, outreach, policy changes within municipal organizations, or behavioral changes with no physical effects.

For these reasons, the proposed CAAP would not result in a cumulatively considerable net increase in criteria pollutant emissions. **(Less than Significant Impact)**

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

The proposed CAAP contains measures designed to reduce GHG emissions citywide and would not result in any direct physical impacts on the environment. Future development associated with implementation of Measures BE-2.1, BE-2.2, BE-3.2, TL-1.2, TL-1.3, and TL-3.1 would result in indirect pollutant emissions and could be located in proximity to sensitive receptors. However, future development associated with implementation of these measures would be subject to project-level, site-specific CEQA review and would be required to document impacts from exposure of sensitive receptors to substantial pollutant concentrations and implement mitigation measures to avoid or reduce impacts, as necessary.

The remaining CAAP measures would not result in any indirect impacts related to exposure of sensitive receptors to pollutant concentrations because they involve energy audits, education,

outreach, policy changes within municipal organizations, or behavioral changes with no physical effects.

For these reasons, the proposed CAAP would not result in the exposure of sensitive receptors to substantial pollutant concentrations. **(Less than Significant Impact)**

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

Odors are generally considered an annoyance rather than a health hazard. Land uses that have the potential to be sources of odors that generate complaints include, but are not limited to, wastewater treatment plants, landfills, composting operations, and food manufacturing facilities.

The proposed CAAP contains measures designed to reduce GHG emissions citywide and would not result in any direct physical impacts on the environment. Future development associated with implementation of Measures BE-2.1, BE-2.2, BE-3.2, TL-1.2, TL-1.3, and TL-3.1 would include installation of electric and solar infrastructure in new and existing buildings, active transportation infrastructure, and micromobility devices, and high-density mixed-use development near transit. Construction activities associated with these developments would generate localized emissions of diesel exhaust during construction equipment operation and truck activity. These emissions may be noticeable from time to time by adjacent receptors; however, diesel exhaust has highly diffusive properties and the odors would be localized and temporary. These uses would not generate objectionable odors during operations. For these reasons, the proposed CAAP would not result in the emissions of odors adversely affecting a substantial number of people. **(Less than Significant Impact)**

4.4 Biological Resources

4.4.1 Environmental Setting

4.4.1.1 *Regulatory Framework*

Federal and State

Endangered Species Act

Individual plant and animal species listed as rare, threatened, or endangered under state and federal Endangered Species Acts are considered special-status species. Federal and state endangered species legislation has provided the United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW) with a mechanism for conserving and protecting plant and animal species of limited distribution and/or low or declining populations. Permits may be required from both the USFWS and CDFW if activities associated with a proposed project would result in the take of a species listed as threatened or endangered. To "take" a listed species, as defined by the State of California, is "to hunt, pursue, catch, Capture, or kill, or attempt to hunt, pursue, catch, Capture, or kill" these species. Take is more broadly defined by the federal Endangered Species Act to include harm of a listed species.

In addition to species listed under state and federal Endangered Species Acts, Sections 15380(b) and (c) of the CEQA Guidelines provide that all potential rare or sensitive species, or habitats Capable of supporting rare species, must be considered as part of the environmental review process. These may include plant species listed by the California Native Plant Society and CDFW-listed Species of Special Concern.

Migratory Bird Treaty Act

The federal Migratory Bird Treaty Act (MBTA) prohibits killing, Capture, possession, or trade of migratory birds except in accordance with regulations prescribed by the Secretary of the Interior. Hunting and poaching are also prohibited. This includes direct and indirect acts, except for harassment and habitat modification, which are not included unless they result in direct loss of birds, nests, or eggs. The CDFW also protects migratory and nesting birds under California Fish and Game Code Sections 3503, 3503.5, and 3800. The CDFW defines taking as causing abandonment and/or loss of reproductive efforts through disturbance.

Sensitive Habitat Regulations

Wetland and riparian habitats are considered sensitive habitats under CEQA. They are also afforded protection under applicable federal, state, and local regulations, and are generally subject to regulation by the United States Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), CDFW, and/or the USFWS under provisions of the federal Clean Water Act (e.g., Sections 303, 304, 404) and State of California Porter-Cologne Water Quality Control Act.

Fish and Game Code Section 1602

Streambeds and banks, as well as associated riparian habitat, are regulated by the CDFW per Section 1602 of the Fish and Game Code. Work within the bed or banks of a stream or the adjacent riparian habitat requires a Streambed Alteration Agreement from the CDFW.

Local and Regional

Los Angeles County Significant Ecological Areas Program

The 2035 Los Angeles County General Plan designates land containing irreplaceable biological resources as Significant Ecological Areas (SEA) and confirms the goals and policies of the SEA Program, which was founded in the 1970s. The objective of the SEA Program is to conserve genetic and physical diversity by designating biological resource areas that are capable of sustaining themselves into the future. The Program has designated 21 areas within the County as SEAs, and complex or intensive types of developments in the SEAs require a SEA Conditional Use Permit. The SEA Technical Advisory Committee assists the Los Angeles County Regional Planning Commission in assessing applications for SEA Conditional Use Permits.

City of Pico Rivera General Plan

The following policies in the General Plan have been adopted for the purposes of reducing or avoiding impacts related to biological resources and are applicable to the project.

Policy	Description
8.6-1	**Open Space Conservation.** Conserve areas that serve as interim and permanent open space in the City, including the Rio Hondo and San Gabriel river corridors and their spreading grounds, other publicly maintained open space, and utility corridors.
8.6-2	**Valuable Natural Resources.** Preserve and restore unique and valuable natural resources and associated habitats, primarily located along the Rio Hondo and San Gabriel river channels and spreading grounds, including special-status species, in coordination with federal, state, and local resource agencies.
8.6-3	**New Development.** Require discretionary development proposals that could potentially impact natural resources to conduct a biological resource assessment to ensure that project-related impacts are considered and mitigated consistent with federal, state, and local regulations.
8.6-4	**Tree Preservation.** Preserve significant native and heritage trees, and reduce the loss of these trees through mitigation and replating programs, when feasible.
8.6-5	**Wildlife Movement.** Preserve and enhance inter-connected open space and natural areas along the river corridors and spreading basins, and its connections to the Whittier Narrows Recreation Area, to provide for wildlife movement.
8.6-6	**Native Plants.** Use native and drought tolerant plants and trees in all public and private Landscaping.

City of Pico Rivera Municipal Code

Chapter 12.40 of the City of Pico Rivera Municipal Code contains the City's Tree Preservation Ordinance. The Tree Preservation Ordinance prohibits the planting, trimming, and removal of any roadside tree by anyone other than a city officer or contractual agency of the City without a permit.

Chapter 13.90 of the Municipal Code includes policies to increase water efficient landscaping within the City for public and private projects with a landscaped area greater than 500 square feet. Per 13.90.040, plants are selected based upon their adaptability to the climate, geologic, and topographical conditions of each site.

4.4.1.2 *Existing Conditions*

Pico Rivera is a highly urbanized community bounded by three major open space areas: the Rio Hondo and San Gabriel rivers which form the community's western and eastern boundaries, and the Whittier Narrows Recreation Area (WNRA), located north of the City, straddling the area between the San Gabriel River above the Whittier Narrows Dam and the Rio Hondo River.

Portions of the San Gabriel River adjacent to the City and most of the Rio Hondo River remain in a fairly natural state, supporting stream-side vegetation of willows, sycamores, cottonwoods, and mule fat. The Rio Hondo Spreading Grounds along the western boundary of the City provides a refuge for many species of birds but is void of significant natural vegetation.

The Los Angeles County General Plan designates the 4,145-acre WNRA as a local Significant Ecological Area. The WNRA includes a mix of oak, sycamore and willow riparian woodland, freshwater marsh, grasslands, and coastal sage scrub. It also supports resident and migratory bird species, and many regional biological values, including protection of existing core populations of rare species, presence of plant communities with restricted distribution, essential habitat for resident species and migratory birds, and potential habitat linkages along and between the San Gabriel River and the Puente Hills corridor.

Based on recent research of the California Natural Diversity Database (CNDDB), there is a potential for special status species to be present in the northeastern portion of the City along the San Gabriel River, north of Whittier Boulevard, as well as in the far northern portion of the City near the WNRA.

The WNRA effectively isolates the City from the significant wildlife habitat areas on the Whittier Narrows Dam's upstream side. This location and the disturbed condition of the vegetation in Pico Rivera combine to minimize the amount of wildlife in the City. No rare or endangered species are known to be present within the City.[18] There are no adopted Habitat Conservation Plans or Natural Community Conservation Plans which cover the City of Pico Rivera.

[18] City of Pico Rivera. General Plan. Chapter 8 Environmental Resources Element. October 2014.

4.4.2 Impact Discussion

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

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 CDFW or USFWS?

The proposed CAAP would not result in any direct physical impacts on the environment. Furthermore, due to the City's geographic location and the level of existing development throughout the City and in the surrounding area, there are no rare or endangered species in Pico Rivera.

Trees throughout the City provide suitable foraging and nesting opportunities for bird species including those protected under the MBTA and Fish and Game Code. Future installation of new bicycle and pedestrian facilities and micromobility devices supported by Measures TL-1.2 and TL-1.3 would primarily occur within existing roadways and may require removal of trees which contain suitable nesting and foraging habitat for birds protected under the MBTA. Additionally, future development of buildings at greater heights near transit supported by Measure TL- 3.1 would involve tree removal resulting in potential impacts to nesting birds. Construction disturbance during the breeding season, generally February 1 to August 31, could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that directly causes abandonment and/or removal of a nest and site grading that would indirectly disturb a nesting bird on-site or immediately adjacent to a construction zone would constitute a significant impact. The impacts of individual projects supported by Measure TL-3.1 would be subject to project-level, site-specific environmental review pursuant to CEQA and mitigation measures to reduce or avoid these impacts would be identified, as necessary.

The remaining CAAP measures would not result in any indirect changes to trees or indirect impacts to nesting birds because they involve energy audits, installation of electric and solar infrastructure within existing buildings, education, outreach, policy changes within municipal organizations, or behavioral changes with no impacts to trees or nesting birds.

For these reasons, the proposed CAAP would not result in a substantial adverse effect on candidate, sensitive, or special status species. **(No Impact)**

b) Would 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 CDFW or USFWS?

The proposed CAAP would not result in any direct physical impacts on the environment. Measures BE-2.1, BE-2.2, and BE-3.2 would allow for the installation of electric and solar infrastructure in new buildings and existing buildings. Because these physical changes would occur within new and existing buildings, implementation of these measures would not result in substantial adverse effects on any riparian habitat or other sensitive natural communities.

Future installation of new bicycle and pedestrian facilities and micromobility devices supported by Measures TL-1.2 and TL-1.3 would primarily occur within existing roadways but could be proposed within or adjacent to riparian habitats or other sensitive natural communities. Additionally, future development of buildings at greater heights near transit supported by Measure TL- 3.1 could occur within or adjacent to riparian habitats or other sensitive natural communities. However, the impacts of individual projects allowed under these measures would be subject to project-level, site-specific environmental review pursuant to CEQA and mitigation measures to reduce or avoid these impacts would be identified, as necessary.

The remaining CAAP measures would not result in any indirect changes to riparian habitats or other sensitive natural communities because they involve energy audits, education, outreach, policy changes within municipal organizations, or behavioral changes with no physical effects.

For the reasons described above, implementation of these measures would not result in a substantial adverse effect on riparian habitat and other sensitive natural communities. **(Less than Significant Impact)**

c) Would the project have a substantial adverse effect on state or federally protected wetlands through direct removal, filling, hydrological interruption, or other means?

The proposed CAAP contains measures designed to reduce GHG emissions citywide and would not result in any direct physical impacts on the environment.

Future development allowed under the proposed CAAP would primarily occur within existing buildings, roadways, or developed areas of the City (refer to checklist question b above) but could be proposed within or adjacent to wetlands. However, any future development associated with the proposed CAAP would be subject to project-level, site-specific environmental review pursuant to CEQA and would be required to document impacts on wetlands and incorporate mitigation measures to avoid or minimize such impacts, if necessary. Therefore, the proposed CAAP would not have a substantial adverse effect on wetlands. **(Less than Significant Impact)**

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?

The proposed CAAP would not result in any direct physical impacts on the environment. Future development allowed under the proposed CAAP would have a less than significant impact on the movement of native resident or migratory fish and wildlife, wildlife corridors, and nursery sites because development would primarily occur within existing buildings, roadways, or developed areas of the City (refer to checklist question b above) but could be proposed within or adjacent to wildlife movement corridors or nursery sites. Any future development associated with the proposed CAAP would be subject to project-level, site-specific environmental review pursuant to CEQA and would be required to document impacts on wildlife movement and nursery sites and incorporate mitigation measures to avoid or minimize such impacts, as necessary. Therefore, the proposed CAAP would not have a substantial adverse effect on wildlife movement and nursery sites. **(Less than Significant Impact)**

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

The proposed CAAP would not result in any direct physical impacts on the environment. As noted in Section 4.4.1 Regulatory Framework, roadside trees are protected under the City's Tree Preservation Ordinance. Planting, removal, trimming, or other impacts to roadside trees require a permit from the Director of Public Works.

Measures NS-2.1 and NS-2.3 support the continued enforcement of the City's tree preservation ordinance and promotion of tree planting. Implementation of these measures would support existing policies and ordinances for protecting biological resources such as the Tree Preservation Ordinance and would not conflict with such policies or ordinances.

Future installation of active transportation facilities and development of high-density mixed-use buildings near transit supported by Measures TL-1.2 and TL- 3.1 could result in the removal, trimming or other impacts to trees. These activities would be subject to review by the City's Public Works director, or designee to ensure compliance with the permitting requirements established in the City's Tree Preservation Ordinance. Furthermore, the impacts of individual projects allowed under these measures would be subject to project-level, site-specific environmental review pursuant to CEQA and mitigation measures to reduce or avoid these impacts would be identified, as necessary.

The remaining CAAP measures would not result in conflicts with local policies and ordinances protecting biological resources because they involve energy audits, education, outreach, policy changes within municipal organizations, or behavioral changes unrelated to biological resources.

For these reasons, the project would not result in a conflict with a policy or ordinance protecting biological resources, including trees. **(Less than Significant Impact)**

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

As noted in Section 4.4.1.2 Existing Conditions, there are no Habitat Conservation Plans, or Natural Community Conservation Plans which cover the City of Pico Rivera. Therefore, implementation of the proposed CAAP would not conflict with the provisions of such a plan. **(No Impact)**

4.5 Cultural Resources

4.5.1 Environmental Setting

4.5.1.1 *Regulatory Framework*

Federal and State

National Historic Preservation Act

Federal protection is legislated by the National Historic Preservation Act of 1966 (NHPA) and the Archaeological Resource Protection Act of 1979. These laws maintain processes for determination of the effects on historical properties eligible for listing in the National Register of Historic Places (NRHP). Section 106 of the NHPA and related regulations (36 Code of Federal Regulations [CFR] Part 800) constitute the primary federal regulatory framework guiding cultural resources investigations and require consideration of effects on properties that are listed or eligible for listing in the NRHP. Impacts to properties listed in the NRHP must be evaluated under CEQA.

California Register of Historical Resources

The California Register of Historical Resources (CRHR) is administered by the State Office of Historic Preservation and encourages protection of resources of architectural, historical, archeological, and cultural significance. The CRHR identifies historic resources for state and local planning purposes and affords protections under CEQA. Under Public Resources Code Section 5024.1(c), a resource may be eligible for listing in the CRHR if it meets any of the NRHP criteria.[19]

Historical resources eligible for listing in the CRHR must meet the significance criteria described previously and retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. A resource that has lost its historic character or appearance may still have sufficient integrity for the CRHR if it maintains the potential to yield significant scientific or historical information or specific data.

The concept of integrity is essential to identifying the important physical characteristics of historical resources and, therefore, in evaluating adverse changes to them. Integrity is defined as "the authenticity of a historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance." The processes of determining integrity are similar for both the CRHR and NRHP and use the same seven variables or aspects to define integrity that are used to evaluate a resource's eligibility for listing. These seven characteristics include 1) location, 2) design, 3) setting, 4) materials, 5) workmanship, 6) feeling, and 7) association.

[19] California Office of Historic Preservation. "CEQA Guidelines Section 15064.5(a)(3) and California Office of Historic Preservation Technical Assistance Series #6." Accessed August 7, 2024. https://ohp.parks.ca.gov/pages/1069/files/technical%20assistance%20bulletin%206%202011%20update.pdf

California Native American Historical, Cultural, and Sacred Sites Act

The California Native American Historical, Cultural, and Sacred Sites Act applies to both state and private lands. The act requires that upon discovery of human remains, construction or excavation activity must cease and the county coroner be notified.

Public Resources Code Section 5097.98

Section 15064.5 of the CEQA Guidelines specifies procedures to be used in the event of an unexpected discovery of Native American human remains on non-federal land. These procedures are outlined in Public Resources Code Section 5097.98. These codes protect such remains from disturbance, vandalism, and inadvertent destruction, establish procedures to be implemented if Native American skeletal remains are discovered during construction of a project, and establish the Native American Heritage Commission (NAHC) as the authority to resolve disputes regarding disposition of such remains.

Pursuant to Public Resources Code Section 5097.98, in the event of human remains discovery, no further disturbance is allowed until the county coroner has made the necessary findings regarding the origin and disposition of the remains. If the remains are of a Native American, the county coroner must notify the NAHC. The NAHC then notifies those persons most likely to be related to the Native American remains. The code section also stipulates the procedures that the descendants may follow for treating or disposing of the remains and associated grave goods.

Local and Regional

City of Pico Rivera General Plan

The following policies in the General Plan have been adopted for the purposes of reducing or avoiding impacts related to cultural resources and are applicable to the project.

Policy	Description
8.7-1	**Resource Preservation.** Protect and preserve significant historic, archaeological, and paleontological resources, including those recognized at the national, state, and local levels.
8.7-2	**Identification.** Undertake programs to identify significant historic and archaeological resources that meet local, state, and federal criteria.
8.7-3	**Consultation.** As part of the development review process, ensure that potential impacts to historic, archaeological, and paleontological resources are minimized.
8.7-4	**Resource Assessment.** Require new development necessitating discretionary approval that could potentially impact historic, archaeological and/or paleontological resources to conduct a resource survey to ensure that potential sites are identified for avoidance or special treatment.
8.7-5	**Incentives.** Consider providing financial incentives to private owners and developers in order to maintain, rehabilitate, and preserve significant historic resources.

8.7-6	**Adaptive Reuse.** Encourage the preservation and adaptive reuse of historic sites and structures, and require the adaptive reuse of historic structures to meet Secretary of Interior Standards for such reuse.

City of Pico Rivera Municipal Code

The City of Pico Rivera adopted the State Historic Building Code (Chapter 15.37 of the City of Pico Rivera Municipal Code) which contains regulations and standards for the rehabilitation, preservation, restoration and relocation of all historic buildings, structures, and properties.

4.5.1.2 *Existing Conditions*

Pico Rivera and the surrounding area have a long and varied history of human occupation, which includes origins with Native American villages, Spanish and Mexican ranchos, and post-World War II settlements. Due to its rich history, the City contains historic, archaeological, and paleontological resources.

There are many locations of historic interest in Pico Rivera; however, no sites are currently listed on the NRHP. The Old National Bank of Pico Rivera located at 9235 Whittier Boulevard is listed on the CRHR. Two prehistoric sites, LAN-182 and LAN-1179H, have been identified and are located near the Pico adobe structure near Pio Pico State Historical Park.[20]

4.5.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource as pursuant to CEQA Guidelines Section 15064.5?	☐	☐	☒	☐
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐

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

The proposed CAAP would not result in any direct physical impacts on the environment.

[20] City of Pico Rivera. General Plan. Chapter 8 Environmental Resources Element. October 2014.

Installation of electric and solar infrastructure supported by Measures BE-2.2 and BE-3.2 could occur within existing buildings that are eligible for consideration or are considered historic resources. These improvements would be subject to review during the building permit process to ensure compliance with the City's Historic Building Code requirements. Compliance with the City's Historic Building Code would ensure impacts to historic resources and eligible historic resources are less than significant.

Furthermore, implementation of Measure TL-3.1 which supports General Plan and Zoning Code updates to allow for future development of buildings at greater heights and densities near transit would result in impacts to subsurface historic resources if present on or near a project site. Future development in support of the CAAP could also result in the modification, damage, or demolition of buildings considered eligible for listing or which are listed as historic resources. Consistent with General Plan Policy 8.7-4, resource surveys would be required for all new development involving discretionary approval to identify potential impacts to both subsurface and structural historic resources. These developments would also be subject to project-level, site-specific environmental review pursuant to CEQA and would be required to document impacts to historic resources and incorporate mitigation measures to avoid or minimize such impacts, as necessary.

The remaining CAAP measures would not result in any indirect changes to historic resources because they involve energy audits, education, outreach, policy changes within municipal organizations, or behavioral changes with no physical effects.

For these reasons, the proposed CAAP would not cause a substantial adverse change in the significance of a historic resource. **(Less than Significant Impact)**

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

The proposed CAAP would not result in any direct physical impacts on the environment.

Given Pico Rivera's long history of human occupation and the presence of known archaeological sites in the City, it is possible that indirect impacts to archaeological resources could occur during installation of active transportation facilities allowed under Measures TL-1.2 and future development of high-density, mixed-use development supported by Measure TL-3.1. The likelihood of such a discovery would vary from site to site and be dependent on the archaeological sensitivity of the project-specific location. Consistent with General Plan Policy 8.7-4, resource surveys would be required for all new development involving discretionary approval, to identify potential impacts to archaeological resources. Future development would be subject to project-level, site-specific environmental review pursuant to CEQA and would be required to document impacts to archaeological resources and incorporate mitigation measures to avoid or minimize such impacts, as necessary. Specifically, pursuant to Health and Safety Code 7050.5 and Public Resources Code 5097.94 of the State of California, future development would be required to follow statutory

procedures such as work stoppage and notification of appropriate authorities if archaeological resources are discovered.

Future development allowed under Measures BE-2.1, BE-2.2, and BE-3.2 would occur within existing buildings and would not require ground disturbing activities or have potential to cause a substantial adverse change in the significance of any subsurface archaeological resource. The remaining CAAP measures would not result in any indirect changes to archaeological resources because they involve energy audits, education, outreach, policy changes within municipal organizations, or behavioral changes with no physical effects.

For these reasons, the project would not result in substantial archaeological resources impacts. **(Less than Significant Impact)**

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

The proposed CAAP would not result in any direct physical impacts on the environment.

Given Pico Rivera's long history of human occupation, it is possible that indirect impacts to human remains could occur during installation of active transportation facilities allowed under Measures TL-1.2 and future development of high-density, mixed-use development supported by Measure TL-3.1. The likelihood of such a discovery would vary from site to site. Future development would be subject to project-level, site-specific environmental review pursuant to CEQA and would be required to document impacts to human remains and incorporate mitigation measures to avoid or minimize such impacts, as necessary. Specifically, pursuant to Health and Safety Code 7050.5 and Public Resources Code 5097.94 of the State of California, future development would be required to follow statutory procedures such as work stoppage and notification of appropriate authorities if archaeological resources are discovered.

Future development allowed under Measures BE-2.1, BE-2.2, and BE-3.2 would occur within existing buildings and would not require ground disturbing activities or have potential to disturb human remains. The remaining CAAP measures would not result in any indirect changes to archaeological resources because they involve energy audits, education, outreach, policy changes within municipal organizations, or behavioral changes with no physical effects.

For these reasons, the proposed CAAP would not have a substantial adverse effect on human remains. **(Less than Significant Impact)**

4.6 Energy

4.6.1 Environmental Setting

4.6.1.1 *Regulatory Framework*

Federal and State

Energy Star and Fuel Efficiency

At the federal level, energy standards set by the EPA apply to numerous consumer products and appliances (e.g., the EnergyStar™ program). The EPA also sets fuel efficiency standards for automobiles and other modes of transportation.

Renewables Portfolio Standard Program

In 2002, California established its Renewables Portfolio Standard Program, with the goal of increasing the percentage of renewable energy in the state's electricity mix to 20 percent of retail sales by 2010. Governor Schwarzenegger issued Executive Order (EO) S-3-05, requiring statewide emissions reductions to 80 percent below 1990 levels by 2050. In 2008, EO S-14-08 was signed into law, requiring retail sellers of electricity serve 33 percent of their load with renewable energy by 2020. In October 2015, Governor Brown signed SB 350 to codify California's climate and clean energy goals. A key provision of SB 350 requires retail sellers and publicly owned utilities to procure 50 percent of their electricity from renewable sources by 2030. SB 100, passed in 2018, requires 100 percent of electricity in California to be provided by 100 percent renewable and carbon-free sources by 2045.

Executive Order B-55-18 and Assembly Bill 1279

Executive Order B-55-18 was issued in September 2018. It ordered a new statewide goal of achieving carbon neutrality no later than 2045 and to maintain net negative emissions thereafter.

Assembly Bill (AB) 1279, also known as the California Climate Crisis Act, was approved on September 16, 2022, and codifies the statewide goal set by Executive Order B-55-18 of achieving net zero GHG emissions no later than the year 2045 and maintaining net negative emissions thereafter. In addition, this bill has a statewide goal of reducing anthropogenic GHG emissions by 85 percent below the 1990 levels by the year 2045. The bill requires CARB to work with relevant state agencies to ensure that updates to the scoping plan, identify and recommend measures to achieve these policy goals, and implement strategies that enable CO_2 removal solutions and carbon Capture, utilization, and storage technologies in California. The bill requires CARB to submit an annual report.

California Building Standards Code

The Energy Efficiency Standards for Residential and Nonresidential Buildings, as specified in Title 24, Part 6 of the California Code of Regulations (Title 24), was established in 1978 in response to a

legislative mandate to reduce California's energy consumption. Title 24 is updated approximately every three years.[21] Compliance with Title 24 is mandatory at the time new building permits are issued by city and county governments.[22]

California Green Building Standards Code

CALGreen establishes mandatory green building standards for buildings in California. CALGreen was developed to reduce GHG emissions from buildings, promote environmentally responsible and healthier places to live and work, reduce energy and water consumption, and respond to state environmental directives. CALGreen covers five categories: planning and design, energy efficiency, water efficiency and conservation, material and resource efficiency, and indoor environmental quality.

Advanced Clean Cars Program

CARB adopted the Advanced Clean Cars II program in 2022 in coordination with the EPA and National Highway Traffic Safety Administration. The program combines the control of smog-causing pollutants and GHG emissions into a single coordinated set of requirements for vehicle model years 2026 through 2035. The program promotes development of environmentally superior passenger cars and other vehicles, as well as saving the consumer money through fuel savings.[23]

Local

Pico Rivera EV and Solar Ready Requirement Code

The Pico Rivera Municipal Code Chapter 15.52, Small Residential Rooftop Solar Energy Systems Installation Requirements, establishes an expedited permit review process for installation of small residential rooftop solar energy systems. This chapter of the Municipal Code applies to solar energy systems that meet the following criterion:

- 10 kilowatt alternating current name plate rating or 30 kilowatts thermal
- Conform to all applicable state fire, structural, electrical, and other building codes,
- Installed on a single-family or duplex dwelling, and
- Does not exceed the maximum legal building height.

Pico Rivera Demolition and Recycling Ordinance

Chapter 8.60 of the Pico Rivera Municipal Code contains the City's Construction Waste Diversion Ordinance. Under this Chapter, all construction, demolition, and renovation projects having total

[21] California Building Standards Commission. "California Building Standards Code." Accessed August 23, 2024. https://www.dgs.ca.gov/BSC/Codes#@ViewBag.JumpTo.
[22] California Energy Commission (CEC). "2022 Building Energy Efficiency Standards." Accessed August 1, 2024. https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2022-building-energy-efficiency.
[23] California Air Resources Board. "Advanced Clean Cars II." Accessed August 23, 2024. https://ww2.arb.ca.gov/our-work/programs/advanced-clean-cars-program/advanced-clean-cars-ii

costs of one hundred thousand dollars or more must divert 65 percent of all waste from landfills. Project applicants are required to submit a waste management plan identifying the total amount and type of debris produced by the project and receipts from the vendor or facility which collected or received the material.

City of Pico Rivera General Plan

The following policies in the General Plan have been adopted for the purpose of reducing or avoiding impacts related to energy and are applicable to the project.

Policy	Description
8.2-9	**Park and Ride Lots.** To encourage carpooling, work with the City of Whittier to develop additional park and ride facilities along the I-605 freeway, and with the cities of Downey and Commerce to develop additional park and ride facilities along the I-5 freeway.
8.2-10	**Employers.** Encourage employers to allow flexible work hours and telecommuting where feasible, and to provide incentives for employee use of public transit, biking, walking, and carpooling for home to work commutes.
8.2-11	**City Employees.** Encourage City employees through incentives and other methods to use alternative modes of transportation for home to work commutes including public transit, carpooling, and biking/walking. Allow telecommuting and flexible work schedules, when feasible.
8.2-12	**Municipal Fleet.** Purchase low-emissions vehicles for the City's non-emergency fleet and use clean, alternative fuel sources for trucks and heavy equipment, when feasible.
8.2-14	**Transit Vehicles.** Encourage and work with local and regional transit providers to use transit vehicles and facilities that are powered by alternative fuels and are low emissions.
8.2-18	**Electric Vehicles.** Encourage provision of or readiness for charging stations and related infrastructure for electric vehicles within new development and redevelopment proposals and within City operations.
8.3-1	**Energy Conserving Land Uses Practices.** Implement energy conserving land use practices including higher density and mixed-use development in proximity to transit along with infill development; improvements to the community's bicycle system; and expansion of transit routes, facilities, and services.
8.3-2	**Heat Gain Reduction.** Ensure that site and building designs reduce exterior heat gain and heat island effects (e.g., tree planting, reflective paving materials, covered parking, cool roofs), when feasible.
8.3-3	**Tree Planting.** Continue to provide shade trees along street frontages, and promote planting shade trees on private property.
8.3-4	**Building Orientation.** Encourage building orientations and landscaping designs that promote the use of natural lighting, take advantage of passive summer cooling and winter solar access, and incorporate other techniques to reduce energy demands. Where feasible, place long access of buildings along an east-west axis.
8.3-5	**Renewable Energy.** Encourage new development to install, and consider providing incentives for, onsite renewable energy systems and facilities (e.g., solar).
8.3-6	**Industrial Users.** Encourage new industrial users to install cogeneration facilities and renewable energy systems such as solar, when economically feasible.

8.3-7	**Energy Efficiency.** Encourage all new development to implement additional energy efficient measures beyond what is required by state law to exceed maximum energy efficiency requirements.
8.3-8	**City Facilities.** Install energy-efficient lighting, appliances, and alternative-energy infrastructure (e.g., solar panels) in city facilities, where economically feasible.
8.3-9	**Retrofit Existing Buildings.** Coordinate with local energy providers to increase energy efficiency by promoting the retrofit and renovation of existing buildings through energy rebates and incentives.
8.3-10	**City's Fleet.** Improve the fuel efficiency of the City's fleet by purchasing the most energy-efficient equipment that is cost-effective over its useful life.
8.3-11	**Education.** Coordinate with local energy providers to increase awareness of energy conservation through public education programs.

4.6.1.2 *Existing Conditions*

Total energy usage in California was approximately 6,882 trillion British thermal units (Btu) in the year 2022, the most recent year for which this data was available.[24] Out of the 50 states, California is ranked second in total energy consumption and 49th in energy consumption per capita. The breakdown by sector was approximately 17 percent (1,204 trillion Btu) for residential uses, 17 percent (1,193 trillion Btu) for commercial uses, 22 percent (1,539 trillion Btu) for industrial uses, and 42 percent (2,916 trillion Btu) for transportation.[25] This energy is primarily supplied in the form of natural gas, petroleum, nuclear electric power, and hydroelectric power.

Electricity

Electricity in Los Angeles County in 2022 was consumed primarily by the non-residential sector (77 percent), followed by the residential sector consuming 23 percent. In 2022, a total of approximately 68,787 gigawatt hours (GWh) of electricity was consumed in Los Angeles County.[26]

The community-owned Pico Rivera Innovative Municipal Energy (PRIME) is the electricity provider for the City of Pico Rivera.[27] PRIME sources the electricity and Southern California Edison (SCE) delivers it to customers over their existing utility lines. Customers can choose from three power options: Prime Power, which provides customers with a standard energy product of 50 percent renewable energy, Prime Future, which is sourced from 100 percent renewable energy sources, and Prime Partner which allows customers with solar power generations systems to offset their power costs and sell excess power generated to PRIME.

[24] United States Energy Information Administration. "California State Energy Profile." Accessed August 1, 2024. https://www.eia.gov/state/print.php?sid=CA.
[25] Ibid.
[26] California Energy Commission. Energy Consumption Data Management System. "Electricity Consumption by County." Accessed August 1, 2024. http://ecdms.energy.ca.gov/elecbycounty.aspx.
[27] Pico Rivera Innovative Municipal Energy. "About." Accessed August 1, 2024. https://www.poweredbyprime.org/.

Natural Gas

Southern California Gas Company is the natural gas provider for Pico Rivera. In 2023, California's natural gas supply came from a combination of in-state production and imported supplies from other western states and Canada.[28] In 2022 residential and commercial customers in California used 35 percent of the state's natural gas, the industrial sector used 22.5 percent, and the transportation sector used 42.6 percent.[29] In 2022, Los Angeles County used less than one percent of the state's total consumption of natural gas.[30]

Fuel for Motor Vehicles

In 2022, California produced 124 million barrels of crude oil and in 2019, 11.7 billion gallons of gasoline were sold in California.[31, 32] The average fuel economy for light-duty vehicles (autos, pickups, vans, and sport utility vehicles) in the United States has steadily increased from about 13.1 miles per gallon (mpg) in the mid-1970s to 26.0 mpg in 2022.[33] Federal fuel economy standards have changed substantially since the Energy Independence and Security Act was passed in 2007. That standard, which originally mandated a national fuel economy standard of 35 miles per gallon by the year 2020, was updated in April 2022 to require all cars and light duty trucks achieve an overall industry average fuel economy of 49 mpg by model year 2026.[34,35]

[28] California Gas and Electric Utilities. 2023 *California Gas Report.* Accessed August 1, 2024. https://www.socalgas.com/sites/default/files/Joint_Biennial_California_Gas_Report_2023_Supplement.pdf
[29] United States Energy Information Administration. "Natural Gas Consumption by End Use. 2022." Accessed August 1, 2024. https://www.eia.gov/state/?sid=CA#tabs-2.
[30] California Energy Commission. "Natural Gas Consumption by County." Accessed August 1, 2024. http://ecdms.energy.ca.gov/gasbycounty.aspx.
[31] U.S. Energy Information Administration. "Petroleum & Other Liquids, California Field Production of Crude Oil." February 28, 2023. https://www.eia.gov/dnav/pet/hist/LeafHandler.ashx?n=pet&s=mcrfpca1&f=a
[32] California Department of Tax and Fee Administration. "Net Taxable Gasoline Gallons." Accessed August 1, 2024. https://www.cdtfa.ca.gov/dataportal/dataset.htm?url=VehicleTaxableFuelDist.
[33] United States Environmental Protection Agency. "The 2023 EPA Automotive Trends Report: Greenhouse Gas Emissions, Fuel Economy, and Technology since 1975." December 2023. https://www.epa.gov/system/files/documents/2023-12/420r23033.pdf
[34] United States Department of Energy. *Energy Independence & Security Act of 2007.* Accessed August 1, 2024. http://www.afdc.energy.gov/laws/eisa.
[35] United States Department of Transportation. USDOT Announces New Vehicle Fuel Economy Standards for Model Year 2024-2026." Accessed August 1, 2024. https://www.nhtsa.gov/press-releases/usdot-announces-new-vehicle-fuel-economy-standards-model-year-2024-2026

4.6.2 Impact Discussion

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

a) Would the project result in a potentially significant environmental impact due to 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?

The proposed CAAP contains measures designed to reduce GHG emissions citywide and does not involve any physical impacts on the environment. Implementation of Measures BE-1.1 and CR-2.4 would reduce residential and commercial energy use by requiring energy and water audits to track efficiency and encourage energy efficiency retrofits and building adaptation upgrades through outreach and education campaigns, which encourages conservation. Measures BE-2.1 and BE-2.2 would reduce natural gas demand by incentivizing all electric building construction in new and existing buildings. Non-renewable energy demand would be reduced with implementation of Measures BE-3.1, BE-3.2, and BE-3.3 due to expansion of renewable energy resources for PRIME customers and incentives for the installation of solar infrastructure citywide. Measures TL-1.1, TL-1.2, TL-1.3, and TL-1.4 would reduce gasoline demand by encouraging worker commute reduction, and planning and advocating for increasing active transportation and regional transit facilities. Furthermore, Measures TL-2.1, TL-2.2, and TL-2.3 would support the transition to EVs through development of an EV infrastructure plan and EV Readiness Ordinance and through outreach campaigns which would also contribute to reductions in gasoline demand.

Additional efficiencies would also be afforded through implementation of CAAP Measures MC-1.1, MC-1.2, MC-1.3 and MC-2.3 which would include development of a zero-waste plan, collaboration with the City's waste disposal and recycling services provider to promote recycling and composting, expanding the City's organic waste collection services, and increasing the diversion requirement in the City's Construction and Demolition Ordinance.

The remaining CAAP measures would not result in any indirect energy impacts because they involve education, outreach, policy changes within municipal organizations, or behavioral changes with no effects on energy consumption.

For these reasons, the proposed CAAP would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources and would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. **(Less than Significant Impact)**

4.7 Geology and Soils

4.7.1 Environmental Setting

4.7.1.1 *Regulatory Framework*

State

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act was passed following the 1971 San Fernando earthquake. The act regulates development in California near known active faults due to hazards associated with surface fault ruptures. Alquist-Priolo maps are distributed to affected cities, counties, and state agencies for their use in planning and controlling new construction. Areas within an Alquist-Priolo Earthquake Fault Zone require special studies to evaluate the potential for surface rupture to ensure that no structures intended for human occupancy are constructed across an active fault.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act (SHMA) was passed in 1990 following the 1989 Loma Prieta earthquake. The SHMA directs the California Geological Survey (CGS) to identify and map areas prone to liquefaction, earthquake-induced landslides, and amplified ground shaking. CGS has completed seismic hazard mapping for the portions of California most susceptible to liquefaction, landslides, and ground shaking, including the central San Francisco Bay Area. The SHMA requires that agencies only approve projects in seismic hazard zones following site-specific geotechnical investigations to determine if the seismic hazard is present and identify measures to reduce earthquake-related hazards.

California Building Standards Code

The California Building Standards Code (CBC) prescribes standards for constructing safe buildings. The CBC contains provisions for earthquake safety based on factors including occupancy type, soil and rock profile, ground strength, and distance to seismic sources. The CBC requires that a site-specific geotechnical investigation report be prepared for most development projects to evaluate seismic and geologic conditions such as surface fault ruptures, ground shaking, liquefaction, differential settlement, lateral spreading, expansive soils, and slope stability. The CBC is updated every three years.

California Division of Occupational Safety and Health Regulations

Excavation, shoring, and trenching activities during construction are subject to occupational safety standards for stabilization by the California Department of Industrial Relations, Division of Occupational Safety and Health (Cal/OSHA) under Title 8 of the California Code of Regulations and

Excavation Rules. These regulations minimize the potential for instability and collapse that could injure construction workers on the site.

Public Resources Code Section 5097.5

Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. They range from mammoth and dinosaur bones to impressions of ancient animals and plants, trace remains, and microfossils. These materials are valued for the information they yield about the history of the earth and its past ecological settings. California Public Resources Code Section 5097.5 specifies that unauthorized removal of a paleontological resource is a misdemeanor. Under the CEQA Guidelines, a project would have a significant impact on paleontological resources if it would disturb or destroy a unique paleontological resource or site or unique geologic feature.

Local and Regional

City of Pico Rivera General Plan

The following policies in the General Plan have been adopted for the purposes of reducing or avoiding impacts related to geology and soils and are applicable to the project.

Policy	Description
8.7-4	**Resource Assessment.** Require new development necessitating discretionary approval that could potentially impact historic, archaeological and/or paleontological resources to conduct a resource survey to ensure that potential sites are identified for avoidance or special treatment.
9.1-1	**Safety standards.** Maintain enforcement of up-to-date seismic safety and structure design standards, including the California Building Standards Code for new and retrofitted buildings.
9.1-2	**Geotechnical studies.** Require that geotechnical studies be prepared for development in areas where geologic or seismic hazards may be present, such as liquefaction in the central portion of the city and in the Whittier Narrows Dam area.
9.1-3	**Infrastructure.** Encourage property owners, Caltrans, the railroads, and local utility companies to regularly inspect and strengthen (as needed) infrastructure susceptible to failure during an earthquake.

City of Pico Rivera Municipal Code

Chapter 15.08 of the Pico Rivera Municipal Code outlines the City's Building Code. The code serves to prescribe regulations for the erection, construction, enlargement, alteration, repair, improvement, removal, conversion, demolition, occupancy, equipment, use, height, area, and maintenance of all buildings and structures in the City.

4.7.1.2 *Existing Conditions*

Geology and Soils

Pico Rivera lies within the Los Angeles Basin, a sedimentary basin which includes the coastal plains of Los Angeles and Orange counties and out to Catalina Island. The marine Los Angeles Basin began to develop in the early Miocene, about 23 million years ago. Through time the basin transitioned to terrestrial deposition by the middle Pleistocene, about one million years ago.[36] This area is bound by the Santa Ana Mountains to the east, the Santa Monica Mountains to the north, and the San Joaquin Hills to the south.

Pico Rivera's topography is relatively flat, ranging from approximately 200 feet above sea level in the northern portion of the City to 140 feet above sea level in the southern portion. Several soil types can be found in the City, the majority of which have low potential for shrink-swell or erosion hazards.

Seismicity and Seismic Hazards

The Los Angeles Basin is crisscrossed by numerous regional earthquake faults, several of which are in the vicinity of Pico Rivera. While most of these faults are inactive, a few result in occasional earthquakes. Faults most likely to impact the City as a result of seismic activity include the San Andreas, the Sierra Madre, and the Raymond Hill faults.

The primary seismic hazards associated with earthquakes are ground rupture and ground shaking. The extent of both and accompanying levels of damage are dependent upon a number of factors including magnitude of the event, distance from the epicenter, and underlying soil conditions. In addition, ground shaking can induce several secondary seismic hazards that may result in damage. These include liquefaction, differential settlement, landslides, and seiches.[37] The central portion of the City and the Whittier Narrows Dam area have medium liquefaction potential, while the remainder of the City has low liquefaction potential. While the potential for differential settlement, landslides, and seiches exist within Pico Rivera, given soil, topographic and other conditions, their likelihood and potential severity are generally limited.[38]

[36] City of Pico Rivera and Cogstone. Pico Rivera Industrial Project Appendix C – Cultural and Paleontological Resources Assessment. August 2020.

[37] A seiche is a standing wave that oscillates in a body of water, such as a lake or bay, that is partially or fully enclosed. Seiches can be caused by factors including strong winds, rapid changes in atmospheric pressure, earthquakes, heavy rains, or severe storm fronts.

[38] City of Pico Rivera. General Plan. Chapter 8 Environmental Resources Element. October 2014.

4.7.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
– 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)?	☐	☐	☒	☐
– Strong seismic ground shaking?	☐	☐	☒	☐
– Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
– Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that will become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in the current California Building Code, creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☒	☐
f) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	☐	☐	☒	☐

a) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving 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; strong seismic ground shaking; seismic-related ground failure, including liquefaction or landslides?

The proposed CAAP would not result in any direct physical impacts on the environment. Due to the presence of numerous regional earthquake faults, Pico Rivera may be subject to strong ground shaking during a seismic event. Future development allowed under the proposed CAAP could, therefore, be subject to strong ground shaking and may be located in areas subject to other geologic hazards such as liquefaction. As noted in Section 4.7.1.2 Existing Conditions, given soil, topographic and other conditions in Pico Rivera, landslide hazards are limited. . Any new building construction allowed under CAAP Measures TL-1.2, 1.3, and 3.1 would be subject to project-level, site-specific environmental review pursuant to CEQA and would be required to document impacts due to geologic hazards and incorporate mitigation measures to avoid or minimize such impacts, as necessary.

The remaining CAAP measures would not result in any indirect changes to seismicity because they involve energy audits, installation of electricity and solar infrastructure within existing buildings, education, outreach, policy changes within municipal organizations, or behavioral changes with no effects on the structural integrity of buildings.

For these reasons, the proposed CAAP would not directly or indirectly cause potential substantial adverse effects related to rupture of a known earthquake fault, strong seismic ground shaking, or seismic-related ground failure, including liquefaction or landslides. **(Less than Significant Impact)**

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

The proposed CAAP would not result in any direct physical impacts on the environment. Future development allowed under Measures BE-2.1, BE-2.2, and BE-3.2 would occur within existing buildings and would not require ground disturbing activities or result in substantial loss of topsoil or erosion. Future installation of new bicycle and pedestrian facilities allowed under Measure TL-1.2 and implementation of Measure TL-3.1 which supports General Plan and Zoning Code updates to allow for future development of buildings at greater heights and densities near transit would involve construction activities such as grading and excavation which could result in erosion and loss of topsoil. Any new infrastructure or building construction would be subject to project-level, site-specific environmental review pursuant to CEQA and would be required to document soils impacts and incorporate mitigation measures to avoid or minimize such impacts, as necessary.

The remaining CAAP measures would not result in any indirect erosion impacts because they involve energy audits, education, outreach, policy changes within municipal organizations, or behavioral changes with no physical effects.

For these reasons, the project would not result in substantial soil erosion or the loss of topsoil. **(Less than Significant Impact)**

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?

d) Would the project be located on expansive soil, as defined in the current California Building Code, creating substantial direct or indirect risks to life or property?

The proposed CAAP would not result in any direct physical impacts on the environment. The proposed CAAP would lead to indirect physical impacts on the environment by facilitating development projects that could be located on sites that are geographically unstable, subject to subsidence, liquefaction, collapse, or expansive soils. Consistent with General Plan Policy 9.1-2, development in areas where geologic or seismic hazards are present would be required to prepare geotechnical studies and comply with requirements for seismic safety. Future development would also be subject to project-level, site-specific environmental review pursuant to CEQA and would be required to document impacts due to geologic hazards and incorporate mitigation measures to avoid or minimize such impacts, as necessary.

As noted in Section 4.7.1.2 Existing Conditions, given soil, topographic and other conditions in Pico Rivera, landslide hazards are limited.

The remaining CAAP measures would not result in any indirect impacts related to development on a geologic unit or soil that is unstable because they involve energy audits, education, outreach, policy changes within municipal organizations, or behavioral changes with no physical effects.

For these reasons, the project would not create substantial direct or indirect risks to life or property due to landslides, lateral spreading, subsidence, liquefaction, or collapse. **(Less than Significant Impact)**

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

The proposed CAAP would not result in any direct physical impacts on the environment.

As discussed in Section 4.19 Utilities, wastewater in Pico Rivera is conveyed through the City's municipal sewer system and treated at the Los Coyotes Water Reclamation Plant. Any future development associated with implementation of the proposed CAAP would be served by the existing municipal sanitary sewer system and would not require the use of septic tanks or alternative wastewater disposal systems. Therefore, implementation of the proposed CAAP would

have no potential impacts related to the use of septic tanks or alternative wastewater disposal systems. **(No Impact)**

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

The proposed CAAP would not result in any direct physical impacts on the environment. Future development allowed under Measures BE-2.1, BE-2.2, and BE-3.2 would occur within existing buildings and would not require ground disturbing activities or result in the exposure of paleontological resources. Future installation of new bicycle and pedestrian facilities allowed under Measure TL-1.2 and implementation of Measure TL-3.1 which supports General Plan and Zoning Code updates to allow for future development of buildings at greater heights and densities near transit would involve construction activities such as grading and excavation which could result in impacts to paleontological resources, depending on location and the depth of the soil disturbance. Consistent with General Plan Policy 8.7-4, resource surveys would be required for all new developments involving discretionary approval to identify potential impacts to paleontological resources. Furthermore, any new building construction would also be subject to project-level, site-specific environmental review pursuant to CEQA and would be required to document impacts on paleontological resources and incorporate mitigation measures to avoid or minimize such impacts, as necessary. Therefore, the project would not result in substantial impacts to paleontological resources. **(Less than Significant Impact)**

4.8 Greenhouse Gas Emissions

4.8.1 Environmental Setting

4.8.1.1 *Background Information*

Greenhouse gases (GHG) are gases that trap heat in the atmosphere and regulate the earth's temperature. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate. In GHG emission inventories, the weight of each gas is multiplied by its global warming potential (GWP) and is measured in units of CO_2 equivalents (CO_2e). The most common GHGs are carbon dioxide (CO_2) and water vapor but there are also several others, most importantly methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). These are released into the earth's atmosphere through a variety of natural processes and human activities (anthropogenic). Natural and anthropogenic sources of GHGs are generally as follows:

- CO_2 exchange between the atmosphere, ocean, and land surface
- CO_2, CH_4, and N_2O are emitted from wildfires and volcanic eruptions
- CO_2 and N_2O are byproducts of fossil fuel combustion
- N_2O is associated with agricultural operations such as fertilization of crops
- CH_4 is commonly created by off-gassing from agricultural practices (e.g., keeping livestock) and landfill operations
- Chlorofluorocarbons (CFCs) were widely used as refrigerants, propellants, and cleaning solvents, but their production has been stopped by international treaty
- HFCs are now used as a substitute for CFCs in refrigeration and cooling
- PFCs and SF_6 emissions are commonly created by industries such as aluminum production and semiconductor manufacturing

An expanding body of scientific research supports the theory that global climate change is currently causing changes in weather patterns, average sea levels, ocean acidification, chemical reaction rates, and precipitation rates, and that it will increasingly do so in the future. Per the 2022 Scoping Plan from CARB, atmospheric concentrations of CO_2 have increased by 50 percent since the Industrial Revolution and continue to increase at a rate of two parts per million each year, which will result in increased global temperatures.[39] The climate within California is adversely affected by the global warming trend. Increased precipitation and sea level rise will increase coastal flooding, saltwater intrusion, and degradation of wetlands. Mass migration and loss of plant and animal species could also occur. Potential effects of global climate change that could adversely affect human health include more extreme heat waves and heat-related stress; an increase in climate-sensitive diseases; more frequent and intense natural disasters such as flooding, hurricanes and drought; and increased levels of air pollution.

[39] California Air Resources Board. *2022 Scoping Plan for Achieving Carbon Neutrality*. December 2022. Page 3.

4.8.1.2 *Regulatory Framework*

State

Assembly Bill 32 and State Bill 32

Under the California Global Warming Solutions Act, known as AB 32, CARB established a statewide GHG emissions CAAP for 2020, adopted mandatory reporting rules for significant sources of GHGs, and adopted a comprehensive plan, known as the Climate Change Scoping Plan, identifying how emission reductions would be achieved from significant GHG sources. The first Scoping Plan was approved by CARB in 2008 and must be updated at least every five years. Since 2008, there have been two updates to the Scoping Plan.

In 2016, SB 32 was signed into law, amending the California Global Warming Solution Act. SB 32, and accompanying Executive Order B-30-15, require CARB to ensure that statewide GHG emissions are reduced to 40 percent below the 1990 level by 2030. CARB updated its Climate Change Scoping Plan in December of 2017 to accelerate 2030 statewide target in terms of million metric tons of CO_2e ($MMTCO_2e$). Based on the emissions reductions directed by SB 32, the annual 2030 statewide target emissions level for California is 260 $MMTCO_2e$.

2022 Scoping Plan

On December 15, 2022, CARB approved the 2022 Scoping Plan. The 2022 Scoping Plan provides a sector-by-sector guide on how to reduce man-made (i.e., anthropogenic) GHG emissions by 85 percent below 1990 levels and achieve carbon neutrality by 2045 over a 25-year horizon.[40] The primary focus of the 2022 Scoping Plan is to reduce the usage of fossil fuels by electricizing the transportation sector, procuring electricity from renewable resources, phasing out natural gas in land use developments, and building transit-oriented communities that encourage multi-modal transportation. If implemented successfully, the 2022 Scoping Plan would not only reduce GHG emissions but also reduce smog-forming air pollution (NO_x) by 71 percent and reduce fossil fuel demand by 94 percent. The 2022 Scoping Plan also details natural carbon capture and storage process along with mechanical carbon capture programs to address the remaining 15 of anthropogenic GHG emissions that will remain post-2045. To meet these goals, CARB also includes a revised goal of reducing state GHG emissions 48 percent below 1990 levels by 2030.

Senate Bill 375 and Connect SoCal 2024

SB 375, known as the Sustainable Communities Strategy and Climate Protection Act, was signed into law in September 2008. SB 375 builds upon AB 32 by requiring CARB to develop regional GHG reduction targets for automobile and light truck sectors for 2020 and 2035. The per capita GHG emissions reduction targets for passenger vehicles in the Southern California region include a 19 percent reduction by 2035.

[40] CARB. *2022 Scoping Plan for Achieving Carbon Neutrality*. December 2022. Page 5.

Consistent with the requirements of SB 375, the Southern California Association of Governments (SCAG) prepared the region's Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan process. The SCS is referred to as Connect SoCal 2024.

Connect SoCal 2024 is a long-range plan for the six counties in Southern California (Imperial, Los Angeles, Orange, Riverside, San Bernadino, and Ventura) that provides strategies to foster a healthy, prosperous, accessible, and connected region for a more resilient and equitable future. Connect SoCal 2024 will leverage existing assets and infrastructure through an increased focus on system management, revitalization, and reuse. Connect SoCal 2040 aims to create a region with transit as a backbone of the transportation system, more complete streets, policies that encourage emerging technologies and mobility innovations, more housing, jobs, and mobility options closer together in Priority Development Areas, more housing to address the existing housing need, and safe and fluid movement of goods, with a commitment to deployment of zero and near zero emissions technologies.

SB 100

SB 100, known as The 100 Percent Clean Energy Act of 2018, was adopted on September 10, 2018. The overall goal is to have all retail electricity sold in California be procured from 100 percent renewable and zero-carbon resources by the year 2045. SB 100 also modified the renewables portfolio standard to 50 percent by 2025 and 60 percent by 2030.

Executive Order B-55-18 and Assembly Bill 1279

Executive Order B-55-18 was issued in September 2018. It ordered a new statewide goal of achieving carbon neutrality no later than 2045 and to maintain net negative emissions thereafter.

AB1279, also known as the California Climate Crisis Act, was approved on September 16, 2022 and codifies the statewide goal set by Executive Order B-55-18 of achieving net zero GHG emissions no later than the year 2045 and maintaining net negative emissions thereafter. In addition, this bill has a statewide goal of reducing anthropogenic GHG emissions by 85 percent below the 1990 levels by the year 2045. The bill requires CARB to work with relevant state agencies to ensure that updates to the scoping plan identify and recommend measures to achieve these policy goals and implement strategies that enable CO_2 removal solutions and carbon capture, utilization, and storage technologies in California. The bill requires CARB to submit an annual report.

Advanced Clean Cars II Regulation

To continue reducing air pollutants and GHG emissions in the transportation sector, CARB adopted the Advanced Clean Cars II Regulations (Resolution 22-12) on August 25, 2022. The new regulation requires that by 2035 all new passenger cars, trucks, and SUVs sold in California will be zero-emission vehicles. This regulation bans the sale of new gasoline or diesel passenger cars, trucks, and SUVs in California from automakers. Beginning in 2026, 35 percent of new vehicle sales must be zero-emission vehicles and plug-in hybrid electric vehicles (EV) and that percentage will increase per year. By 2030, 70 percent of new vehicle sales will be zero-emissions vehicles and by the 2035

model year 100 percent of new vehicle sales will be zero-emissions. CARB will limit the use of plug-in hybrid EVs in the percentage requirements to keep the manufacturing of zero-emissions as the primary goal. Existing gasoline cars can continue to be driven and sold as used cars beyond 2035. CARB is required to track and report on the zero-emissions vehicle market development annually.

California Building Standards Code – Title 24 Part 11 and Part 6

The CALGreen Code is part of the California Building Standards Code under Title 24, Part 11.[41] The CALGreen Code encourages sustainable construction standards that incorporate planning/design, energy efficiency, water efficiency resource efficiency, and environmental quality. These green building standard codes are mandatory statewide and are applicable to residential and non-residential developments. The most recent CALGreen Code (2022 CALGreen Code) was effective as of January 1, 2023.

The California Building Energy Efficiency Standards (California Energy Code) is under Title 24, Part 6 and is overseen by the CEC. This code includes design requirements to conserve energy in new residential and non-residential developments. This Energy Code is enforced and verified by cities during the planning and building permit process. The 2022 Energy Code replaced the 2019 Energy Code as of January 1, 2023. There are new 2022 standards for single-family residences, multi-family residences, and non-residential uses.[42,43,44] Major changes include electric-ready single-family and multi-family residence and solar photovoltaic systems and energy storage systems for residential and commercial developments.

Requirements for EV charging infrastructure are set forth in Title 24 of the California Code of Regulations and are regularly updated on a three-year cycle. The CALGreen standards consist of a set of mandatory standards required for new development, as well as two more voluntary standards known as Tier 1 and Tier 2. The 2022 CALGreen standards require deployment of additional EV chargers in various building types, including multi-family residential, hotel, and non-residential land uses. They include requirements for both EV capable parking spaces and the installation of EV supply equipment for multi-family residential and nonresidential buildings. The 2022 CALGreen standards also include requirements for both EV readiness and the actual installation of EV chargers.

CALGreen also requires new construction and demolition projects to have a diversion of at least 65 percent of the construction waste generated.

[41] Refer to https://www.dgs.ca.gov/BSC/CALGreen.
[42] California Energy Commission. "2022 Building Energy Efficiency Standards What's New for Single-Family Residential." Revised July 15, 2022. Accessed August 2, 2024. https://www.energy.ca.gov/sites/default/files/2022-08/2022_Single-family_Whats_New_Summary_ADA.pdf.
[43] California Energy Commission. "2022 Building Energy Efficiency Standards What's New for Multifamily." Revised August 4, 2022. Accessed August 2, 2024. https://www.energy.ca.gov/sites/default/files/2022-08/2022_Multifamily_Whats_new_Summary_ADA.pdf.
[44] California Energy Commission. "2022 Building Energy Efficiency Standards What's New for Nonresidential." Revised August 4, 2022. Accessed August 2, 2024. https://www.energy.ca.gov/sites/default/files/2022-08/2022_Nonresidential_Whats_New_Summary_ADA.pdf.

Regional and Local

2016 Air Quality Management Plan

The South Coast Air Quality Management District (SCAQMD) is the agency primarily responsible for assuring that the federal and state ambient air quality standards are maintained in the South Coast Air Basin (an area that includes Orange County, and non-desert portions of Los Angeles, Riverside, and San Bernadino counties), which includes the project area. Regional air quality management districts, such as SCAQMD, must prepare air quality plans specifying how federal and state air quality standards will be met. SCAQMD's most recently adopted plan is the 2016 Air Quality Management Plan (2016 AQMP).

Pico Rivera EV and Solar Ready Requirement Code

The Pico Rivera Municipal Code Chapter 15.52, Small Residential Rooftop Solar Energy Systems Installation Requirements, establishes an expedited permit review process for installation of small residential rooftop solar energy systems. This chapter of the Municipal Code applies to solar energy systems that meet the following criterion:

- 10 kilowatt alternating current name plate rating or 30 kilowatts thermal
- Conform to all applicable state fire, structural, electrical, and other building codes,
- Installed on a single-family or duplex dwelling, and
- Does not exceed the maximum legal building height.

City of Pico Rivera General Plan

The following policies in the General Plan have been adopted for the purposes of reducing or avoiding impacts related to greenhouse gases and are applicable to the project.

Policy	Description
8.2-1	**Regional Efforts.** Coordinate local air quality improvements and greenhouse gas emissions reduction efforts with surrounding communities, and regional agencies such as the South Coast Air Quality Management District, the Gateway Cities Council of Governments.
8.2-2	**GHG Reduction Measures.** Reduce greenhouse gas emissions in the City and the region through the following measures including, but not limited to: • Implementing land use patterns that reduce automobile dependency by increasing housing and employment densities within mixed use settings and transit-oriented developments • Reducing the number of vehicular miles traveled through implementation of • Transportation Demand Management Programs; • **E**ncouraging the use of alternative modes of transportation by supporting transit facility and service expansion, expanding bicycle routes and improving bicycle facilities, and improving pedestrian facilities; • Increasing building energy efficiency through site design, building orientation, landscaping, and incentive/rebate programs; • Implementing water conservation measures; • Requiring the use of drought-tolerant landscaping; and

	• Increasing solid waste diversion through recycling efforts
8.2-9	**Park and Ride Lots.** To encourage carpooling, work with the City of Whittier to develop additional park and ride facilities along the I-605 freeway, and with the cities of Downey and Commerce to develop additional park and ride facilities along the I-5 freeway.
8.2-10	**Employers.** Encourage employers to allow flexible work hours and telecommuting where feasible, and to provide incentives for employee use of public transit, biking, walking, and carpooling for home to work commutes.
8.2-11	**City Employees.** Encourage City employees through incentives and other methods to use alternative modes of transportation for home to work commutes including public transit, carpooling, and biking/walking. Allow telecommuting and flexible work schedules, when feasible.
8.2-12	**Municipal Fleet.** Purchase low-emissions vehicles for the City's non-emergency fleet and use clean, alternative fuel sources for trucks and heavy equipment, when feasible.
8.2-13	**Contractor Preference.** Give preference to contractors that commit to apply methods to minimize greenhouse gas emissions in building construction and operations, such as the use of low or zero-emission vehicles and equipment.
8.2-14	**Transit Vehicles.** Encourage and work with local and regional transit providers to use transit vehicles and facilities that are powered by alternative fuels and are low emissions.
8.2-16	**Funding.** Pursue regional, state, and federal funding opportunities for transportation projects or improvements that improve air quality and reduce greenhouse gas emissions.
8.2-17	**Education.** Participate in efforts that educate the public about air quality, its effects on health, and actions that can be taken to improve air quality and reduce greenhouse gas emissions.
8.2-18	**Electric Vehicles.** Encourage provision of or readiness for charging stations and related infrastructure for electric vehicles within new development and redevelopment proposals and within City operations.

Pico Rivera Demolition and Recycling Ordinance

Chapter 8.60 Demolition and Recycling of the Pico Rivera Municipal Code contains the City's Construction Waste Diversion Ordinance. Under this Chapter, all construction, demolition, and renovation projects having total costs of one hundred thousand dollars or more must divert 65 percent of all waste from landfills. Project applicants are required to submit a waste management plan identifying the total amount and type of debris produced by the project and receipts from the vendor or facility which collected or received the material.

4.8.1.3 *Existing Conditions*

Unlike emissions of criteria and toxic air pollutants, which have regional and local impacts, emissions of GHGs have a broader, global impact. Global warming is a process whereby GHGs accumulating in the upper atmosphere contribute to an increase in the temperature of the earth and changes in weather patterns.

4.8.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	☒
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs?	☐	☐	☐	☒

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

The proposed CAAP would involve implementation of identified measures designed to reduce GHG emissions citywide consistent with established reduction targets. As noted in Figure 3.1-1, according to the most recent GHG inventory, Pico Rivera is projected to generate 400,019 MT CO_2e in 2030.

A summary of the GHG reductions estimated to result from implementation of the proposed CAAP are included in Table 4.8-1 and Table 4.8-2.

Table 4.8-1: 2030 Climate Action and Adaptation Plan Measures and Reduction Estimates

Proposed Action	2030 Reductions MT CO_2e
BE 2.1: Phased electrification for new buildings	386
BE-2.2: Phased electrification for existing buildings	13,513
BE 3.3: Renewable electricity	39,886
TL- 1.2: Active transportation access and safety	855
TL 2.1: EV Infrastructure Plan	736
MC 1.1: Zero Waste Plan	10,473
MU 1.5: Refrigerants management	6,092
Total ($MTCO_2e$)	**71,941**
Note: No emissions reductions were assumed to be achieved from implementation of all other CAAP measures.	

Table 4.8-2: Achievement of GHG Target

GHG Target Impact	MT CO_2e
2030 Business-as-usual emissions	400,019
Estimated reductions from adopted federal and state policies	-118,941
Estimated CAAP reductions	-71,941
2030 Emissions with adopted federal and state policies and CAAP	209,137
2030 Target emissions	209,213
Achieves target?	**Yes**

As shown in Table 4.8-2, the proposed CAAP would reduce overall citywide GHG emissions by approximately 71,941 $MTCO_2e$, and when combined with emissions reductions from adopted federal and state policies, citywide GHG emissions would be 209,137 in 2030, which is below the target of 209,213 $MTCO_2e$ by 2030. For these reasons the proposed CAAP would have a less than significant impact. **(No Impact)**

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

The proposed CAAP contains measures designed to reduce GHG emissions citywide. As discussed in Section 4.3 Air Quality, the proposed CAAP measures would be consistent with and contribute to the achievement of the 2016 AQMP goals of identifying, developing, and implementing strategies and control measures to meet national and state air quality standards. In addition, Measure BE-3.2 would support implementation of the City's EV and Solar Ready Requirement Code by further streamlining the permitting process for installation of solar energy systems, developing benefits, rebates, or creating a bulk-purchasing program for community solar projects. Measure MC-2.3 would expand the existing Demolition and Recycling Ordinance by increasing awareness about low-carbon and recycled building materials, setting specific recycling goals for builders to use these materials, and providing a toolkit for construction professionals on recycling, salvaging, and deconstruction.

For these reasons, implementation of the proposed CAAP would not result in conflicts with an applicable plan, policy or regulation adopted for the purposes of reducing the emissions of GHGs. **(No Impact)**

4.9 Hazards and Hazardous Materials

4.9.1 Environmental Setting

4.9.1.1 *Regulatory Framework*

Overview

The storage, use, generation, transport, and disposal of hazardous materials and waste are highly regulated under federal and state laws. In California, the EPA has granted most enforcement authority over federal hazardous materials regulations to the California Environmental Protection Agency (CalEPA). In turn, local agencies have been granted responsibility for implementation and enforcement of many hazardous materials regulations under the Certified Unified Program Agency (CUPA) program.

Worker health and safety and public safety are key issues when dealing with hazardous materials. Proper handling and disposal of hazardous material is vital if it is disturbed during project construction. Cal/OSHA enforces state worker health and safety regulations related to construction activities. Regulations include exposure limits, requirements for protective clothing, and training requirements to prevent exposure to hazardous materials. Cal/OSHA also enforces occupational health and safety regulations specific to lead and asbestos investigations and abatement.

Federal and State

Federal Aviation Regulations Part 77

Federal Aviation Regulations, Part 77 Objects Affecting Navigable Airspace (FAR Part 77) sets forth standards and review requirements for protecting the airspace for safe aircraft operation, particularly by restricting the height of potential structures and minimizing other potential hazards (such as reflective surfaces, flashing lights, and electronic interference) to aircraft in flight. These regulations require that the Federal Aviation Administration (FAA) be notified of certain proposed construction projects located within an extended zone defined by an imaginary slope radiating outward for several miles from an airport's runways, or which would otherwise stand at least 200 feet in height above the ground.

Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as Superfund, was enacted by Congress on December 11, 1980. This law created a tax on the chemical and petroleum industries and provided broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. Over five years, $1.6 billion was collected and the tax went to a trust fund for cleaning up abandoned or uncontrolled hazardous waste sites. CERCLA accomplished the following objectives:

- Established prohibitions and requirements concerning closed and abandoned hazardous waste sites;
- Provided for liability of persons responsible for releases of hazardous waste at these sites; and
- Established a trust fund to provide for cleanup when no responsible party could be identified.

The law authorizes two kinds of response actions:

- Short-term removals, where actions may be taken to address releases or threatened releases requiring prompt response; and
- Long-term remedial response actions that permanently and significantly reduce the dangers associated with releases or threats of releases of hazardous substances that are serious, but not immediately life-threatening. These actions can be completed only at sites listed on the EPA's National Priorities List.

CERCLA also enabled the revision of the National Contingency Plan (NCP). The NCP provided the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants. The NCP also established the National Priorities List. CERCLA was amended by the Superfund Amendments and Reauthorization Act on October 17, 1986.[45]

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA), enacted in 1976, is the principal federal law in the United States governing the disposal of solid waste and hazardous waste. RCRA gives the EPA the authority to control hazardous waste from the "cradle to the grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also sets forth a framework for the management of non-hazardous solid wastes.

The Federal Hazardous and Solid Waste Amendments (HSWA) are the 1984 amendments to RCRA that focused on waste minimization, phasing out land disposal of hazardous waste, and corrective action for releases. Some of the other mandates of this law include increased enforcement authority for the EPA, more stringent hazardous waste management standards, and a comprehensive underground storage tank program.[46]

[45] United States Environmental Protection Agency. "Superfund: CERCLA Overview." Accessed August 23, 2024. https://www.epa.gov/superfund/superfund-cercla-overview.
[46] United States Environmental Protection Agency. "Summary of the Resource Conservation and Recovery Act." Accessed August 23, 2024. https://www.epa.gov/laws-regulations/summary-resource-conservation-and-recovery-act.

Government Code Section 65962.5

Section 65962.5 of the Government Code requires CalEPA to develop and update a list of hazardous waste and substances sites, known as the Cortese List. The Cortese List is used by state and local agencies and developers to comply with CEQA requirements. The Cortese List includes hazardous substance release sites identified by the Department of Toxic Substances Control (DTSC) and State Water Resources Control Board (SWRCB).[47]

Toxic Substances Control Act

The Toxic Substances Control Act (TSCA) of 1976 provides the EPA with authority to require reporting, record-keeping and testing requirements, and restrictions relating to chemical substances and/or mixtures. Certain substances are generally excluded from TSCA, including, among others, food, drugs, cosmetics, and pesticides. The TSCA addresses the production, importation, use, and disposal of specific chemicals including polychlorinated biphenyls (PCBs), asbestos, radon, and lead-based paint.

California Accidental Release Prevention Program

The California Accidental Release Prevention (CalARP) Program aims to prevent accidental releases of regulated hazardous materials that represent a potential hazard beyond the boundaries of a property. Facilities that are required to participate in the CalARP Program use or store specified quantities of toxic and flammable substances (hazardous materials) that can have off-site consequences if accidentally released. The Los Angeles County Fire Department reviews CalARP risk management plans as the CUPA.

Asbestos-Containing Materials

Friable asbestos is any asbestos-containing material (ACM) that, when dry, can easily be crumbled or pulverized to a powder by hand, allowing the asbestos particles to become airborne. Common examples of products that have been found to contain friable asbestos include acoustical ceilings, plaster, wallboard, and thermal insulation for water heaters and pipes. Common examples of non-friable ACMs are asphalt roofing shingles, vinyl floor tiles, and transite siding made with cement. The EPA began phasing out use of friable asbestos products in 1973 and issued a ban in 1978 on manufacture, import, processing, and distribution of some asbestos-containing products and new uses of asbestos products.[48] The EPA is currently considering a proposed ban on on-going use of asbestos.[49] National Emission Standards for Hazardous Air Pollutants (NESHAP) guidelines require that potentially friable ACMs be removed prior to building demolition or remodeling that may disturb the ACMs.

[47] California Environmental Protection Agency. "Cortese List Data Resources." Accessed August 23, 2024. https://calepa.ca.gov/sitecleanup/corteselist/.
[48] United States Environmental Protection Agency. "EPA Actions to Protect the Public from Exposure to Asbestos." Accessed August 23, 2024. https://www.epa.gov/asbestos/epa-actions-protect-public-exposure-asbestos
[49] Ibid.

CCR Title 8, Section 1532.1

The United States Consumer Product Safety Commission banned the use of lead-based paint in 1978. Removal of older structures with lead-based paint is subject to requirements outlined by the Cal/OSHA Lead in Construction Standard, CCR Title 8, Section 1532.1 during demolition activities. Requirements include employee training, employee air monitoring, and dust control. If lead-based paint is peeling, flaking, or blistered, it is required to be removed prior to demolition.

Regional and Local

Hazardous Mitigation Plan

The City of Pico Rivera adopted a Hazard Mitigation Plan in March of 2019. The Hazard Mitigation Plan uses long-term and short-term policies, programs, and projects to reduce risks from disasters to the people, property, economy, and environment within the City. The plan is in alignment with federal and state hazard mitigation planning requirements to establish eligibility for funding under Federal Emergency Management Agency (FEMA) grant programs.

City of Pico Rivera General Plan

The following policies in the General Plan have been adopted for the purposes of reducing or avoiding impacts related to hazards and hazardous materials and are applicable to the project.

Policy	Description
8.4-7	**Underground Storage Tanks.** Monitor underground storage tanks containing hazardous materials on a regular basis in accordance with federal, state, and local regulations.
9.3-1	**Hazardous Materials Regulation.** Coordinate with County, State, and other applicable agencies to enforce pertinent laws, disclosures, and siting requirements that regulate the production, use, storage, disposal, and transport of hazardous materials.
9.3-2	**Hazardous Materials Uses.** Ensure that land uses involved in the production, storage, transportation, handling, or disposal of hazardous materials are located and operated in a manner that minimizes risk to other land uses.
9.3-3	**Hazardous Waste Management Plan.** Require businesses that store, generate, use or transport hazardous materials to comply with the Los Angeles County Hazardous Waste Management Plan. Provide appropriate response and notification in the event of an emergency or violation.
9.3-4	**Site Identification.** Participate in efforts to identify sites previously used for hazardous materials handling, storage and disposal.
9.3-5	**Known Areas of Contamination.** Require new development areas of known contamination to perform comprehensive soil and groundwater contamination assessments prior to development approvals. If contamination exceeds regulatory levels, require remediation procedures consistent with applicable regulations for the proposed use prior to any site disturbance.
9.3-6	**Best Practices.** Encourage industries, businesses and residents to utilize best practices and technologies that reduce the use of hazardous materials and generation of hazardous wastes.

9.3-7	**Education.** Promote public education efforts regarding the proper use, storage, and disposal of hazardous wastes, including common household items.
9.3-8	**Household Hazardous Waste Plan.** Provide for the management of household hazardous waste through implementation and regular update of the City's Household Hazardous Waste Plan.
9.3-9	**Household Hazardous Waste Disposal.** Continue to partner with Los Angeles County to encourage homeowners to dispose of hazardous waste and E-waste at regular collection events.
9.3-10	**Pipelines.** Require that new pipelines channels carrying hazardous materials avoid residential areas and other sensitive land uses to the greatest extent feasible.
9.3-12	**Pesticides and Herbicides.** Encourage integrated pest management principles to reduce or discontinue the use of pesticides and herbicides.

Los Angeles County Fire Department

The Los Angeles County Fire Department enforces environmental laws and regulation pertaining to hazardous materials throughout the County. The Fire Department's Health Hazardous Materials Division permits and inspects hazardous material handling and generating businesses to ensure all federal, state, and local law and regulations are followed. The division also provides 24-hour emergency response services to hazardous materials incidents and investigates criminal complaints alleging violations of hazardous materials and waste laws.

Los Angeles County Hazardous Waste Collection Program

The City has adopted the Los Angeles County Hazardous Waste Collection program along with a City Household Hazardous Waste Plan, both of which reduce risks to human health and the environment. The Los Angeles County Hazardous Waste Collection Program gives Los Angeles County residents free and convenient ways to dispose of unwanted items that cannot be thrown in the regular trash. In addition, the City provides several hazardous waste disposal alternatives for businesses and residents, including participation in the County's Household Hazardous Waste Round Up events.

Los Angeles County Airport Land Use Plan

State law requires cities and counties with public use airports to establish Airport Land Use Commissions (ALUC). In Los Angeles County, the Regional Planning Commission acts as the ALUC. The ALUC coordinates with the airport planning of public agencies within the County. The ALUC reviews proposed updates or expansions of airports as well as development on surrounding properties to make sure they are compatible, specifically in regard to excessive noise, safety hazards, and nearby land uses that could interfere with airport operations. In Los Angeles County, there are 15 airports, some of which have a Land Use Compatibility Plan.

4.9.1.2 *Existing Conditions*

Hazardous Materials Use, Storage, and Transport

Hazardous materials are defined as any injurious substance, including pesticides, herbicides, toxic metals, chemicals, explosives, and nuclear fuels and materials. Hazardous materials are commonly handled by a range of industrial, manufacturing, commercial, auto related, medical, educational, and residential uses. Because of the locations of large industrial areas, major truck routes, and main line railroads within the City, the transport, use, and storage of various hazardous materials within the community is a common occurrence. Hazardous materials are transported via BNSF Railway and Union Pacific rail lines in the City as well as major roadways. The transport of hazardous materials by truck or rail is regulated by the United States Department of Transportation through National Safety Standards and DTSC.

Airport Hazards

San Gabriel Valley Airport is the nearest airport to the City, located approximately nine miles northeast of the City boundaries.

Wildfire Hazards

The California Department of Forestry and Fire Protection (CAL Fire) is responsible for the identification of very high fire hazard severity zones and transmission of these maps to local government agencies. According to the CAL Fire Los Angeles County Fire Hazard Severity Zones Map, the City of Pico Rivera is not located in or near a State Responsibility Area (SRAs), Local Responsibility Area, nor is the City designated as a very high fire hazard severity zone.[50]

4.9.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐

[50] California Department of Forestry and Fire Protection. Fire Hazard Severity Zones Maps. Accessed August 23, 2024. https://www.fire.ca.gov/osfm/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones/fire-hazard-severity-zones-maps-2022

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

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

The proposed CAAP would not directly result in the transport or use of hazardous materials. Construction activities associated with implementation of Measures BE-2.1, BE-2.2, BE-3.2 and TL-1.2, and TL-3.1 could involve the use, transport, and disposal of hazardous materials during installation of electric and solar infrastructure, removal of existing natural gas infrastructure and appliances, installation of active transportation facilities, and new construction near transit facilities. Operation of new buildings near transit (associated with Measure TL-3.1) could also involve the use and storage of small amounts of cleaning and maintenance chemicals. Any new construction would be subject to project-level, site-specific environmental review pursuant to CEQA and would be required to document hazardous materials impacts and incorporate mitigation measures to avoid or minimize impacts, in accordance with General Plan policies 9.3-1 and 9.3-2.

The remaining CAAP measures would not result in any indirect impacts related to routine transport, use or disposal of hazardous materials because they involve energy audits, education, outreach, policy changes within municipal organizations, or behavioral changes with no physical effects.

For these reasons, the proposed CAAP would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. **(Less than Significant Impact)**

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?

The proposed CAAP would not directly involve the release of hazardous materials into the environment. Implementation of Measures BE-2.1, 2.2, and 3.2 could involve physical improvements to existing buildings with ACM or lead-based paint, or other hazardous materials. Construction activities associated with these improvements would be subject to existing state policies such as those administered through Cal/OSHA for employee training, air monitoring, and dust control to minimize potential impacts to construction workers.

Future development associated with implementation of Measure TL- 3.1 could occur on sites with contaminated soils, groundwater, and soil vapor, and which have structures containing ACMs or lead-based paint, or other types of hazardous materials. Demolition, grading, and excavation on such sites could potentially expose construction workers and the environment to hazardous materials. The potential for hazardous materials and contaminated substances to be encountered during construction would be analyzed on an individual basis during the development permit review process and during project-level, site-specific environmental review pursuant to CEQA. Any hazardous materials impacts would be documented, and mitigation measures would be required to avoid or minimize such impacts, as necessary.

The remaining CAAP measures would not result in any indirect changes to seismicity because they involve energy audits, education, outreach, policy changes within municipal organizations, or behavioral changes with no physical effects.

With implementation of existing state policies, the project would not 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)**

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?

As discussed under checklist question a, the proposed CAAP would not directly result in the transport or use of hazardous materials. Hazardous materials used by future development allowed under the CAAP would be required to conform with federal, state, and local laws pertaining to the safe handling of such materials. Additionally, future development would be subject to project-level, site-specific environmental review pursuant to CEQA and would be required to evaluate potential hazardous materials impacts and incorporate mitigation measures to avoid or minimize such impacts, as necessary. Therefore, the proposed CAAP would not result in significant impacts

associated with emissions of hazardous materials or handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. **(Less than Significant Impact)**

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?

The proposed CAAP would not result in development on any particular site and would not result in any direct physical impacts on the environment. It is possible, however, that future development associated with the project could be located on sites listed on the Cortese List or other hazardous materials databases associated with Governmental Code Section 65962.5. As discussed under checklist question b, the hazards associated with any particular site would be evaluated during the development review and project-level, site-specific environmental review processes. If applicable, hazardous materials impacts associated with such development would be documented pursuant to CEQA and mitigation measures would be incorporated to avoid or minimize such impacts, as necessary. Therefore, the proposed CAAP would not create a significant hazard to the public or the environment by being located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. **(Less than Significant Impact)**

e) If 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?

The proposed CAAP would not result in any direct physical impacts on the environment. As noted in Section 4.9.1.2 Existing Conditions, the nearest airport to Pico Rivera is San Gabriel Valley Airport, located approximately nine miles northeast of the City boundaries. Therefore, due to the distance between the City boundaries and the nearest airport, implementation of the proposed CAAP would not result in a safety hazard or excessive noise for people working or living near an airport. **(No Impact)**

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

The proposed CAAP would not have any direct physical impacts on the environment and does not contain any policies that conflict with emergency plans. Future development associated with the project would be reviewed for consistency with applicable City and County emergency response plans and emergency evacuation plans during the development review and project-level, site-specific CEQA environmental review processes. Therefore, the proposed CAAP would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. **(Less than Significant Impact)**

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

As noted in Section 4.9.1.2 Existing Conditions, the City of Pico Rivera is not located in or near a SRA, Local Responsibility Area, nor is the City designated as a very high fire hazard severity zone.[51] Therefore, the project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires. **(No Impact)**

[51] California Department of Forestry and Fire Protection. Fire Hazard Severity Zones Maps. Accessed August 23, 2024. https://www.fire.ca.gov/osfm/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones/fire-hazard-severity-zones-maps-2022

4.10 Hydrology and Water Quality

4.10.1 Environmental Setting

4.10.1.1 *Regulatory Framework*

Federal and State

The federal Clean Water Act and California's Porter-Cologne Water Quality Control Act are the primary laws related to water quality in California. Regulations set forth by the Environmental Protection Agency (EPA) and the State Water Resources Control Board (SWRCB) have been developed to fulfill the requirements of this legislation. EPA regulations include the National Pollutant Discharge Elimination System (NPDES) permit program, which controls sources that discharge pollutants into the waters of the United States (e.g., streams, lakes, bays, etc.). These regulations are implemented at the regional level by the Regional Water Quality Control Boards (RWQCBs). The project site is within the jurisdiction of the Los Angeles RWQCB.

Under Section 303(d) of the federal Clean Water Act, the SWRCB and RWQCBs are required to identify impaired surface water bodies that do not meet water quality standards and develop total maximum daily loads (TMDLs) for contaminants of concern. The list of the state's identified impaired surface water bodies, known as the "303(d) list" can be found on the on the SWRCB's website.[52]

National Flood Insurance Program

The Federal Emergency Management Agency (FEMA) established the National Flood Insurance Program (NFIP) to reduce impacts of flooding on private and public properties. The program provides subsidized flood insurance to communities that comply with FEMA regulations protecting development in floodplains. As part of the program, FEMA publishes Flood Insurance Rate Maps (FIRMs) that identify Special Flood Hazard Areas (SFHAs). An SFHA is an area that would be inundated by the one-percent annual chance flood, which is also referred to as the base flood or 100-year flood.

Statewide Construction General Permit

The SWRCB has implemented an NPDES General Construction Permit for the State of California (Construction General Permit). For projects disturbing one acre or more of soil, a Notice of Intent (NOI) must be filed with the RWQCB by the project sponsor, and a Storm Water Pollution Prevention Plan (SWPPP) must be prepared by a qualified professional prior to commencement of construction and filed with the RWQCB by the project sponsor. The Construction General Permit

[52] California State Water Resources Control Board. "2020-2022 California Integrated Report (Clean Water Act Section 303(d) List and 305(b) Report)." May 11, 2022. Accessed August 23, 2024. https://www.waterboards.ca.gov/water_issues/programs/water_quality_assessment/2020_2022_integrated_report.html.

includes requirements for training, inspections, record keeping, and, for projects of certain risk levels, monitoring. The general purpose of the requirements is to minimize the discharge of pollutants and to protect beneficial uses and receiving waters from the adverse effects of construction-related storm water discharges.

Regional and Local

Los Angeles Basin Plan

The Los Angeles Regional Water Quality Control Board (LARWQCB) has jurisdiction over the coastal watersheds between Rincon Point (on the coast of western Ventura County) and the eastern Los Angeles County line. The LARWQCB protects ground and surface water quality in accordance with the Water Quality Control Plan for the Los Angeles Basin (Basin Plan). The Basin Plan designates beneficial uses for surface and ground waters, sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the State's antidegradation policy, and describes implementation programs to protect all waters in the region.

Los Angeles County Flood Control Act

The Los Angeles County Flood Control Act was adopted in 1915 after a disastrous regional flood. The Act established the Los Angeles County Flood Control District, which provides flood protection, water conservation, recreation, and aesthetic enhancement. The Flood Control District is governed by the County of Los Angeles Board of Supervisors. In 1984, the Flood Control District entered into an operational agreement with the Los Angeles County Department of Public Works, transferring planning and operational activities to the Department of Public Works. Watershed Management Division is the planning and policy arm of the Flood Control District. Public Works Flood Maintenance and Water Resources Division, respectively, oversee its maintenance and operational efforts.

The Flood Control District encompasses more than 2,700 square miles and approximately 2.1 million land parcels within six watersheds. It includes drainage infrastructure within 86 incorporated cities as well as the unincorporated County areas. This includes 14 major dams and reservoirs, 483 miles of open channel, 27 spreading grounds, 3,300 miles of underground storm drains, 47 pump plants, 172 debris basins, 27 sediment placement sites, three seawater intrusion barriers, and an estimated 82,000 catch basins.[53]

Medium and Large Municipal Separate Storm Sewer System (MS4) Permit

The LARWQCB regulates discharges from medium and large municipal separate storm sewer systems (MS4s) through the Regional Phase I MS4 Permit (Order R4-2021-0105). This permit is issued under the NPDES Program to the Los Angeles County Flood Control District, County of Los Angeles, 85 incorporated cities within the coastal watersheds of Los Angeles County (including Pico

[53] Los Angeles County Public Works. Los Angeles County Flood Control District. Accessed August 23, 2024. https://dpw.lacounty.gov/LACFCD/web/

Rivera), Ventura County Watershed Protection District, the County of Ventura, and 10 incorporated cities within Ventura County. The permit became effective on September 11, 2021.

Under Part VIII.F.4 of the MS4 Permit Order, permittees are required to implement a Planning and Land Development Program for Priority Development Projects. Priority Development Projects are considered:

- New development projects that fall into the following categories:
    - Projects equal to one acre or greater of disturbed area and adding more than 10,000 square feet or more of impervious surface area
    - Industrial parks of 10,000 square feet or more of surface area
    - Commercial malls of 10,000 square feet or more of surface area
- Redevelopment projects that create and/or replace 5,000 square feet or more of impervious surface on any of the following:
    - Existing sites of 10,000 square feet or more of impervious surface area
    - Industrial parks 10,000 square feet or more of surface area
    - Commercial malls 10,000 square feet or more of surface area
- New development and redevelopment projects that create and/or replace 5,000 square feet or more of impervious surface and support one or more of the following uses:
    - Restaurants
    - Parking lots
    - Automotive service facilities
    - Retail gasoline outlets
- New development and redevelopment projects that create and/or replace 2,500 square feet or more of impervious area; discharge stormwater that is likely to impact a sensitive biological species or habitat; and are located in or directly adjacent to or are discharging directly to a Sensitive Ecological Area.
- Street and road construction of 10,000 square feet or more of impervious surface area.

Priority Development Projects must implement structural best management practices (BMPs) to meet the performance requirements described in the permit, which prioritizes on-site infiltration, bioretention, and/or rainfall harvest and use. The purpose of the permit is to reduce the discharge of pollutants in stormwater by outlining BMPs that must be incorporated into the design of new development and redevelopment. These treatment control BMPs must be sufficiently designed and constructed to treat or retain the runoff from the 85th percentile of a 24-hour rain event or runoff from the 0.75 inch of a 24-hour rain event.

Pico Rivera Municipal Code

Chapter 13 of the Municipal Code contains water regulations in accordance with the NPDES and Standard Urban Storm Water Mitigation Plan (SUSMP), including:

- Chapter 13.70 describes the City's Water Conservation and Water Supply Shortage Program. The chapter establishes a water conservation and supply shortage program to reduce water consumption within the City. The program enables effective water supply planning, assures

reasonable and beneficial use of water, prevents waste of water, and maximizes the efficient use of water to avoid and minimize the effect and hardship of water shortage to the greatest extent possible.

- Chapter 13.90 describes the City's Water Efficient Landscape Ordinance. The Ordinance outlines the type of planting, irrigation, and Landscape-related improvements required for projects falling into the categories outlined in 13.90.030 to conserve water.

Chapter 16.04 of the Municipal Code contains stormwater regulations in accordance with the NPDES and Standard Urban Storm Water Mitigation Plan (SUSMP), including:

- New development and redevelopment projects are required to comply with SUSMP conditions assigned by the City that shall consist of: 1) LID structural and non-structure BMPs; 2) source control BMPs; and 3) structural and non-structural BMPs for specific types of uses.
- As a condition for issuing a certificate of occupancy for new development or redevelopment projects, the authorized enforcement officer shall require facility operators and/or owners to build all the stormwater pollution control best management practices and structural or treatment control BMPs that are shown on the approved project plans and to submit a signed certification statement stating that the site and all structural or treatment control BMPs will be maintained in compliance with the SUSMP and other applicable regulatory requirements.
- The transfer or lease of a property subject to requirement for maintenance of structural and treatment control BMPs shall include conditions requiring the transferee and its successors and assigns to either: 1) assume responsibility for maintenance of any existing structural or treatment control BMP; or 2) to replace existing structural or treatment control BMPs with new control measures or BMPs meeting the then current standards of the City and the SUSMP. Such requirement shall be included in any sale or lease agreement or deed for such property. The condition of transfer shall include a provision that the successor property owner or lessee conduct maintenance inspections of all structural or treatment control BMPs at least once a year and retain proof of inspection.

City of Pico Rivera General Plan

The following policies in the General Plan have been adopted for the purposes of reducing or avoiding impacts related to hydrology and water quality and are applicable to the project.

Policy	Description
8.1-5	**Energy Conservation.** Promote energy conservation through increasing water efficiency and water conservation in existing City buildings and new development projects.
8.1-6	**Water Conservation.** Promote water conservation programs that reduce per capita consumption of water and increase the use of recycle water supplies for non-potable uses.
8.4-1	**Surface Water.** Protect surface water resources in Pico Rivera, including the Rio Hondo and San Gabriel Rivers.

8.4-2	**Groundwater.** Work with applicable agencies to monitor and protect the quality and quantity of groundwater from the Central Basin.
8.4-3	**Recharge.** Protect and provide important groundwater recharge Capabilities along the Rio Hondo and San Gabriel rivers.
8.4-4	**Regional Coordination.** Coordinate and collaborate with agencies in the region and watershed to address water quality issues.
8.4-5	**National Pollution Discharge Elimination System.** Regulate construction and operational activities to incorporate stormwater protection measures and best management practices in accordance with the City's National Pollution Discharge Elimination System permit.
8.4-6	**Industrial Users.** Regulate discharge from industrial users in accordance with local, regional, and State regulations to protect the City's natural water bodies.
8.4-7	**Underground Storage Tanks.** Monitor underground storage tanks containing hazardous materials on a regular basis in accordance with federal, state, and local regulations.
8.4-8	**New Development.** Require new development to protect the quality of surface and groundwater bodies and natural drainage systems through site design, stormwater retention and treatment, and implementation of low impact development measures (LID).
8.4-9	**Water Conservation on City Property.** Incorporate water conservation techniques into City-owned buildings and property including water efficient fixtures, drought-tolerant and native landscaping, efficient irrigation systems, on-site stormwater capture and reuse systems, and water reuse, in accordance with state and other relevant standards, including the City's Water Efficient landscape Ordinance.
8.4-10	**Water Conservation in New Development.** Require new development to incorporate water conservation techniques into building and site design including the use of water efficient fixtures, drought-tolerant and native landscaping, efficient irrigation systems, on-site stormwater capture and reuse systems, and water reuse in accordance with state and other relevant standards, including the City's Water Efficient landscape ordinance.
8.4-11	**Recycled Water.** Continue to use, and expand opportunities to increase the use of, recycled water in City parks, landscaped areas along roadways, and the municipal golf course, if supplies are available.
8.4-12	**Groundwater Replenishment.** Work with the Water Replenishment District to actively pursue the feasibility of retaining more local storm runoff for groundwater replenishment.
8.4-13	**Education.** Educate residents and businesses about the importance of water conservation and potential techniques and programs.

4.10.1.2 *Existing Conditions*

Surface Water and Groundwater

There are two major surface water bodies in Pico Rivera: the Rio Hondo River located along the western boundary of the City, and the San Gabriel River located along the eastern boundary. In the central part of the City are the Rio Hondo and San Gabriel Coastal Basin Spreading Grounds for the rivers, which are two large, off-channel percolation basins. The spreading grounds temporarily hold water, which allows sufficient time for it to percolate through the bottoms and sides of the ponds and replenish the groundwater basin.

Groundwater in the area is drawn from the Central Basin, which underlies the entire San Gabriel Valley. Groundwater depths vary, primarily depending on the amount of water extracted through groundwater pumping. Local precipitation in the Basin does not directly influence the groundwater supply to any great degree. This is due to the presence of a layer of impermeable material that lies between the surface and the producing aquifers. As a consequence, very little of the annual rainfall reaches the aquifers. Natural replenishment of the groundwater supply is limited to surface inflow through the Whittier Narrows, located north of the City. Groundwater levels are maintained through artificial replenishment overseen by the Water Replenishment District of Southern California.

Annual water quality reports published by the City of Pico Rivera, the Pico Water District, and the San Gabriel Valley Water Company indicate that the water supplied to customers meets state and federal standards. Groundwater in the Basin is of generally good quality and is suitable for use by the public.[54]

Impaired Surface Water Bodies

Under Section 303(d) of the federal Clean Water Act, the SWRCB and RWQCBs are required to identify impaired surface water bodies that do not meet water quality standards and develop total maximum daily loads (TMDLs) for contaminants of concern. Within Regional Board 4 – Los Angeles Region, there are seven cases of impairment between two surface water bodies:[55]

- Artesia-Norwalk Drain. The water body has contamination for the following pollutants:
    - Indicator Bacteria (pathogen)
    - Selenium (metal)
- San Gabriel River Estuary. The water body has contamination for the following pollutants:
    - Copper (metal)
    - Dioxin (toxic organics)
    - Indicator Bacteria (pathogen)
    - Nickel (metal)
    - Oxygen, dissolved (nutrients)

Stormwater and Flooding

The control of storm water in Pico Rivera is under the jurisdiction of the Los Angeles County Flood Control District, the U.S. Army Corps of Engineers, and the City. The Flood Control District constructs and maintains storm drain and flood control facilities in the City. The City sets drainage requirements for streets and highways and identifies areas that require infrastructure improvements. The City also identifies storm drain deficiencies, establishes priorities, and submits

[54] City of Pico Rivera. General Plan. Chapter 8 Environmental Resources Element. October 2014.
[55] California State Water Resources Control Board. "2020-2022 California Integrated Report (Clean Water Act Section 303(d) List and 305(b) Report)." May 11, 2022. Accessed August 23, 2024. https://www.waterboards.ca.gov/water_issues/programs/water_quality_assessment/2020_2022_integrated_report.html.

this information to the Los Angeles County Flood Control District. The Army Corps of Engineers maintains the regional flood control facilities along the Rio Hondo and San Gabriel rivers.

Storm drains in Pico Rivera serve to convey local water runoff into the main channels of the Rio Hondo and San Gabriel Rivers. Per an assessment conducted by the County of Los Angeles, the City has several focused areas with localized flooding and deficient storm drain systems.

Regional flood control structures along the two major surface water bodies in Pico Rivera – the Rio Hondo River along the western boundary of the City and the San Gabriel River along the eastern boundary – include the Whittier Narrows Dam to the north near Montebello, and the Rio Hondo and San Gabriel spreading grounds. The Whittier Narrows Dam Captures regional stormwater flows for groundwater replenishment. The dam effectively removed the City from the natural flood plain of San Gabriel and Rio Hondo rivers. The Rio Hondo River is contained within a lined channel, while the San Gabriel River remains in its natural state for several miles below the dam.

To protect the public from flood hazards and for home insurance purposes, FEMA publishes maps that show the boundaries of potential flooding. Per FEMA, the entire City with the exception of the actual rivers is designated as Flood Risk Zone X, indicating that the area is outside of the 500-year flood and that flood insurance is not mandated. The San Gabriel and Rio Hondo rivers are located in Flood Zone A, which is subject to inundation by the one percent annual change flood event.

4.10.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒	☐
– result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
– substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☒	☐
– 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	☐	☐	☒	☐
– impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

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

The proposed CAAP would not result in any direct physical impacts on the environment. Future development allowed under Measures BE-2.1, BE-2.2, and BE-3.2 would occur within existing buildings and would not require ground disturbing activities and, therefore, would not result in violations of water quality standards, waste discharge requirements, or otherwise substantially degrade surface or ground water quality. Future installation of new bicycle and pedestrian facilities allowed under Measure TL-1.2 and high-density mixed-use development supported by Measure TL-3.1 would involve construction activities such as grading and excavation which could degrade surface or groundwater quality. New construction and renovations to existing buildings meeting the disturbed area and impervious surface thresholds for the MS4 Permit (refer to Section 4.10.1.2 Existing Conditions) would be required to implement structural best management practices such as on-site infiltration, bioretention, and/or rainfall harvest and use to meet the performance requirements consistent with the MS4 permit and the City's Municipal Code. For these reasons, the proposed CAAP would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. **(Less than Significant Impact)**

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?

The proposed CAAP would not have any direct physical impacts on the environment.

Implementation of Measures BE-2.1, BE-2.2 and BE-3.2 would allow for the installation of electric and solar power infrastructure. These improvements would occur within existing and new buildings and would not result in changes in water demand such that it would affect groundwater supplies. Similarly, future installation of new bicycle and pedestrian facilities and micromobility devices in public spaces allowed under Measures TL-1.2 and TL-1.3 would not affect groundwater supplies or interfere with groundwater recharge.

Measure TL- 3.1 supports General Plan and Zoning Code updates to allow for future development of buildings at greater heights and densities near transit. Future development supported by this measure would be located in existing developed areas of the City near transit facilities and would not be located on or adjacent to groundwater recharge areas. Any new development would be subject to project-level, site-specific environmental review pursuant to CEQA and would be required to document impacts on groundwater, groundwater recharge areas, and incorporate mitigation measures to avoid or minimize such impacts, as necessary.

The remaining CAAP measures would not result in any indirect impacts on groundwater and groundwater recharge because they involve energy audits, education, outreach, policy changes within municipal organizations, or behavioral changes with no physical effects.

For these reasons, implementation of the proposed CAAP would not 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)**

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 result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; 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 impede or redirect flood flows?

The proposed CAAP would not have any direct physical impacts on the environment. Future development allowed under Measures BE-2.1, BE-2.2, and BE-3.2 would occur within existing buildings and would not require ground disturbing activities or alter the existing drainage pattern of any sites. Installation of new bicycle and pedestrian facilities allowed under Measure TL-1.2 and future development near transit supported by Measure TL-3.1 could involve construction activities with the potential to alter the existing drainage patterns of a site. It is possible that future

development allowed under Measures TL-1.2 and TL-3.1 could increase impervious surfaces in the City and thus, result in increased stormwater runoff. However, these development projects would be reviewed for consistency with the City's MS4 permit and Municipal Code requirements which minimize potential risks associated with increased runoff. Therefore, development associated with the proposed CAAP would not substantially alter the existing drainage pattern of the site or area through the addition of impervious surfaces, or through substantially increasing the rate or amount of surface runoff in a manner that would result in flooding or contribute to runoff exceeding the capacity of existing stormwater drainage systems.

Future development allowed under Measures TL-1.2 and TL-3.1 would occur within existing roadways and developed areas of the City near existing transit facilities and not within streams or rivers. As noted in Section 4.10.1.2 Existing Conditions, the entire City is designated as Flood Zone X and is not considered a special hazard flood zone. Future development allowed under these CAAP measures may be located adjacent to a stream or river but would not be constructed close enough to alter its course. Any new buildings and sites proposed would be required to comply with the City's MS4 permit and Municipal Code requirements to minimize potential risks associated with increased runoff.

As discussed in Section 4.7 Geology and Soils, future development allowed under Measures BE-2.1, BE-2.2, and BE-3.2 would occur within existing buildings and would not result in erosion. Future installation of new bicycle and pedestrian facilities allowed under Measure TL-1.2 and implementation of Measure TL-3.1 which supports future development near transit could involve construction activities resulting in erosion. Any new building construction would be subject to project-level, site-specific environmental review pursuant to CEQA and would be required to document erosion impacts and incorporate mitigation measures to avoid or minimize such impacts, as necessary.

For these reasons, the project would not 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 result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; 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 impede or redirect flood flows. **(Less than Significant Impact)**

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

The proposed CAAP would not result in any direct physical impacts on the environment. As noted in Section 4.10.1.2 Existing Conditions, the City is entirely located in Flood Zone X which is not considered a Special Hazard Flood Zone. The nearest water body to Pico Rivera that could produce a seiche is Leg Lake, approximately 0.37 miles north of the City boundaries. The nearest water body

to Pico Rivera that could produce a tsunami is the Pacific Ocean, approximately 14 miles west of the City boundaries.

Given the location and topography of Pico Rivera and lack of special hazard flood zones, the likelihood and potential severity of inundation of the City by flood, tsunami, and seiches is limited. For these reasons, the proposed CAAP would not risk the release of pollutants due to inundation. **(Less than Significant Impact)**

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

The proposed CAAP would not result in any direct physical impacts on the environment. As noted in Section 4.10.1.1 Existing Conditions, there are no sustainable groundwater management plans governing groundwater in Pico Rivera. Future development associated with the project would be required to comply with all applicable water quality control plans such as the NPDES Construction General Permit and MS4 permit. For these reasons, implementation of the proposed CAAP would not result in conflict with a water quality control plan or sustainable groundwater management plan. **(Less than Significant Impact)**

4.11 Land Use and Planning

4.11.1 Environmental Setting

4.11.1.1 *Regulatory Framework*

Regional and Local

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is a Joint Powers Authority under California law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization and under state law as a Regional Transportation Planning Agency and a Council of Governments. The SCAG region encompasses six counties, including Los Angeles County, and 191 cities, including Pico Rivera, covering more than 38,000 square miles.

City of Pico Rivera General Plan

The following policies in the General Plan have been adopted for the purposes of reducing or avoiding impacts related to land use and are applicable to the project.

Policy	Description
3.1-1	**Land Use.** Retail the Rural Residential land use designation in its current locations.
3.1-2	**Equestrian trails.** Expand the equestrian trail system to complete connections from the City's rural residential neighborhoods to existing and future equestrian facilities.
3.2-1	**Central Gathering Place.** Enhance the Smith Park/Pico Rivera Library Area as a central gathering place by creating a more diverse array of community services – farmers market, shopping, entertainment, recreation, and community events.
3.5-1	**Trails.** Expand bicycle and pedestrian trails, where feasible along the Rio Hondo and San Gabriel River channels.
3.5-2	**Habitat.** Identify areas where natural habitats along the Rio Hondo could be restored.
3.5-3	**Recreation.** Identify opportunities for passive recreation areas within and along the Whittier Narrows Dam, Rio Hondo and San Gabriel River channels.
3.5-4	**Open Space and Landscaping.** Identify opportunities to provide open space/parks and/or landscaping along Whittier Narrows Dam, Rio Hondo and San Gabriel River channels that will soften and enhance the edges adjacent to these natural features.
3.6-2	**Sustainable Development.** Promote land development practices that reduce energy and water consumption, pollution, greenhouse gas emissions, and disposal of waste materials incorporating such techniques as: • Concentration of uses and design of development to promote walking, bicycling, and use of public transit in lieu of the automobile; • Encourage development of transit oriented development near public transit and residential areas; • capture and reuse of stormwater on-site for irrigation;

	• Management of wastewater and use of recycled water, including encouraging the use of grey water; • Orientation of buildings to maximize opportunities for solar energy use, daylighting, and ventilation; • Use of landscapes that conserve water and reduce green waste; • Use of permeable paving materials or reduction of paved surfaces; • Shading of surface parking, walkways, and plazas and incorporation of solar technology; and/or • Recycling and/or salvaging of reuse of construction and demolition debris.
3.7-1	**Design.** Regulate the design and site planning of new development in and adjacent to residential neighborhoods to ensure compatibility between the new development and the existing residential areas.
3.7-2	**Neighborhood Revitalization.** Promote revitalization of neighborhoods in need by maintaining public improvements, encouraging infill development compatible with the scale and character of existing development, and supporting public and private efforts to upgrade and maintain neighborhood appearance and the existing housing stock.
3.8-2	**Reuse and Intensification.** Promote the reuse of vacant, underutilized and inefficient commercial uses for more economically productive purposes, including higher intensity businesses, housing and mixed-use development.
3.8-3	**Revitalization of Obsolete and Underused Properties.** Encourage the consolidation of small parcels, joint public-private partnerships and land clearance and resale, to facilitate revitalization of underused and obsolete commercial properties.
3.8-4	**New Commercial and Mixed-Use Development.** Promote high quality commercial, office and mixed-use development and redevelopment that is compatible with surrounding uses, and enhances adjacent streetscapes.
3.8-5	**Diversity of Uses.** Provide for and encourage the development of a broad range of uses in the commercial areas that reduce the need to travel to adjoining communities and capture a greater share of local spending.
3.8-6	**Enhance Design Character.** Encourage the renovation, infill and redevelopment of existing commercial areas to improve their architectural design and quality, reduce the visual prominence of parking lots, make centers more pedestrian friendly, reduce visual clutter associated with signage, and enhance the definition and character of the street frontage and associated streetscapes.
3.8-7	**Buffering Adjoining Residential Areas.** Require buffering, screening, setbacks, and other measures for new and expanded commercial uses adjacent to residential neighborhoods to minimize impacts and compatibility conflicts.
3.9-1	**New Industrial Development.** Promote high quality industrial development and redevelopment that is compatible with surrounding uses and enhances the adjacent streetscape.
3.9-3	**Supporting Uses.** Encourage the integration of compatible supporting uses in industrial districts that serve the needs of employees and reduce their need to travel off-site during the workday.

3.9-4	**Design and Buffer.** Ensure that industrial developments are sited and adequately buffered from surrounding neighborhoods and development to minimize negative impacts such as visual pollution, noise, odors, truck activities, and other such conflicts on non-industrial uses.
3.10-2	**Location.** Locate new parks, community centers, schools and other public facilities to be easily accessible by local residents, facilitate opportunities for joint use and enhance neighborhood interaction and identity.
3.11-2	**Specific Plans.** Support the preparation and adoption of new specific plans consistent with policies pertaining to the redevelopment of properties within opportunity areas to assure achievement of the intended scale, character and quality of development.

Zoning Ordinance

The Zoning Ordinance (Title 18 of the Pico Rivera Municipal Code) is a set of regulations that establishes and sets forth regulations and procedures that will, when properly administered, cause the effectuation and implementation of the goals, provisions, and objectives of the City's comprehensive General Plan, more specifically as follows:

A. By regulating the use of land, buildings, and other structures, and other facilities for commerce, trade, industry and other functions and uses, as may be necessary and required by the community;
B. By regulating, among other matters, the location, height, and size of buildings and other structures, yards, courts and concentration, and the environmental quality and balance of the various zone classifications established within the City;
C. By dividing and segregating the City into various land use zone classifications of such size, shape, number, and variety best suited to carry out the goals, provisions and objectives of the Comprehensive general plan and this division, and providing for the administration and enforcement thereof;
D. By influencing, encouraging, promoting, protecting, maintaining, and perpetuating the best interests of the City's environmental quality and the public health, peace, safety, order, and general welfare; and
E. By recognizing the need to constantly consider and effectively deal with the physical appearance, image, identity, character, atmosphere, environment and ecology of the City, which can be attributed as a valuable resource contributing to the overall growth, economic welfare and urban development of the community.

4.11.1.2 *Existing Conditions*

Pico Rivera is an urban community with a variety of land uses including residential, industrial, and commercial. Pico Rivera's existing community character is a result of its natural setting, a compact community flanked by two rivers, and the history of the area, which began as Spanish and Mexican ranchos and evolved into two small separate residential communities situated between the rivers.

4.11.2 Impact Discussion

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

a) Would the project physically divide an established community?

A physical division of an established community typically refers to the construction of a physical feature (such as a wall, roadway, or railroad line) or the removal of a means of access (such as a roadway or bridge) that would impair mobility within an existing community or between communities.

The proposed CAAP would not result in any direct physical impacts on the environment. Future installation of new bicycle and pedestrian facilities allowed under Measure TL-1.2 would primarily occur within existing roadways. Should new facilities and devices be proposed outside of existing roadways, impacts associated with physically dividing an established community would be identified and addressed through project-level, site-specific environmental review pursuant to CEQA. Additionally, Measure TL- 3.1 supports General Plan and Zoning Code updates to allow for future development of buildings at greater heights and densities near existing transit facilities. Future development under Measure TL-3.1 would occur within infill sites and would also be subject to project-level, site-specific environmental review pursuant to CEQA.

The remaining CAAP measures would not result in any indirect impacts related to the physical division of an established community because they involve improvements to existing buildings, education, outreach, policy changes within municipal organizations, or behavioral changes with no physical effects.

For the reasons described above, implementation of these measures would not result in a physical division of an established community. **(Less than Significant Impact)**

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?

The proposed CAAP contains measures designed to reduce GHG emissions citywide. The project would not result in any direct physical impacts on the environment or development on any specific

site. Future development associated with the proposed CAAP would be subject to the General Plan, Zoning Ordinance, Municipal Code, and other applicable policies and regulations designed to avoid or reduce land use conflicts, including those identified throughout this Initial Study. Future development would be reviewed for consistency with these policies and regulations during the building permit, development review, and/or CEQA environmental review processes. For these reasons, the project would not conflict with any land use plan, policy, or regulation. **(Less than Significant Impact)**

4.12 Mineral Resources

4.12.1 Environmental Setting

4.12.1.1 *Regulatory Framework*

State

Surface Mining and Reclamation Act

The Surface Mining and Reclamation Act (SMARA) was enacted by the California legislature in 1975 to address the need for a continuing supply of mineral resources, and to prevent or minimize the negative impacts of surface mining to public health, property, and the environment. As mandated under SMARA, the State Geologist has designated mineral land classifications in order to help identify and protect mineral resources in areas within the state subject to urban expansion or other irreversible land uses which would preclude mineral extraction. SMARA also allowed the State Mining and Geology Board (SMGB), after receiving classification information from the State Geologist, to designate lands containing mineral deposits of regional or statewide significance.

4.12.1.2 *Existing Conditions*

The San Gabriel Valley has historically been an important source of nonmetallic minerals and rocks. Over the past century, a number of exploratory wells were drilled in Pico Rivera; however, none have indicated the presence of oil or natural gas. Although the City is surrounded by riverbeds, there are no commercially viable sand and gravel resources in the area. According to the State Division of Mines and Geology, no lands within the City have been identified to contain significant aggregate resources.[56]

4.12.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

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

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and 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?

Implementation of the proposed CAAP would not result in any direct physical impacts on the environment. As noted in Section 4.12.1.2 Existing Conditions, no lands within the City have been identified to contain significant aggregate resources.[57] Therefore, implementation of the proposed CAAP would not result in the loss of availability of a known mineral resource or a locally important mineral resource recovery site that would be of value to the region and residents of the state. **(No Impact)**

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

4.13 Noise

4.13.1 Environmental Setting

4.13.1.1 *Background Information*

Noise

Factors that influence sound as it is perceived by the human ear, include the actual level of sound, period of exposure, frequencies involved, and fluctuation in the noise level during exposure. Noise is measured on a decibel scale, which serves as an index of loudness. The zero on the decibel scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Each 10 decibel increase in sound level is perceived as approximately a doubling of loudness. Because the human ear cannot hear all pitches or frequencies, sound levels are frequently adjusted or weighted to correspond to human hearing. This adjusted unit is known as the A-weighted decibel, or dBA.

Since excessive noise levels can adversely affect human activities and human health, federal, state, and local governmental agencies have set forth criteria or planning goals to minimize or avoid these effects. Noise guidelines are generally expressed using one of several noise averaging methods, including L_{eq}, DNL, or CNEL.[58] These descriptors are used to measure a location's overall noise exposure, given that there are times when noise levels are higher (e.g., when a jet is taking off from an airport or when a leaf blower is operating) and times when noise levels are lower (e.g., during lulls in traffic flows on freeways or in the middle of the night). L_{max} is the maximum A-weighted noise level during a measurement period.

Vibration

Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Vibration amplitude can be quantified using Peak Particle Velocity (PPV), which is defined as the maximum instantaneous positive or negative peak of the vibration wave. PPV has been routinely used to measure and assess ground-borne construction vibration. Studies have shown that the threshold of perception for average persons is in the range of 0.008 to 0.012 inches/second (in/sec) PPV.

[58] L_{eq} is a measurement of average energy level intensity of noise over a given period of time. Day-Night Level (DNL) is a 24-hour average of noise levels, with a 10 dB penalty applied to noise occurring between 10:00 PM and 7:00 AM. Community Noise Equivalent Level (CNEL) includes an additional five dB applied to noise occurring between 7:00 PM and 10:00 PM. Where traffic noise predominates, the CNEL and DNL are typically within two dBA of the peak-hour L_{eq}.

4.13.1.2 *Regulatory Framework*

Federal

Federal Transit Administration Vibration Limits

The Federal Transit Administration (FTA) has developed vibration impact assessment criteria for evaluating vibration impacts associated with transit projects. The FTA has proposed vibration impact criteria based on maximum overall levels for a single event. The impact criteria for groundborne vibration are shown in Table 4.13-1 below. These criteria can be applied to development projects in jurisdictions that lack vibration impact standards.

Table 4.13-1: Groundborne Vibration Impact Criteria

Land Use Category	Groundborne Vibration Impact Levels (VdB inch/sec)		
	Frequent Event	Occasional Events	Infrequent Events
Category 1: Buildings where vibration would interfere with interior operations	65	65	65
Category 2: Residences and buildings where people normally sleep	72	75	80
Category 3: Institutional land uses with primarily daytime use	75	78	83

Source: Federal Transit Administration. *Transit Noise and Vibration Assessment Manual.* September 2018.

State and Local

California Building Standards Code

The CBC establishes uniform minimum noise insulation performance standards to protect persons within new buildings housing people, including hotels, motels, dormitories, apartments, and dwellings other than single-family residences. Title 24 mandates that interior noise levels attributable to exterior sources do not exceed 45 L_{dn}/CNEL in any habitable room. Exterior windows must have a minimum Sound Transmission Class (STC) of 40 or Outdoor-Indoor Transmission Class (OITC) of 30 when the property falls within the 65 dBA DNL noise contour for a freeway or expressway, railroad, or industrial source.

California Green Building Standards Code

For commercial uses, CALGreen (Section 5.507.4.1 and 5.507.4.2) requires that wall and roof-ceiling assemblies exposed to the adjacent roadways have a composite STC rating of at least 50 or a composite OITC rating of no less than 40, with exterior windows of a minimum STC of 40 or OITC of 30 when the commercial property falls within the 65 dBA L_{dn} or greater noise contour for a freeway or expressway, railroad, or industrial or stationary noise source. The state requires interior noise

levels to be maintained at 50 dBA $L_{eq(1\text{-}hr)}$ or less during hours of operation at a proposed commercial use.

City of Pico Rivera General Plan

The following policies in the General Plan have been adopted for the purposes of reducing or avoiding impacts related to noise and vibration and are applicable to the project.

Policy	Description
11.1-1	**Land Use Compatibility.** Stive to achieve and maintain land use patterns that are consistent with the noise compatibility guidelines set forth in Table 11-1.
11.1-2	**Existing Noise Incompatibilities.** Within areas where existing or future noise levels exceed the guidelines set forth in Table 11-1, encourage establishment of noise buffers and barriers, modifications to noise generating operations, and/or retrofitting of buildings housing noise-sensitive uses, where feasible and appropriate.
11.1-3	**New Noise-Sensitive Development.** Require development of new noise-sensitive land uses to provide appropriate noise buffers or barriers, as well as to implement feasible building designs needed to meet the noise compatibility guidelines shown in Table 11-1.
11.1-4	**New Stationary Noise Sources.** Require new stationary noise sources to mitigate impacts on noise-sensitive uses consistent with the noise compatibility guidelines set forth in Table 11-1.
11.1-5	**Development Site Planning.** Encourage new mixed use and multi-unit residential developments to provide for separation of onsite noise-sensitive and noise-generating uses to the extent feasible, as well as to use appropriate building placement to create noise barriers that protect noise-sensitive uses. In addition to sound barriers, design techniques to mitigate noise impacts may include, but are not limited to: • Increase building setbacks to increase the distance between the noise source and sensitive receptor. • Orient buildings which are compatible with higher noise levels adjacent to noise generators or in clusters to shield more noise sensitive areas and uses. • Orient delivery, loading docks, and outdoor work areas away from noise-sensitive uses. • Place noise tolerant uses, such as parking areas, and noise tolerant structures, such as garages, between the noise source and sensitive receptor. • Cluster office, commercial, or multi-unit residential structures to reduce noise levels within interior open space areas. • Provide double glazed and double paned windows on the side of the structure facing a major noise source, and place entries away from the noise source to the extent possible.
11.3-1	**Construction Noise.** Minimize construction-related noise and vibration by limiting construction activities within 500 feet of noise-sensitive uses from 7:00 AM to 7:00 PM seven days a week; after hour permission shall be granted by City staff, Planning Commission, or the City Council. • Require proposed development adjacent to occupied noise sensitive land uses to implement a construction-related noise mitigation plan. This plan would depict the location of construction equipment storage and maintenance areas, and document methods to be employed to minimize noise impacts on adjacent noise sensitive land uses.

	• Require that construction equipment utilize noise reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer. • Require that haul truck deliveries be subject to the same hours specified for construction. Additionally, the plan shall denote any construction traffic haul routes where heavy trucks would exceed 100 daily trips (counting those both to and from the construction site). To the extent feasible, the plan shall denote haul routes that do not pass sensitive land uses or residential dwellings.
11.3-2	**Vibration Standards.** Require construction projects and new development anticipated to generate a significant amount of vibration to ensure acceptable interior vibration levels at nearby-sensitive uses based on Federal Transit Administration criteria as shown in Table 11-2.

Table 4.13-2: Maximum Allowable Environmental Noise Standards

Land Use	Hours of Day – Exterior Noise Level from Property Line Ldn/CNEL, dB	Hours of Day – Interior Noise Level (1) Ldn/CNEL, dB
Residential (Low Density, Multi Family, Mixed-Use)	65	45
Transient Lodging (Motels/Hotels)	65	45
Schools, Libraries, Churches, Hospitals/Medical Facilities, Nursing Homes, Museums	70	45
Theatres, Auditoriums	70	N/A
Playgrounds, Parks	75	N/A
Gold Courses, Riding Stables, Water Recreation	75	N/A
Office Buildings, Business Commercial and Professional	70	N/A
Industrial, Manufacturing, and Utilities	75	N/A
Note: This table is a duplicate of Table 11-1 in the Pico Rivera General Plan.		

Table 4.13-3: Groundborne Vibration Impact Criteria for General Assessment

Land Use Category	Frequent Events (VdB)	Occasional Events (VdB)	Infrequent Events (VdB)
Category 1: Buildings where vibration would interfere with interior operations.	65	65	65
Category 2: Residences and buildings where people normally sleep	72	75	80
Category 3: Institutional land uses with primary daytime uses	75	78	83
Note: This table is a duplicate of Table 11-2 in the Pico Rivera General Plan.			

Pico Rivera Municipal Code

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

- Chapter 8.40 Noise – 8.40.010 Unnecessary noise prohibited. No person shall make, cause or suffer, or permit to be made, upon any premises owned, occupied or controlled by him, any unnecessary noises or sounds which are physically annoying to persons of ordinary sensitivities, or which are so harsh or so prolonged or unnatural or unusual in their use, time or place as to occasion physical discomfort to the inhabitants of any neighborhood.
- Chapter 18.42 Property Development Regulations – 18.42.050 Special Use Conditions and Chart Notes. Note 50. All construction activities on any lot or parcel shall take place only between the hours of 7:00 AM and 7:00 PM except for purposes of emergencies.

4.13.1.3 *Existing Conditions*

The ambient noise environment in Pico Rivera is predominately the result of transportation-related noise sources. Interstate 605, Interstate 5, and California Route 19 are the most significant sources of traffic noise throughout the community. In areas that are more distant from highways, local streets and collector roadways are the primary noise sources at nearby land uses. Other mobile sources of noise include trains running along the Metrolink line.

Stationary sources of noise include industrial and commercial operations as well as construction activities. Stationary industrial and commercial uses are often located in primarily commercial and industrial areas and are isolated from noise sensitive land uses such as residences while construction noise can occur throughout the City.

4.13.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
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?	☐	☐	☐	☒

a) Would the project result in 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?

The proposed CAAP would not result in any direct physical impacts on the environment. Future construction activities associated with implementation of Measures BE-2.1, BE-2.2, BE-3.2, TL-1.2, TL-1.3, and TL-3.1 would result in temporary increases in ambient noise in the immediate area of future project locations. Consistent with General Plan Policy 11.3-1, future development projects associated with the proposed CAAP would be required to 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, and implement a construction-related noise mitigation plan during construction which identifies the location of equipment storage and maintenance areas and document methods employed to minimize noise impacts on adjacent noise sensitive uses. Additionally, General Plan Policy 11.3-1 would require that construction equipment utilize noise reduction features (e.g., mufflers and engine shrouds) to further reduce noise levels during construction.

CAAP Measures BE-2.1, BE-2.2, and BE-3.2 would allow for the installation of electric and solar infrastructure in new and existing buildings and would not generate noise during operation. Operation of new bicycle and pedestrian facilities and micromobility devices in public spaces allowed under Measures TL-1.2 and TL-1.3 would result in noises such as people talking, bicycle bells ringing, and noises from operation of electric micromobility devices. These noises would not be constant, would be consistent with existing noise levels in the urban environment, and would not result in a substantial permanent increase in ambient noise levels.

The remaining CAAP measures would not result in any indirect temporary or permanent noise impacts because they involve energy audits, education, outreach, policy changes within municipal organizations, or behavioral changes with no physical effects.

For these reasons, implementation of the proposed CAAP measures would not result in generation of a substantial temporary or permanent increase in ambient noise levels in excess of standards established. **(Less than Significant Impact)**

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

The proposed CAAP would not result in any direct physical impacts on the environment. Implementation of Measures TL-1.2, TL-1.3, and TL-3.1 would result in temporary groundborne vibration during construction when heavy equipment is in use. However, consistent with General Plan Policy 11.3-1 construction activities within 500 feet of noise-sensitive uses would be required to be limited to the hours of 7:00 AM to 7:00 PM seven days a week and consistent with General Plan Policy 11.3-2, vibration levels would be limited to the Federal Transit Administration thresholds shown in Table 4.13-1. Furthermore, any new building construction associated with Measures TL-1.2, 1.3, and 3.1 would be subject to project-level, site-specific environmental review pursuant to CEQA and would be required to document vibration impacts and incorporate mitigation measures to avoid or minimize such impacts, as necessary.

Implementation of Measures BE-2.1, BE-2.2, and BE-3.2 would support future installation of electric and solar infrastructure in new and existing buildings. These activities would not generate vibration. Furthermore, the remaining CAAP measures would not result in any indirect vibration impacts because they involve energy audits, education, outreach, policy changes within municipal organizations, or behavioral changes with no physical effects.

For the reasons described above, the proposed CAAP would not result in generation of excessive groundborne vibration or groundborne noise levels. **(Less than Significant Impact)**

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?

As discussed in Section 4.9 Hazards and Hazardous Materials, the nearest airport is San Gabriel Valley Airport, located approximately nine miles northeast of the City boundary. Due to the distance between the City boundary and the airport, implementation of the proposed CAAP would not result in excessive noise for people working or living near an airport.**(No Impact)**

4.14 Population and Housing

4.14.1 Environmental Setting

4.14.1.1 *Regulatory Framework*

State

Housing-Element Law

State requirements mandating that housing be included as an element of each jurisdiction's general plan is known as housing-element law. The Regional Housing Need Allocation (RHNA) is the state-mandated process to identify the total number of housing units (by affordability level) that each jurisdiction must accommodate in its housing element. California housing-element law requires cities to: 1) zone adequate lands to accommodate its RHNA; 2) produce an inventory of sites that can accommodate its share of the RHNA; 3) identify governmental and non-governmental constraints to residential development; 4) develop strategies and a work plan to mitigate or eliminate those constraints; and 5) adopt a housing element and update it on a regular basis.[59] The City of Pico Rivera Housing Element and related land use policies were last updated in November 2023.

Regional and Local

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is a Joint Powers Authority under California law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization and under state law as a Regional Transportation Planning Agency and a Council of Governments. The SCAG region encompasses six counties, including Los Angeles County, and 191 cities, including Pico Rivera, covering more than 38,000 square miles.

SCAG's role in housing is focused on preparing the RHNA. With the allocation of $47 million in Regional Early Action Planning (REAP) state funding, SCAG has now expanded its role beyond RHNA to support local government and stakeholders to develop and adopt land use plans and other programs that accelerate housing production and help meet the region's goals for producing 1.3 million new units of housing by 2029. SCAG is now administering the REAP funds through a combination of direct technical assistance, including housing element data components and policy assessments, subregional partnerships with councils of government, community-based partnership grants in collaboration with philanthropic organizations, and planning support offered through the

[59] California Department of Housing and Community Development. "Regional Housing Needs Allocation and Housing Elements" Accessed August 23, 2024. http://hcd.ca.gov/community-development/housing-element/index.shtml.

Sustainable Communities Program to local jurisdictions or entities serving single or multiple jurisdictions.[60]

4.14.1.2 *Existing Conditions*

The population of Pico Rivera is estimated to be 60,820 in 2024, with an average of 3.52 persons per household.[61] SCAG growth forecasts estimate the City's population to reach 69,100 persons by 2040, representing a total increase of 5,700 between 2016 and 2040.[62] SCAG's regional growth forecasts are based upon long-range development assumptions (i.e., General Plans) of the relevant jurisdiction.

According to SCAG, the City is forecasted to increase employment by 8.7 percent from 2020 to 2040. This percent increase reflects a numeric change of 3,500 new jobs.[63] The 6th Pico Rivera Housing Element Update defines an adequate jobs-housing balance as a ratio of 1.2 jobs per housing unit. Based on the data presented in the 6th Pico Rivera Housing Element Update, the City has a jobs-housing ratio of 1.18.[64]

4.14.2 Impact Discussion

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

[60] Southern California Association of Governments. Our Work: Housing. https://scag.ca.gov/housing. Accessed August 23, 2024.
[61] State of California Department of Finance. E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2021-2022, with 2020 Benchmark. May 2022. https://dof.ca.gov/Forecasting/Demographics/Estimates/estimates-e5-2010-2021/
[62] Southern California Association of Governments, 2025-2040 RTP/SCS Technical Report, Demographics and Growth Forecast, September 3, 2020.
[63] City of Pico Rivera. Pico Rivera 6th Housing Element Update. https://www.hcd.ca.gov/housing-elements/docs/pico-rivera-6th-draft081921.pdf
[64] Table 2-5 of the 6th Housing Element Update states Pico Rivera had 20,600 jobs in 2020. U.S. Census Bureau 2020 Decennial Census states that Pico Rivera had 17,359 housing units in 2020. Thus the jobs housing ratio for Pico Rivera was calculated to be 20,600 / 17,359 = 1.18. Source: United States Census Bureau. "Pico Rivera, city, California." Accessed August 23, 2024. data.census.gov/profile/Pico_Rivera_city,_California?g=160xx00us0656924#employment

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

The proposed CAAP contains measures designed to reduce GHG emissions citywide. The project would not involve any direct physical impacts on the environment such as the construction of new housing or businesses. Future installation of new bicycle and pedestrian facilities allowed under Measure TL-1.2 would primarily occur within existing roadways but may be constructed outside of existing roadways to improve multi-modal connectivity between existing developed areas of the City. While implementation of Measure TL-1.2 may extend new transportation infrastructure in Pico Rivera, multi-modal improvements do not typically stimulate population growth because they are aimed to serve existing uses, not facilitate future development of new uses where none exist.

Measure TL- 3.1 supports General Plan and Zoning Code updates to allow for future development of buildings at greater heights and densities near existing transit facilities. Future development under Measure TL-3.1 was assumed under the City's 6th Cycle Housing Element Update and would therefore, not result in substantial unplanned population growth in the area. Additionally, future development under this measure would be subject to project-level, site-specific environmental review pursuant to CEQA and would be required to document growth impacts and incorporate mitigation measures to avoid or minimize such impacts, as necessary.

The remaining CAAP measures would not result in any indirect impacts related to unplanned growth because they involve improvements to existing buildings, education, outreach, policy changes within municipal organizations, or behavioral changes with no effect on population growth.

For these reasons, implementation of these measures would not result in a substantial direct or indirect unplanned population growth. **(Less than Significant Impact)**

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

The proposed CAAP contains measures designed to reduce GHG emissions citywide and would not involve any direct physical impacts on the environment.

Measure TL- 3.1 supports General Plan and Zoning Code updates to allow for future development of buildings at greater heights and densities near existing transit facilities. Future development under Measure TL-3.1 could result in the conversion or removal of existing housing to facilitate higher density housing. Any new buildings associated with implementation of Measure TL-3.1 would be subject to project-level, site-specific environmental review pursuant to CEQA and would be required to document displacement impacts and incorporate mitigation measures to avoid or minimize such impacts, as necessary.

The remaining CAAP measures would not result in any indirect impacts related to the displacement of people or housing because they involve energy audits, improvements to existing buildings, education, outreach, policy changes within municipal organizations, or behavioral changes with no effect on housing.

For these reasons, the project would not induce displace substantial numbers of people or housing, necessitating the construction of replacement housing elsewhere. **(Less than Significant Impact)**

4.15 Public Services

4.15.1 Environmental Setting

4.15.1.1 *Regulatory Framework*

State

Government Code Section 66477

The Quimby Act (included within Government Code Section 66477) requires local governments to set aside parkland and open space for recreational purposes. It provides provisions for the dedication of parkland and/or payment of fees in lieu of parkland dedication to help mitigate the impacts from new residential developments. The Quimby Act authorizes local governments to establish ordinances requiring developers of new residential subdivisions to dedicate parks, pay a fee in lieu of parkland dedication, or perform a combination of the two.

Government Code Section 65995 through 65998

California Government Code Section 65996 specifies that an acceptable method of offsetting a project's effect on the adequacy of school facilities is the payment of a school impact fee prior to the issuance of a building permit. Government Code Sections 65995 through 65998 set forth provisions for the payment of school impact fees by new development by "mitigating impacts on school facilities that occur (as a result of the planning, use, or development of real property" (Section 65996[a]). The legislation states that the payment of school impact fees "are hereby deemed to provide full and complete school facilities mitigation" under CEQA (Section 65996[b]).

Developers are required to pay a school impact fee to the school district to offset the increased demands on school facilities caused by the proposed residential development project. The school district is responsible for implementing the specific methods for mitigating school impacts under the Government Code.

Regional and Local

Los Angeles County Fire Code

The Los Angeles Fire Code Title 32 (Fire Code) establishes standards for building construction and the design and distribution of fire prevention and suppression facilities. The requirements address a variety of issues related to fire protection and prevention, such as fire flow, public and private fire hydrants, the provision of roadway clearance (Section 325.10), access roads (Section 503.2), adequate road widths, and clearance of brush around structures located on or adjoining any mountainous or forest or brush covered land, or land covered with flammable growth (Section 325.2.1)

Los Angeles County Operational Area Emergency Response Plan

The Los Angeles County Operational Area Emergency Response Plan (OAERP) addresses the Operational Area's (i.e., the County's) coordinated response to emergency situations associated with natural, man-made, and technological incidents. The OAERP does not address normal day-to-day emergencies; the operational concepts reflected in the OAERP focus on potential large-scale disasters which can generate unique situations requiring an unusual or extraordinary emergency response. The OAERP establishes the coordinated emergency management system, which includes prevention, protection, response, recovery, and mitigation within the County, and describes the County's emergency organization, including authorities and responsibilities, as well as the mutual aid process during emergencies to ensure effective coordination of needed resources. The OAERP is not meant to be a standalone document, rather, it is intended to be used in conjunction with other agencies/jurisdictions emergency response plans, standard operating procedures (SOPs) and other pertinent documents.

City of Pico Rivera General Plan

The following policies in the General Plan have been adopted for the purposes of reducing or avoiding impacts related to public services and are applicable to the project.

Policy	Description
3.10-1	**Adequate Facilities.** Ensure that community facilities and parks are distributed equitably throughout the City to provide efficient services to the broadest number of residents.
3.10-4	**Parks and Open Spaces.** Seek to expand the City's parklands, greenways and open spaces as land and funding become available, encouraging the redevelopment of vacant sites and coordinate with the appropriate regional agencies for future planning related to the river corridors, the Bicentennial Park Campground and the Sports Arena area.
6.2-1	**Service Standards.** Coordinate with the Los Angeles County Sherriff's Department to maintain the following law enforcement standards in the City: • Four-minute average response time for emergency calls; • Ten-minute average response time for non-emergency calls; and • Staffing levels of one officer per 1,000 residents
6.2-2	**Adequate Equipment.** Maintain adequate levels of equipment to provide effective and highly visible law enforcement services within the City.
6.2-3	**New Development.** Require new development to contribute fees to fund its fair share of improvements that are needed to maintain law enforcement service standards, facilities, and equipment.
6.3-1	**Service Standards.** Coordinate with the Los Angeles County Fire Department to maintain the following fire and emergency service standards as recommended by the Insurance Services Office, Inc. (ISO) and the National Fire Protection Association (NFPA): • Four-minute response time for the first arriving fire company for 90 percent of incidents. • Eight-minute response time for arrival of multiple fire companies for 90 percent of incidents. • Four-person minimum staffing of fire companies

	• Fire Confinement Success Rate – holding structure fires to floor or origin (I.e., preventing the fire from spreading to additional floors after first arrival on the scene) for 90 percent of incidents.
6.3-2	**Effective Service.** Maintain adequate staffing, equipment, technology, and training to provide effective and efficient fire protection and emergency medical services within the City.
6.3-5	**New Development.** Consider fees for new development to help maintain fire protection service levels without adversely affecting service levels for existing development.
6.3-6	**Review of Development Proposals.** Continue to include the Fire Department in the review of development proposals to ensure that projects adequately address safe design and on-site fire protection.
9.4-1	**Emergency Management Division.** Continue to support the efforts of the City's Emergency Management Division to prepare for, mitigate against, respond to, and recover from disasters and emergencies.
9.4-2	**Emergency Management Plans.** Maintain a Standardized Emergency Management System/National Incident Management System Operation Plan and Multi-Jurisdictional Hazard Mitigation Plan in coordination with local, state, and federal agencies and organizations.
9.4-3	**Mutual Aid.** Continue to participate in mutual and automatic aid agreements for the provision of fire, law enforcement, medical response, public works, mass care, and other assistance.
9.4-5	**Critical Facilities.** Require critical facilities (e.g., fire, police, mainline utilities, emergency command center, and other essential facilities) to incorporate construction standards that resist damage and allow continued function following a major disaster.
9.4-6	**Emergency Response Facilities and Staffing.** Ensure that public safety infrastructure and staff resources keep pace with growth and change in the community

4.15.1.2 *Existing Conditions*

Police and Fire Protection Services

Law enforcement in Pico Rivera is provided on a contractual basis by the Los Angeles County Sherriff's Department. By contracting for law enforcement, the City receives comprehensive services, including patrol and traffic law enforcement, detectives, and support services. The Sherriff's station in the City of Pico Rivera is located adjacent to City Hall at 6631 Passons Boulevard.

Fire protection and paramedic services for the City are provided on a contractual basis by the Los Angeles County Fire Department. There are three fire stations located in the City. Each station operates three shifts, providing 24-hour coverage. The locations and service areas for each fire station are as follows:

- Fire Station #25: Located at 9209 E. Slauson Boulevard, serves the portion of the City from Slauson Boulevard to the south City limit.
- Fire Station #40: Located at 4864 Durfee Avenue, provides fire protection services from the north City limit to Mines Avenue and paramedic services for the entire City.

- Fire Station #103: Located at 7300 Paramount Boulevard, serves the central portion of the City from Mines Avenue to Slauson Boulevard.[65]

Schools

The majority of Pico Rivera is served by the El Rancho Unified School District, which includes 14 public schools and two magnet schools.[66] A small portion of the City is served by the Montebello Unified School District, which includes 28 public schools, four adult schools, a community day school, and a preschool head start program.[67]

Parks and Other Facilities

The City maintains eight parks totaling 120 acres, and two libraries.[68, 69]

4.15.2 Impact Discussion

	Potentially Significant Impact	Less than Significant 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, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire Protection?	☐	☐	☒	☐
b) Police Protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☒	☐
d) Parks?	☐	☐	☒	☐
e) Other Public Facilities?	☐	☐	☒	☐

[65] City of Pico Rivera. General Plan Chapter 6: Community Facilities Element. October 2014.
[66] El Rancho Unified School District. Accessed August 23, 2024. https://www.erusd.org/.
[67] Montebello Unified School District. "Our Schools." Accessed October 3, 2024. https://www.montebello.k12.ca.us/apps/pages/index.jsp?uREC_ID=2209015&type=d&pREC_ID=2194651
[68] City of Pico Rivera. Parks and Facilities. Accessed August 23, 2024. https://www.pico-rivera.org/parks-facilities/
[69] Due to the planned reconstruction of Whittier Narrows Dam, the total acreage of parkland in the City is expected to decrease compared to the existing conditions.

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

The proposed CAAP would not have any direct physical impacts on the environment. Measure TL-3.1 supports General Plan and Zoning Code updates to allow for future development of buildings at greater heights and densities near existing transit facilities. Future development under Measure TL-3.1 would require fire protection services or the construction of new fire stations. Any new buildings associated with implementation of Measure TL-3.1 would be constructed in accordance with current building codes and would be subject to review by the Los Angeles County Fire Department. Additionally, future development would be subject to project-level, site-specific environmental review pursuant to CEQA and would be required to analyze impacts on fire protection services relative to City designated response time goals and incorporate mitigation measures to avoid or minimize such impacts, as necessary.

The remaining CAAP measures would not result in any indirect impacts related to the provision of fire protection services because they involve energy audits, improvements to existing roads and buildings, education, outreach, policy changes within municipal organizations, or behavioral changes with no effect on demand for these services.

For these reasons, the proposed CAAP would not result in adverse physical impacts associated with the provision of new or physically altered facilities or cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection services. **(Less than Significant Impact)**

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

The proposed CAAP would not have any direct physical impacts on the environment. Measure TL-3.1 supports General Plan and Zoning Code updates to allow for future development of buildings at greater heights and densities near existing transit facilities. Future development under Measure TL-3.1 would require police protection services or the construction of new police stations. Any new buildings associated with implementation of Measure TL-3.1 would be constructed in accordance with current building codes and would be subject to review by the Los Angeles County Sheriff's Department to ensure they are designed to promote public safety. Future development would also be subject to project-level, site-specific environmental review pursuant to CEQA and would be required to analyze impacts on police protection services relative to City designated response time goals and incorporate mitigation measures to avoid or minimize such impacts, as necessary.

The remaining CAAP measures would not result in any indirect impacts related to the provision of police protection services because they involve energy audits, improvements to existing roads and buildings, education, outreach, policy changes within municipal organizations, or behavioral changes with no effect on demand for these services.

For these reasons, the proposed CAAP would not result in adverse physical impacts associated with the provision of new or physically altered facilities or cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives for police protection services. **(Less than Significant Impact)**

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

The proposed CAAP contains measures designed to reduce GHG emissions citywide. The project would not involve any direct physical impacts on the environment such as the construction of new housing or businesses. Measure TL- 3.1 supports General Plan and Zoning Code updates to allow for future development of buildings at greater heights and densities near existing transit facilities which could result in increased student population and demand for school facilities requiring the construction of new school facilities. Future development associated with Measure TL-3.1 would be subject to project-level, site-specific environmental review pursuant to CEQA and would be required to analyze impacts on school facilities and pay school fees if warranted in accordance with California Government Code Section 65996.

The remaining CAAP measures would not result in any indirect impacts related to the provision of school facilities because they involve energy audits, improvements to existing roads and buildings, education, outreach, policy changes within municipal organizations, or behavioral changes with no effect on demand for these facilities.

For these reasons, the proposed CAAP would not result in adverse physical impacts associated with the provision of new or physically altered facilities or cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives for schools. **(Less than Significant Impact)**

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

The proposed CAAP contains measures designed to reduce GHG emissions citywide. The project would not involve any direct physical impacts on the environment such as the construction of new housing or businesses. Measure TL- 3.1 supports General Plan and Zoning Code updates to allow for future development of buildings at greater heights and densities near existing transit facilities which could result in increased demand for parks and require the construction of new parks within the City. Future development under Measure TL-3.1 would be subject to project-level, site-specific environmental review pursuant to CEQA and would be required to analyze impacts on park facilities relative to City designated parkland acreage per resident ratio goals and incorporate mitigation measures to avoid or minimize such impacts, as necessary.

The remaining CAAP measures would not result in any indirect impacts related to the provision of park facilities because they involve energy audits, improvements to existing roads and buildings, education, outreach, policy changes within municipal organizations, or behavioral changes with no effect on demand for these facilities.

For these reasons, the proposed CAAP would not result in adverse physical impacts associated with the provision of new or physically altered facilities or cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives for parks. **(Less than Significant Impact)**

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

The proposed CAAP contains measures designed to reduce GHG emissions citywide. The project would not involve any direct physical impacts on the environment such as the construction of new housing or businesses. Measure TL- 3.1 supports General Plan and Zoning Code updates to allow for future development of buildings at greater heights and densities near existing transit facilities which could result in increased population and demand for other public facilities such as libraries and require the construction of new libraries in the City. Future development under Measure TL-3.1 would be subject to project-level, site-specific environmental review pursuant to CEQA and would be required to analyze impacts on libraries relative to City service goals and incorporate mitigation measures to avoid or minimize such impacts, as necessary.

The remaining CAAP measures would not result in any indirect impacts related to the provision of community center or library facilities because they involve energy audits, improvements to existing roads and buildings, education, outreach, policy changes within municipal organizations, or behavioral changes with no effect on demand for these facilities.

For these reasons, the proposed CAAP would not result in adverse physical impacts associated with the provision of new or physically altered facilities or cause significant environmental impacts in

order to maintain acceptable service ratios, response times, or other performance objectives for libraries. **(Less than Significant Impact)**

4.16 Recreation

4.16.1 Environmental Setting

4.16.1.1 *Regulatory Framework*

State

Government Code Section 66477

The Quimby Act (included within Government Code Section 66477) requires local governments to set aside parkland and open space for recreational purposes. It provides provisions for the dedication of parkland and/or payment of fees in lieu of parkland dedication to help mitigate the impacts from new residential developments. The Quimby Act authorizes local governments to establish ordinances requiring developers of new residential subdivisions to dedicate parks, pay a fee in lieu of parkland dedication, or perform a combination of the two.

Local

City of Pico Rivera General Plan

The following policies in the General Plan have been adopted for the purposes of reducing or avoiding impacts related to recreation and are applicable to the project.

Policy	Description
3.5-1	**Trails.** Expand bicycle and pedestrian trails, where feasible along the Rio Hondo and San Gabriel River channels.
3.10-1	**Adequate Facilities.** Ensure that community facilities and parks are distributed equitably throughout the City to provide efficient services to the broadest number of residents.
3.10-4	**Parks and Open Spaces.** Seek to expand the City's parklands, greenways and open spaces as land and funding become available, encouraging the redevelopment of vacant sites and coordinate with the appropriate regional agencies for future planning related to the river corridors, the Bicentennial Park Campground and the Sports Arena area.

4.16.1.2 *Existing Conditions*

The City maintains eight parks totaling 120 acres, one senior center, and one youth center, among other recreational programs and services.[70,71] The City's Department of Parks and Facilities is responsible for the development, operation, and maintenance of the City's recreational facilities.

[70] City of Pico Rivera. Parks and Facilities. Accessed August 23, 2024. https://www.pico-rivera.org/parks-facilities/
[71] Due to the planned reconstruction of Whittier Narrows Dam, the total acreage of parkland in the City is expected to decrease compared to existing conditions.

4.16.2 Impact Discussion

		Potentially Significant Impact	Less than Significant 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 will occur or be accelerated?	☐	☐	☒	☐
b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

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

As discussed in Section 4.15 Public Services, checklist question d, the proposed CAAP contains measures designed to reduce GHG emissions citywide. The project would not involve any direct physical impacts on the environment such as the construction of new housing or businesses. Measure TL- 3.1 supports General Plan and Zoning Code updates to allow for future development of buildings at greater heights and densities near existing transit facilities which could result in increased demand for parks or other recreational facilities resulting in physical deterioration of these facilities. However, development under Measure TL-3.1 would be subject to project-level, site-specific environmental review pursuant to CEQA and would be required to analyze impacts on park and recreational facilities and incorporate mitigation measures to avoid or minimize such impacts, as necessary.

The remaining CAAP measures would not result in any indirect impacts related to the provision of park and recreational facilities because they involve energy audits, improvements to existing roads and buildings, education, outreach, policy changes within municipal organizations, or behavioral changes with no effect on demand for these facilities.

For these reasons, the proposed CAAP would not result in increased use of existing neighborhood and regional parks or recreational facilities such that it would cause substantial physical deterioration of the facilities. **(Less than Significant Impact)**

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

The proposed CAAP contains measures designed to reduce GHG emissions citywide and does not involve any direct physical impacts on the environment such as the construction or expansion of recreational facilities.

Measure TL- 3.1 supports General Plan and Zoning Code updates to allow for future development of buildings at greater heights and densities near existing transit facilities which could include development of private recreational facilities. It is unlikely that future private development projects would include publicly accessible recreational facilities, but future development could increase the demand for public recreational facilities or require the construction of new or expanded recreational facilities. Future development under Measure TL-3.1 would be subject to project-level, site-specific environmental review pursuant to CEQA and would be required to analyze impacts related to the construction or expansion of recreational facilities, if any are proposed. Mitigation measures to avoid or minimize such impacts, would also be identified during the site-specific environmental review, as necessary.

The remaining CAAP measures would not result in any indirect impacts related to the construction of recreational facilities because they involve energy audits, improvements to existing roads and buildings, education, outreach, policy changes within municipal organizations, or behavioral changes and do not involve construction of these facilities.

For these reasons, the proposed CAAP would not result in adverse physical impacts associated with the construction of new or expansion of existing recreational facilities. **(Less than Significant Impact)**

4.17 Transportation

4.17.1 Environmental Setting

4.17.1.1 *Regulatory Framework*

State

Senate Bill 743

SB 743 establishes criteria for determining the significance of transportation impacts using VMT as the metric intended to promote the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses. Specifically, SB 743 requires analysis of VMT in determining the significance of transportation impacts. Local jurisdictions were required by the Governor's Office of Planning and Research (OPR) to implement a VMT policy by July 1, 2020.

Regional and Local

Regional Transportation Plan

SCAG is the transportation planning, coordinating, and financing agency for the Southern California Region, including Pico Rivera. SCAG is charged with regularly updating the Regional Transportation Plan, a comprehensive blueprint for the development of mass transit, highway, airport, seaport, railroad, bicycle, and pedestrian facilities in the region. SCAG adopted the 2016-2040 RTP/SCS in April 2016, which is a Regional Transportation Plan to guide regional transportation investment for revenues from federal, state, regional and local sources through 2050.

Los Angeles County Bicycle Master Plan

The Los Angeles County Bicycle Master Plan (BMP) was last updated in 2012 and established a vision for the future of biking in the County. The BMP serves as the guide for development of safe and accessible bikeways and paths within unincorporated Los Angeles County and along County flood control district channels such as the Rio Hondo and San Gabriel Rivers in Pico Rivera.

City of Pico Rivera General Plan

The following policies in the General Plan have been adopted for the purposes of reducing or avoiding transportation impacts and are applicable to the project.

Policy	Description
5.1-1	**Multimodal Options.** Make transportation mode shifts possible by designing, operating, and maintaining streets to enable safe and convenient access and travel for all users—pedestrians, bicyclists, transit riders, and people of all ages and abilities, as well as freight and motor vehicle drivers—and to foster a sense of place in the public realm.

5.1-2	**Serve All Users.** Provide a safe, efficient, and accessible transportation network that meets the needs of all users in the community, including seniors, youth, and the disabled, and contributes to the community's quality of life by: • Balancing the needs of all users of the public rights-of-way by providing safe and convenient travel and access for bicyclists, transit riders, freight and motor vehicle drivers, and people of all ages and abilities. • Designing streets to accommodate larger vehicles such as buses, fire service vehicles, and freight delivery trucks without compromising pedestrian and bicycle safety. • Providing safe and comfortable access for persons with disabilities. • Providing public open space that integrates amenities including street trees and landscaping, street and sidewalk lighting, transit facilities, street furniture, water features, and public art work.
5.1-3	**Complete Streets.** Accommodate other modes of travel such as bicycling and walking when implementing roadway improvements, where feasible. • Promote the use of transit by improving the efficiency of transit systems and creating safe and attractive walking environments. • Promote the ability to walk by providing safe and comfortable pedestrian facilities and traffic signal timing that allows for the safe crossing of major roadways by pedestrians. • Provide street lighting that is attractive, functional, and appropriate to the character and scale of the neighborhood or area, and that contributes to vehicular, pedestrian, and bicycle safety. • Demand-actuated traffic signals should include push buttons to signal the need for pedestrians to cross and include audible signals and countdown signs to assist the disabled in crossing streets. • Demand-actuated traffic signals corresponding with bicycle routes should include bicycle sensitive loop detectors or push buttons adjacent to the curb. • Permit the sharing or parallel development of pedestrian walkways with bicycle paths, where this can be safely accomplished, in order to maximize the use of public rights-of-way. • Require the construction of attractive walkways in new residential, commercial, office, and industrial developments, including provision of shading for pedestrian paths. • Maximize visibility and access for pedestrians, and encourage the removal of barriers for safe and convenient movement of pedestrians.
5.1-4	**Smart Growth Development.** Integrate transportation and land use decisions to enhance opportunities for development that is compact, walkable, and transit oriented.
5.1-5	**Access to Key Locations.** Strive to provide multimodal access throughout the City, but especially to key locations such as employment centers, schools, parks medical facilities, libraries, and grocery stores.
5.1-6	**System Expansion.** Require new development to contribute funds to area-wide transit improvements to expand the system and increase efficiency.
5.1-7	**Transit Ridership.** "Utilize the Gateway Cities 2014 Strategic Transportation Plan as a guide to analyze proposed and future transportation projects that affect transit ridership, personal vehicle travel, and other modes at a local and regional level.

5.1-8	**Context-Sensitive Street Standards.** Design and operate streets and intersections to be sensitive to adjacent land uses and districts and to all roadway users, including transit, bicycles, and pedestrians, where appropriate.
5.1-9	**Roadway Sizing.** Provide appropriate roadway sizing in the city. Where roads are wider than traffic requires, consider converting surplus land to landscaped medians, bicycle lanes, and wider sidewalks to make the roadway more pedestrian and bicycle friendly.
5.1-10	**Amenities.** Improve streetscape amenities around the city, including bus shelters and trash receptacles to create an enhanced environment and encourage usage.
5.2-1	**Roadway Plan.** Plan, design, and improve roadways in accordance with Figure 5-1 Circulation Plan.
5.2-2	**Level of Service 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.
5.2-3	**Alternative Measures to Increase Efficiency.** Maximize the operational efficiency of the roadway system by developing alternative measures where improvements are needed but are not feasible to implement. Measures can include traffic demand management programs, consolidation of driveways, and prohibiting on-street parking to ease congestion.
5.2-4	**Intersections.** Identify intersection improvements needed throughout the city to provide acceptable levels of service to maintain consistency with the Circulation Element. Implementation Program for Policy 5.2-4: • Prioritize needed intersection improvements. • Identify potential funding sources for needed intersection improvements. • As funds for intersection improvements become available, make improvements to priority intersections.
5.2-5	**Bridge Widening.** Work with surrounding jurisdictions and the Southern California Association of Governments to plan for and secure funding for needed future bridge improvements over the Rio Hondo and San Gabriel Rivers.
5.2-6	**Roadway capacity.** Create additional roadway capacity along Passons Boulevard and other roadways, where feasible, through elimination of on-street parking (either all day or during peak hours), as well as other street improvements that can be made within the existing right-of-way.
5.2-7	**Park and Ride Lots.** Maintain the existing park and ride lot at Pico Park and explore adding additional lots within the city to encourage carpooling, including at Smith Park.
5.2-8	**Medians.** Identify proposed locations for enhanced medians within the community to improve the existing streetscape.
5.2-9	**Private Streets.** Private streets, where permitted, shall provide for adequate circulation and emergency vehicle access. Private streets that will accommodate more than 50 vehicles per hour in the peak hour or that are designed for on-street parking shall be designed to public street standards. The design of other private streets shall be subject to review and approval of the Public Works Director. Prior to their approval, adequate provisions for the long-term maintenance of private streets shall be ensured. Private streets shall be improved to public street standards prior to acceptance of dedications to the City.
5.2-10	**Traffic Studies.** Require the preparation of site-specific traffic studies for new development proposals that are determined by the City to have the potential to impact traffic.

5.2-11	**Funding Sources.** Pursue and develop funding sources for the maintenance and rehabilitation of the transportation system.
5.2-12	**Regional Coordination.** Continue to coordinate transportation and land use plans and policies with local and regional planning agencies, and incorporate the Regional Transportation Plan, where feasible. This includes: • Continuing to work with Caltrans and neighboring cities to minimize any cumulative significant impacts on State facilities, including Interstate 5, State Route 60, and State Route 605. • Participation in the development of a fair share fee program if required by Caltrans, to address mitigation of significant impacts to the above listed state facilities
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.
5.2-14	**Transportation Demand Management.** Promote transportation demand management programs, as appropriate, for uses with substantial traffic generating characteristics.
5.2-15	**Traffic Calming.** Consider development of a traffic calming program and implementation of traffic calming measures, where appropriate and feasible, to minimize the impacts on the use of local streets by vehicular traffic and to maintain the health, safety and livability of the neighborhoods.
5.2-16	**Pavement Maintenance.** Utilize the 2012-2017 Pavement Management Program for the ongoing maintenance of city streets.

City of Pico Rivera VMT Policy

The City of Pico Rivera adopted thresholds of significance for determining impacts related to VMT consistent with the California Office of Planning and Research's Technical Advisory. The City has adopted the County of Los Angeles Transportation Impact Analysis Guidelines which are used to determine whether a project would adequately reduce total VMT. According to the City's VMT policy, development projects meeting the following screening criteria are presumed to result in a less than significant VMT impact:

- Projects that result in a net increase of 110 or less daily vehicle trips
- Projects located in a High-Quality Transit Area (i.e., within half-mile distance of an existing rail transit station or located within half-mile of two or more existing bus routes with a frequency of service interval of 15 minutes or less during morning and evening peak hours)
- Project is locally serving retail (less than 50,000 square feet), including gas stations, banks, restaurants, shopping centers.
- Local-serving community colleges, K-12 schools, local parks, daycare centers, etc.
- Residential projects with 100 percent affordable housing
- Community institutions projects (public library, fire station, local government)
- Local-serving hotels (e.g., non-destination hotels)
- Local-serving assembly uses (places of worship, community organizations)
- Public parking garages and parking lots
- Assisted living or senior housing projects

- Affordable, supportive, or transitional housing projects

Projects are not required to satisfy all of the screening criteria to screen out of further VMT analysis; satisfaction of one criterion is sufficient for screening purposes. However, for mixed-use development projects, each component of the project must meet at least one screening criteria in order to screen out of further VMT analysis.

4.17.1.2 *Existing Conditions*

The City of Pico Rivera is traversed by a network of roadways, transit systems, bicycle, and pedestrian facilities. This extensive transportation network provides circulation and mobility that allow for local and regional connectivity.

4.17.2 Impact Discussion

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

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

The proposed CAAP would not have any direct physical impacts on the City's circulation system. Future installation of new bicycle and pedestrian facilities allowed under Measure TL-1.2 and future building construction supported by Measure TL- 3.1 would be reviewed for consistency with the Regional Transportation Plan, the CMP, and the City's transportation-related General Plan policies, and other transportation plans as part of the development review process. Additionally, future development would be subject to project-level, site-specific environmental review pursuant to CEQA and would be required to analyze consistency with transportation-related plans, programs, and regulations.

The remaining CAAP measures would not result in any indirect conflicts with a program, policy, plan, ordinance, or policy addressing the circulation system because they involve energy audits, improvements to existing buildings, education, outreach, policy changes within municipal organizations, or behavioral changes.

For the reasons described above, implementation of these measures would not result in a conflict with a program, plan, ordinance, or policy related to transportation. **(Less than Significant Impact)**

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

CEQA Guidelines Section 15064.3, subdivision (b) describes the criteria for analyzing transportation impacts using a VMT metric. As noted in Section 4.17 Transportation, these criteria have been adopted as the City's VMT policy.

The proposed CAAP contains measures designed to reduce GHG emissions citywide and would not result in any direct physical impacts on the environment. Implementation of Measures TL-1.1, TL-1.2, TL-1.3, and TL-1.4 would result in indirect VMT reductions by encouraging use of non-automobile modes of transit for home to work commute trips, expanding the availability of micromobility devices in the City, and planning and advocating for increasing active transportation and regional transit facilities. Additionally, TL-3.1 would reduce VMT by supporting General Plan and Zoning Code updates that would allow for high-density mixed-use development near transit.

Although Measures TL-2.1, TL-2.2, and TL-2.3 would support the transition to EVs through development of an EV infrastructure plan and EV Readiness Ordinance and through outreach campaigns, thereby reducing vehicle trips completed by gasoline-powered vehicles, these measures would not result in a measurable change in citywide VMT. The remaining measures also would not result in a change in VMT because they involve energy audits, electrical and solar improvements within new and existing buildings, education, outreach, and policy changes within municipal organizations with no effect on VMT.

For these reasons, implementation of the proposed CAAP would not result in a conflict or be inconsistent with CEQA Guidelines Section 15064.3. **(Less than Significant Impact)**

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)?

The proposed CAAP would not result in any direct physical impacts on the environment. Implementation of Measures TL-1.2 and TL-3.1 would facilitate development of active transportation facilities within and adjacent to existing roadways, and the construction of driveways, parking areas, pedestrian pathways, and other transportation improvements for high-density mixed-use developments near transit facilities. These potential future developments would be reviewed for compliance with the building code, fire code, and other applicable codes to ensure

no hazards are created. Furthermore, future development would be subject to project-level, site-specific environmental review pursuant to CEQA and would be required to analyze design features for safety and incorporate mitigation measures to minimize or avoid such impacts, as necessary.

The remaining measures would not result in any indirect hazards due to geometric design because they involve energy audits, electrical and solar improvements within new and existing buildings, education, outreach, and policy changes within municipal organizations.

For these reasons, the proposed CAAP would not substantially increase hazards due to a geometric design feature. **(Less than Significant Impact)**

d) Would the project result in inadequate emergency access?

The proposed CAAP does not involve any direct physical impacts on the environment. Implementation of Measures TL-1.2 and TL-3.1 would facilitate development of active transportation facilities within and adjacent to existing roadways, and the construction of driveways, parking areas, pedestrian pathways, and other transportation improvements for high-density mixed-use developments near transit facilities. These future projects would be reviewed for compliance with the building code, fire code, and other applicable codes to ensure adequate emergency access is provided. Additionally, future development would be subject to project-level, site-specific environmental review pursuant to CEQA and would be required to analyze design features for impacts on emergency access and would incorporate mitigation measures to minimize or avoid such impacts, as necessary.

The remaining measures would not result in any indirect emergency access impacts because they involve energy audits, electrical and solar improvements within new and existing buildings, education, outreach, and policy changes within municipal organizations.

For these reasons, the proposed CAAP would not substantially increase hazards due to inadequate emergency access. **(Less than Significant Impact)**

4.18 Tribal Cultural Resources

4.18.1 Environmental Setting

4.18.1.1 *Regulatory Framework*

State

Assembly Bill 52

AB 52, effective July 2015, established a new category of resources for consideration by public agencies called Tribal Cultural Resources (TCRs). AB 52 requires lead agencies to provide notice of projects to tribes that are traditionally and culturally affiliated with the geographic area if they have requested to be notified. Where a project may have a significant impact on a TCR, consultation is required until the parties agree to measures to mitigate or avoid a significant effect on a TCR or until it is concluded that mutual agreement cannot be reached.

Under AB 52, TCRs are defined as follows:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are also either:
    - Included or determined to be eligible for inclusion in the California Register of Historic Resources, or
    - Included in a local register of historical resources as defined in Public Resources Code Section 5020.1(k).
- A resource determined by the lead agency to be a TCR.

4.18.1.2 *Existing Conditions*

As noted in Section 4.5 Cultural Resources, Pico Rivera and the surrounding area have a long and varied history of human occupation, which includes origins with Native American villages. There are no known tribal cultural resources in Pico Rivera.[72]

On June 22, 2015, the Soboba Band of Luiseno Indians requested AB 52 notification of projects in accordance with Public Resources Code Section 21080.3.1 subd (b), for all projects that require a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report. Accordingly, the City routinely notifies the Soboba Band of Luiseno Indians and all tribes who are traditionally and culturally affiliated with the geographic area of the City based on the latest list from the NAHC when project documents are available.

[72] Victor Ferrer, General Manager. City of Pico Rivera. Personal Communication. August 27, 2024.

4.18.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	☐	☐	☒	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

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 Section 5020.1(k)?

The proposed CAAP does not involve any direct physical impacts on the environment.

There are no known tribal cultural resources within the City of Pico Rivera.

Future development allowed under Measures BE-2.1, BE-2.2, and BE-3.2 would occur within existing buildings and would not require ground disturbing activities or have the potential to cause a substantial adverse change in the significance of a tribal cultural resource. Future installation of new bicycle and pedestrian facilities allowed under Measure TL-1.2 and implementation of Measure TL-3.1 which supports General Plan and Zoning Code updates to allow for future development of buildings at greater heights and densities near transit would involve construction activities. Given Pico Rivera's long history of human occupation and the presence of known archaeological sites in the City (including those of Native American origin), it is possible that future development associated with Measures TL-1.2 and TL-3.1 could encounter previously undocumented tribal cultural resources. The likelihood of such a discovery would vary from site to site and be dependent

on the archaeological sensitivity of the project-specific location. Future development would be subject to project-level, site-specific environmental review pursuant to CEQA and would be required to document impacts to Tribal Cultural Resources and incorporate mitigation measures to avoid or minimize such impacts, as necessary.

The remaining measures would not result in any indirect tribal cultural resources impacts because they involve energy audits, electrical and solar improvements within new and existing buildings, education, outreach, and policy changes within municipal organizations.

For these reasons, the project would not result in substantial tribal cultural resources impacts. **(Less than Significant Impact)**

b) Would the project cause a substantial adverse change in the significance of a tribal cultural resource that is determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1?

As discussed under checklist question a., the proposed CAAP does not involve any direct physical impacts on the environment. There are no known tribal cultural resources within the City of Pico Rivera.

Future development allowed under Measures BE-2.1, BE-2.2, and BE-3.2 would occur within existing buildings and would not require ground disturbing activities or have potential to cause a substantial adverse change in the significance of a tribal cultural resource determined to be significant by the City. Future development associated with Measures TL-1.2 and TL-3.1 could involve construction activities such as grading and excavation which could result in impacts to tribal cultural resources determined to be significant by the City. Any new building construction would be subject to project-level, site-specific environmental review pursuant to CEQA and would be required to document impacts to tribal cultural resources and incorporate mitigation measures to avoid or minimize such impacts, as necessary.

The remaining measures would not result in any indirect tribal cultural resources impacts because they involve energy audits, electrical and solar improvements within new and existing buildings, education, outreach, and policy changes within municipal organizations.

For these reasons, the project would not result in substantial tribal cultural resources impacts. **(Less than Significant Impact)**

4.19 Utilities and Service Systems

4.19.1 Environmental Setting

4.19.1.1 *Regulatory Framework*

State

State Water Code

Pursuant to the State Water Code, water suppliers providing water for municipal purposes to more than 3,000 customers or supplying more than 3,000 acre-feet (approximately 980 million gallons) of water annually must prepare and adopt an urban water management plan (UWMP) and update it every five years. As part of a UWMP, water agencies are required to evaluate and describe their water resource supplies and projected needs over a 20-year planning horizon, water conservation, water service reliability, water recycling, opportunities for water transfers, and contingency plans for drought events. The City of Pico Rivera adopted its most recent UWMP in June 2021.

Assembly Bill 939

The California Integrated Waste Management Act of 1989, or AB 939, established the California Integrated Waste Management Board (CIWMB), required the implementation of integrated waste management plans, and mandated that local jurisdictions divert at least 50 percent of solid waste generated (from 1990 levels) by 2000 and thereafter. Projects that would have an adverse effect on waste diversion goals are required to include waste diversion mitigation measures.

Assembly Bill 341

AB 341 sets forth the requirements of the statewide mandatory commercial recycling program. Businesses that generate four or more cubic yards of garbage per week and multi-family dwellings with five or more units in California are required to recycle.

Senate Bill 610

SB 610 amended state law, effective January 1, 2002, to improve the link between information on water supply availability and certain land use decisions made by cities and counties. SB 610 requires preparation of a Water Supply Assessment (WSA) containing detailed information regarding water availability to be provided to the decision-makers prior to approval of specified large development projects that also require a General Plan Amendment. This WSA must be included in the administrative record that serves as the evidentiary basis for an approval action by the city or county on such projects. Under SB 610, WSAs must be furnished to local governments for inclusion in any environmental documentation for certain projects subject to CEQA. Pursuant to the California Water Code (Section 10912[a]), projects that require a WSA include any of the following:

- A proposed residential development of more than 500 dwelling units;

- A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space;
- A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space;
- A proposed hotel or motel, or both, having more than 500 rooms;
- A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area;
- A mixed-use project that includes one or more of the projects identified in this list; or
- A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500-dwelling unit project.

Senate Bill 1383

SB 1383 establishes targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. The bill grants CalRecycle the regulatory authority required to achieve the organic waste disposal reduction targets and establishes an additional target that at least 20 percent of currently disposed edible food is recovered for human consumption by 2025. CalRecycle released an analysis titled "Analysis of the Progress Toward the SB 1383 Organic Wase Reduction Goals" in August 2020 (revised November 2020), which recommended maintaining the disposal reduction targets set forth in SB 1383.[73]

California Green Building Standards Code

CALGreen establishes mandatory green building standards for all buildings in California. The code is updated every three years.[74] CALGreen covers five categories: planning and design, energy efficiency, water efficiency and conservation, material conservation and resources efficiency, and indoor environmental quality. These standards include the following mandatory set of measures, as well as more rigorous voluntary guidelines, for new construction projects to achieve specific green building performance levels:

- Reducing indoor water use by 20 percent;
- Reducing wastewater by 20 percent;
- Recycling and/or salvaging 65 percent of nonhazardous construction and demolition debris; and
- Providing readily accessible areas for recycling by occupants.

[73] CalRecycle. "Analysis of the Progress Toward the SB 1383 Organic Wase Reduction Goals (DRRR-2020-1693)." Accessed August 23, 2024. https://www2.calrecycle.ca.gov/Publications/Details/1693.
[74] California Building Standards Commission. "California Building Standards Code." Accessed August 23, 2024. https://www.dgs.ca.gov/BSC/Codes#@ViewBag.JumpTo.

Local

Wastewater

The Los Angeles County Sanitation District (LACSD) oversees treatment facilities that serve Pico Rivera.

City of Pico Rivera General Plan

The following policies in the General Plan have been adopted for the purposes of reducing or avoiding impacts related to utilities and service systems and are applicable to the project.

Policy	Description
6.4-1	**Reliable Supply and Distribution.** Provide high quality potable water and a regularly maintained distribution system to meet normal and emergency demands in both wet and dry years.
6.4-2	**Urban Water Management Plan.** Maintain and keep up to date the Urban Water Management Plan and other water master planning and capital improvement tools to ensure adequate water supply, infrastructure, maintenance, rehabilitation, funding, and conservation measures.
6.4-3	**New Development.** Require new development to demonstrate the availability of adequate water supply and fire flow, and to provide infrastructure and/or finance the costs of improvements necessary to serve the demands created by the development, as appropriate.
6.4-4	**Energy Efficient Infrastructure.** Employ best practices to maintain the highest feasible energy efficiency in the water infrastructure system to reduce costs and greenhouse gas emissions.
6.4-5	**Water Conservation.** Encourage water conservation as a means of protecting the long term availability of water resources. Require new and retrofitted development to be equipped with water conservation devices.
6.5-1	**Sufficient Infrastructure.** Maintain and upgrade the City's wastewater collection system to meet the needs of existing development and future growth such that restricted wastewater flows occur only during peak-day, peak-hour conditions.
6.5-4	**Adequate Facilities for New Development.** Require new development to demonstrate the availability of adequate wastewater facilities in accordance with City plans and standards.
6.6-4	**Renewable Energy.** Encourage the use of solar power and renewable fuel sources for a sustainable community.
6.7-1	**Adequate Services.** Maintain adequate solid waste facilities and services to maximize diversion and minimize landfilling of solid wastes.
8.1-5	**Energy Conservation.** Promote energy conservation through increasing water efficiency and water conservation in existing City buildings and new development projects.
8.1-7	**Solid Waste Management.** Practice and promote responsible waste management with the aim of exceeding mandated waste diversion targets when economically feasible to do so.
8.4-5	**National Pollution Discharge Elimination System.** Regulate construction and operational activities to incorporate stormwater protection measures and best management practices in accordance with the City's National Pollution Discharge Elimination System permit.

8.4-11	**Recycled Water.** Continue to use, and expand opportunities to increase the use of, recycled water in City parks, landscaped areas along roadways, and the municipal golf course, if supplies are available.

Pico Rivera Demolition and Recycling Ordinance

Chapter 8.60 of the Pico Rivera Municipal Code contains the City's Construction Waste Diversion Ordinance. Under this Chapter, all construction, demolition, and renovation projects having total costs of one hundred thousand dollars or more must divert 65 percent of all waste from landfills. Project applicants are required to submit a waste management plan identifying the total amount and type of debris produced by the project and receipts from the vendor or facility which collected or received the material.

4.19.1.2 *Existing Conditions*

Water Facilities

Pico Rivera is served by two water suppliers: the City of Pico Rivera Water Authority (PRWA) and the Pico Water District (PWD). Each supplier maintains its own distribution system and operates several water supply wells to extract local groundwater from the Central Basin aquifer. The City's total size is 8.9 square miles, of which approximately 32 percent (2.87 square miles) is served by PWD, and the remaining 68 percent (6.03 square miles) is served by PRWA. Both PRWA and PWD supply water to their respective residential, commercial, industrial, and fire protection customers within Pico Rivera.

Wastewater Facilities

The City's Sewer Division is responsible for the collection of wastewater within City limits and delivery to the trunk sewer mains of the Los Angeles County Sanitation Districts (LACSD). After sewage is collected locally and delivered to the regional trunk lines, wastewater flows south toward the Los Coyotes Water Reclamation Plant of LACSD in the City of Cerritos. LACSD is responsible for all regional trunk sewer lines and sewage treatment, while the City is responsible for the operation and maintenance of sewer mains and lift stations within the City limits.

The City also receives tertiary treated recycled water from LACSD's San Jose Creek Water Reclamation Plant, the Water Replenishment District of Southern California's Albert Robles Center for Water Recycling and Environmental Learning, and Los Coyotes Water Reclamation Plant through the surveyor Central Basin Municipal Water District. Currently, Pico Rivera Municipal Golf Course, Rio Hondo Park, Smith Park, County Library and some street medians in the City are irrigated with recycled water. The City is also extending recycled water service to Rio Vista Park.

Stormwater Facilities

Storm drains are the primary flood control facilities in the City, which serve to convey local water runoff. Regional flood control structures include the Whittier Narrows Dam and the Rio Hondo and

San Gabriel spreading grounds, located adjacent to the Rio Hondo and San Gabriel rivers. The Whittier Narrows Dam captures local stormwater flows for groundwater replenishment.

Energy Facilities

The Southern California Eddison (SCE) electricity supply company is responsible for the provision of electrical facilities and services within the City. SCE owns the transmission lines that run the length of the San Gabriel River. These transmission lines provide power to the City in its entirety. The City of Los Angeles Department of Water and Power operates a 500-kilovolt (kV) transmission line within Pico Rivera. The overhead power lines generally run on the eastern edge of the Rio Hondo spreading grounds and along the northern boundary of the City.

SCE's 220 kV double circuit transmission lines bring power from a generating station to an electrical substation to distribute electricity throughout Pico Rivera and other jurisdictions within the area. Power distribution lines bring power from the substation to individual residences. SCE maintains three substations within the City located at Beverly Boulevard and the San Gabriel Freeway (I-605); the southwest corner of Slauson Avenue and Serapis Avenue, and near the southeast corner of Durfee Avenue and Stephens Street.

The Southern California Gas Company is responsible for the provision of natural gas service and facilities within the City.

Solid Waste Facilities and Recycling

Solid waste generated within Pico Rivera is collected by a company holding an exclusive franchise agreement with the City. The residential, commercial, and industrial services include curbside collection of waste, commingled recyclables, and greenwaste. The City has a number of waste diversion programs in place to minimize the needs for landfill disposal of solid wastes, including a Demolition and Recycling ordinance in compliance with AB939. These are recycling/drop-off centers for oil/filter recycling, household hazardous waste, and beverage container recycling throughout the City. Whittier Fertilizer provides recycling services to the City to achieve applicable waste diversion requirements.

Telecommunications

The City has a variety of telecommunication facilities, including telephone, cable television, and high speed internet services, provided by private service providers.

4.19.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Be noncompliant with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

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

The proposed CAAP would not have any direct physical impacts on the environment. Implementation of Measures BE-2.1 and BE-2.2 would allow for the replacement of natural gas infrastructure and appliances in existing buildings with electric infrastructure and appliances. Measure BE-3.2 would allow for the installation of solar power infrastructure. Future development under these measures may involve the removal of natural gas connections and the installation of new electric power connections. However, because these measures are aimed at replacing natural gas with electric power and installing solar facilities in buildings, they would not affect demand for water, wastewater treatment, stormwater drainage, or telecommunications facilities. Because the expansion of electric infrastructure would occur within existing buildings, there would be no

expansion or construction outside existing buildings that could result in physical effects to the environment.

Measure TL-1.2 would allow for installation of new bicycle and pedestrian facilities in the City. Construction of new bicycle and pedestrian facilities typically occurs within existing roadways and may require relocation of utility lines if conflicts with these improvements occur. Individual projects associated with this measure would be subject to project-level, site-specific environmental review pursuant to CEQA and would be required to document impacts to utility facilities and incorporate mitigation measures to avoid or minimize such impacts, as necessary.

Measure TL- 3.1 supports General Plan and Zoning Code updates to allow for future development of buildings at greater heights and densities near existing transit facilities. Future development under Measure TL-3.1 would require the use of utilities. Any future development associated with Measure TL-3.1 would connect to existing utility service lines. It is possible that new development could result in the need to relocate or expand existing utility facilities. Any future development would be subject to project-level, site-specific environmental review pursuant to CEQA and would be required to analyze utility impacts and incorporate mitigation measures to avoid or minimize such impacts, as necessary.

The remaining CAAP measures would not result in any indirect impacts related to the relocation or construction of new or expanded utilities because they involve energy audits, expansion of micromobility devices in public roadways, education, outreach, policy changes within municipal organizations, or behavioral changes with no effect on demand for utilities.

For these reasons, the proposed CAAP would not result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. **(Less than Significant Impact)**

b) Would the project have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

The proposed CAAP would not have any direct physical impacts on the environment. Implementation of Measure TL- 3.1 supports General Plan and Zoning Code updates to allow for development of buildings at greater heights and densities near existing transit facilities. Future development under Measure TL-3.1 would increase water demand in the City compared to General Plan buildout. Any future development would be subject to project-level, site-specific environmental review pursuant to CEQA and would be required to analyze water demand and supply availability impacts and incorporate mitigation measures to avoid or minimize such impacts, as necessary.

The remaining CAAP measures would not result in any indirect impacts related to water supplies because they involve energy audits, installation of electric and solar infrastructure in new and

existing buildings, construction of active transportation facilities and the expansion of micromobility devices in public roadways, education, outreach, policy changes within municipal organizations, or behavioral changes with no effect on water demand.

For these reasons, the proposed CAAP would not result in impacts due to insufficient water supplies. **(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 does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

The proposed CAAP would not have any direct physical impacts on the environment. Implementation of Measure TL- 3.1 supports General Plan and Zoning Code updates to allow for development of buildings at greater heights and densities near existing transit facilities. Future development under Measure TL-3.1 would increase water demand, which would increase wastewater generation in the City compared to General Plan buildout. Any future development would be subject to project-level, site-specific environmental review pursuant to CEQA and would be required to analyze the adequacy of wastewater treatment facilities to serve existing and proposed development and incorporate mitigation measures to avoid or minimize such impacts, as necessary.

The remaining CAAP measures would not result in any indirect impacts related to wastewater treatment capacity because they involve energy audits, installation of electric and solar infrastructure in new and existing buildings, construction of active transportation facilities and the expansion of micromobility devices in public roadways, education, outreach, policy changes within municipal organizations, or behavioral changes with no effect on wastewater generation.

For these reasons, the proposed CAAP would not result in impacts due to inadequate wastewater treatment capacity. **(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?

The proposed CAAP includes measures designed to reduce greenhouse gas emissions in the City and would not have any direct physical impacts on the environment. Implementation of Measures MC-1.1, MC-1.2, MC-1.3 and MC-2.3 which would include development of a zero waste plan, collaboration with the City's waste disposal and recycling services provider to promote recycling and composting, expanding the City's organic waste collection services, and increasing the diversion requirement in the City's Construction and Demolition Ordinance. These measures are consistent with and support compliance with state and local standards and waste reduction goals.

Implementation of Measure TL- 3.1 supports General Plan and Zoning Code updates to allow for development of buildings at greater heights and densities near existing transit facilities. Future development under Measure TL-3.1 would generate solid waste in excess of that assumed for buildout of the General Plan and could result in solid waste generation in excess of the capacity of local infrastructure. Any future development would be subject to project-level, site-specific environmental review pursuant to CEQA and would be required to document solid waste generation and analyze the adequacy of solid waste infrastructure. Future development associated with Measure TL-3.1 would also be required to incorporate mitigation measures to avoid or minimize such impacts, as necessary.

The remaining CAAP measures would not result in any indirect impacts related to solid waste generation because they involve installation of electric and solar infrastructure in new and existing buildings, construction of active transportation facilities and the expansion of micromobility devices in public roadways, education, outreach, policy changes within municipal organizations, or behavioral changes with no effect on solid waste generation.

For these reasons, the proposed CAAP would not result in impacts due to solid waste generation exceeding state or local standards of in excess of the capacity of local infrastructure. **(Less than Significant Impact)**

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

As noted under checklist question d., the proposed CAAP includes measures designed to reduce greenhouse gas emissions in the City and would not have any direct physical impacts on the environment. Implementation of Measures MC-1.1, MC-1.2, MC-1.3 and MC-2.3 which would include development of a zero waste plan, collaboration with the City's waste disposal and recycling services provider to promote recycling and composting, expanding the City's organic waste collection services, and increasing the diversion requirement in the City's Construction and Demolition Ordinance. These measures are consistent with and support compliance with state and local standards and waste reduction goals.

The remaining CAAP measures do not relate to solid waste regulation, would not result in any indirect impacts related to solid waste generation, and would not result in conflicts with federal, state, or local management and reduction statutes and regulations related to solid waste. For these reasons, the proposed CAAP would not result in impacts due to noncompliance with federal, state, or local management and reduction statutes and regulations for solid waste. **(Less than Significant Impact)**

4.20 Wildfire

4.20.1 Environmental Setting

4.20.1.1 *Regulatory Framework*

State

Fire Hazard Severity Zones

CAL FIRE is required by law to map areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors. Referred to as Fire Hazard Severity Zones (FHSZs), these maps influence how people construct buildings and protect property to reduce risk associated with wildland fires. FHSZs are divided into areas where the state has financial responsibility for wildland fire protection, known as state responsibility areas (SRAs), and areas where local governments have financial responsibility for wildland fire protection, known as local responsibility areas (LRAs). Homeowners living in an SRA are responsible for ensuring that their property is in compliance with California's building and fire codes. Only lands zoned for very high fire hazard are identified within LRAs.

California Fire Code Chapter 47

Chapter 47 of the California Fire Code sets requirements for wildland-urban interface fire areas that increase the ability of buildings to resist the intrusion of flame or burning embers being projected by a vegetation fire, in addition to systematically reducing conflagration losses through the use of performance and prescriptive requirements.

California Public Resources Code Section 4442 through 4431

The California Public Resources Code includes fire safety regulations that restrict the use of equipment that may produce a spark, flame, or fire; require the use of spark arrestors on construction equipment that uses an internal combustion engine; specify requirements for the safe use of gasoline-powered tools on forest-covered land, brush-covered land, or grass-covered land; and specify fire suppression equipment that must be provided onsite for various types of work in fire-prone areas. These regulations include the following:

- Earthmoving and portable equipment with internal combustion engines would be equipped with a spark arrestor to reduce the potential for igniting a wildland fire (Public Resources Code Section 4442);
- Appropriate fire suppression equipment would be maintained during the highest fire danger period, from April 1 to December 1 (Public Resources Code Section4428);
- On days when a burning permit is required, flammable materials would be removed to a distance of 10 feet from any equipment that could produce a spark, fire, or flame, and the construction contractor would maintain appropriate fire suppression equipment (Public Resources Code Section 4427); and

- On days when a burning permit is required, portable tools powered by gasoline-fueled internal combustion engines would not be used within 25 feet of any flammable materials (Public Resources Code Section 4431).

California Code of Regulations Title 14

The California Board of Forestry and Fire Protection has adopted regulations, known as SRA Fire Safe Regulations, which apply basic wildland fire protection standards for building, construction, and development occurring in a SRA. The future design and construction of structures, subdivisions and developments in SRAs are required to provide for the basic emergency access and perimeter wildfire protection measures discussed in Title 14.

Fire Management Plans

CAL FIRE has developed an individual Unit Fire Management Plan for each of its 21 units and six contract counties. CAL FIRE has developed a strategic fire management plan for the Los Angeles Unit, which covers the project area and addresses citizen and firefighter safety, watersheds and water, timber, wildlife and habitat (including rare and endangered species), unique areas (scenic, cultural, and historic), recreation, range, structures, and air quality. The plan includes stakeholder contributions and priorities and identifies strategic areas for pre-fire planning and fuel treatment as defined by the people who live and work with the local fire issues.

Regional and Local

Los Angeles County Fire Code

The Los Angeles Fire Code Title 32 (Fire Code) establishes standards for building construction and the design and distribution of fire prevention and suppression facilities. The requirements address a variety of issues related to fire protection and prevention, such as fire flow, public and private fire hydrants, the provision of roadway clearance (Section 325.10), access roads (Section 503.2), adequate road widths, and clearance of brush around structures located on or adjoining any mountainous or forest or brush covered land, or land covered with flammable growth (Section 325.2.1)

Los Angeles County Operational Area Emergency Response Plan

The Los Angeles County Operational Area Emergency Response Plan (OAERP) addresses the Operational Area's (i.e., the County's) coordinated response to emergency situations associated with natural, man-made, and technological incidents. The OAERP does not address normal day-to-day emergencies; the operational concepts reflected in the OAERP focus on potential large-scale disasters which can generate unique situations requiring an unusual or extraordinary emergency response. The OAERP establishes the coordinated emergency management system, which includes prevention, protection, response, recovery, and mitigation within the County, and describes the County's emergency organization, including authorities and responsibilities, as well as the mutual aid process during emergencies to ensure effective coordination of needed resources. The OAERP is

not meant to be a standalone document, rather, it is intended to be used in conjunction with other agencies/jurisdictions emergency response plans, SOPs and other pertinent documents.

City of Pico Rivera General Plan

The following policies in the General Plan have been adopted for the purposes of reducing or avoiding impacts related to wildfire and are applicable to the project.

Policy	Description
9.4-1	**Emergency Management Division.** Continue to support the efforts of the City's Emergency Management Division to prepare for, mitigate against, respond to, and recover from disasters and emergencies.
9.4-2	**Emergency Management Plans.** Maintain a Standardized Emergency Management System/National Incident Management System Operation Plan and Multi-Jurisdictional Hazard Mitigation Plan in coordination with local, state, and federal agencies and organizations.

4.20.1.2 *Existing Conditions*

CAL Fire is responsible for the identification of very high fire hazard severity zones and transmission of these maps to local government agencies. According to the CAL Fire Los Angeles County Fire Hazard Severity Zones Map, the City of Pico Rivera is not located in or near a State or Local Responsibility Area nor is the City designated as a very high fire hazard severity zone.[75]

4.20.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒

[75] California Department of Forestry and Fire Protection. Fire Hazard Severity Zones Maps. Accessed August 23, 2024. https://www.fire.ca.gov/osfm/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones/fire-hazard-severity-zones-maps-2022

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

a) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

b) 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?

As noted in Section 4.20.1.2 Existing Conditions, the City of Pico Rivera is not located in or near a State or Local Responsibility Area nor is the City designated as a very high fire hazard severity zone.[76] Therefore, implementation of the proposed CAAP would not substantially impair an adopted emergency response plan or emergency evacuation plan. In addition, the project would not exacerbate wildfire risk and expose occupants to pollutant concentration from a wildfire or the uncontrolled spread of a wildfire. **(No Impact)**

c) 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?

As noted in Section 4.20.1.2 Existing Conditions, the City of Pico Rivera is not located in or near a State or Local Responsibility Area nor is the City designated as a very high fire hazard severity

[76] California Department of Forestry and Fire Protection. Fire Hazard Severity Zones Maps. Accessed August 15, 2024. https://www.fire.ca.gov/osfm/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones/fire-hazard-severity-zones-maps-2022

zone.[77] Therefore, implementation of the proposed CAAP would not require the installation or maintenance of infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. **(No Impact)**

d) 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?

As noted in Section 4.20.1.2 Existing Conditions, the City of Pico Rivera is not located in or near a State or Local Responsibility Area nor is the City designated as a very high fire hazard severity zone.[78] Therefore, implementation of the proposed CAAP would not 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)**

[77] California Department of Forestry and Fire Protection. Fire Hazard Severity Zones Maps. Accessed August 15, 2024. https://www.fire.ca.gov/osfm/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones/fire-hazard-severity-zones-maps-2022

[78] California Department of Forestry and Fire Protection. Fire Hazard Severity Zones Maps. Accessed August 15, 2024. https://www.fire.ca.gov/osfm/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones/fire-hazard-severity-zones-maps-2022

4.21 Mandatory Findings of Significance

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

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?

The proposed CAAP would not have any direct physical impacts on the environment. Indirect impacts on fish and wildlife species and California historic resources from future development associated with the proposed CAAP would be evaluated during project-level, site-specific environmental review pursuant to CEQA. **(Less than Significant Impact)**

b) Does the project have impacts that are individually limited, but cumulatively considerable?

The proposed CAAP would not have any direct physical impacts on the environment and thus, has no potential to directly contribute to a cumulatively considerable impact.

Implementation of Measures BE-2.1, BE-2.2, BE-3.2 would allow for the installation of electric and solar infrastructure in new buildings and existing buildings. Measure TL-1.2 would allow for future installation of new bicycle and pedestrian facilities in the City and Measure TL- 3.1 supports General Plan and Zoning Code updates to allow for future development of buildings at greater heights and densities near existing transit facilities. Future development under these measures could result in impacts that when combined with past, present, and future development could be considered cumulatively considerable. Future development associated with these measures would be subject to project-level, site-specific environmental review pursuant to CEQA. Individual and cumulative impacts will be evaluated on a case-by-case basis for future development associated with the project. The remaining CAAP measures would not result in indirect physical impacts on the environment or any cumulative impacts. Therefore, the proposed CAAP would not result in a cumulatively considerable contribution to a significant cumulative impact. **(Less than Significant Impact)**

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

The proposed CAAP would not have any direct physical impacts on the environment. Future development associated with implementation of CAAP Measures BE-2.1, BE-2.2, BE-3.2, TL-1.2, and TL- 3.1 would be subject to project-level, site-specific environmental review pursuant to CEQA. Any indirect effects on human beings associated with future development under these measures would be documented and, if necessary, mitigation measures would be identified to avoid or reduce these impacts. The remaining CAAP measures would not result in indirect effects on human beings because they involve energy audits, deployment of micromobility devices in public roadways, education, outreach, policy changes within municipal organizations, or behavioral changes with no physical effect on the environment. For these reasons, the proposed CAAP would have a less than significant environmental effect and would not cause substantial adverse effects on human beings. **(Less than Significant Impact)**

Section 5.0 References

The analysis in this Initial Study is based on the professional judgement and expertise of the environmental specialists preparing this document, based upon review of the site, surrounding conditions, site plans, and the following references:

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Section 6.0 Lead Agency and Consultants

6.1 Lead Agency

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Section 7.0 Acronyms and Abbreviations

AB	Assembly Bill
ACM	asbestos-containing material
ALUC	Airport Land Use Commission
Basin Plan	Water Quality Control Plan for the Los Angeles Basin
BMP	Los Angeles County Bicycle Master Plan
BMPs	best management practices
Btu	British thermal unit
CAAP	Climate Action and Adaptation Plan
CAAQS	California Ambient Air Quality Standard
CAL FIRE	California Department of Forestry and Fire Protection
Cal/OSHA	California Department of Industrial Relations, Division of Occupational Safety and Health
CalARP	California Accidental Release Prevention
CalEPA	California Environmental Protection Agency
CALGreen	California Green Building Standards
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Standards Code
CCA	PRIME Community Choice Aggregate
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CFC	chlorofluorocarbon
CFR	Code of Federal Regulations
CGS	California Geological Survey
CH_4	methane
CMP	Congestion Management Program
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalents

CRHR	California Register of Historical Resources
CUPA	Certified Unified Program Agency
dBA	A-weighted decibel
DNL	Day/Night Average Sound Level
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
EO	Executive Order
EPA	Environmental Protection Agency
EV	electric vehicle
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulations
FEMA	Federal Emergency Management Agency
FHSZ	Fire Hazard Severity Zone
FMMP	Farmland Mapping and Monitoring Program
GHG	greenhouse gas
GWh	gigawatt hour
GWP	Global Warming Potential
HFCs	hydrofluorocarbons
HSWA	Hazardous and Solid Waste Amendments
ibid	Same source as previous footnote
LACSD	Los Angeles County Sanitation Districts
LARWQCB	Los Angeles Regional Water Quality Control Board
L_{eq}	Energy-Equivalent Sound/Noise Descriptor
L_{max}	Maximum A-weighted noise level during a measurement period
LOS	Level of Service
LRA	Local Responsibility Area
MBTA	Migratory Bird Treaty Act
$MMTCO_2e$	million metric tons of carbon dioxide equivalent
mpg	miles per gallon
MS4	Medium and Large Municipal Separate Storm Sewer System
N_2O	nitrous oxide

NAAQS	National Ambient Air Quality Standard
NAHC	Native American Heritage Commission
NCP	National Contingency Plan
ND	Negative Declaration
NESHAP	National Emission Standards for Hazardous Air Pollutants
RHNA	Regional Housing Need Allocation
NHPA	National Historic Preservation Act of 1966
NO_2	nitrogen dioxide
NOD	Notice of Determination
NO_x	nitrogen oxides
NPDES	National Pollution Discharge Elimination System
NRHP	National Register of Historic Places
OAERP	Los Angeles County Operational Area Emergency Response Plan
OITC	Outdoor-Indoor Transmission Class
O_3	ozone
PCB	polychlorinated biphenyls
PFC	perfluorocarbon
PM	particulate matter
PM_{10}	particulate matter with a diameter of 10 microns or less
$PM_{2.5}$	particulate matter with a diameter of 2.5 microns or less
PPV	Peak Particle Velocity
PRIME	Pico Rivera Innovative Municipal Energy
PV	photovoltaic
REAP	Regional Early Action Planning
RCRA	Resource Conservation and Recovery Act
ROG	reactive organic gases
RWQCB	Regional Water Quality Control Board
SB	State Bill
SCAG	Southern California Association of Governments
SCE	Southern California Edison
SCS	Sustainable Communities Strategy
SEAs	Significant Ecological Areas

SFHA	Special Flood Hazard Areas
SF_6	sulfur hexafluoride
SHMA	Seismic Hazards Mapping Act
SMARA	Surface Mining and Reclamation Act
SMGB	State Mining and Geology Board
SOPs	standard operating procedures
SO_2	sulfur dioxide
SO_x	sulfur oxides
SoCalREN	Southern California Renewable Energy Network
SCAQMD	South Coast Air Quality Management District
SRA	State Responsibility Area
STC	Sound Transmission Class
SUSMP	Standard Urban Storm Water Mitigation Plan
SWRCB	State Water Resources Control Board
TACs	Toxic Air Contaminants
TCRs	Tribal Cultural Resources
Title 24	Title 24, Part 6 of the California Code of Regulations
TSCA	Toxic Substances Control Act
USFWS	United States Fish and Wildlife Service
UWMP	Urban Water Management Plan
VMT	vehicle miles traveled
Williamson Act	California Land Conservation Act
WNRA	Whittier Narrows Recreation Area
WSA	Water Supply Assessment
2016 AQMP	2016 Air Quality Management Plan
2016-2040 RTP/SCS	2016-2040 Regional Transportation Plan/Sustainable Communities Strategy