PUBLIC REVIEW DRAFT | AUGUST 2022

SOCALGAS OFFICE BUILDING PROJECT

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

SUBMITTED BY

Michael Baker INTERNATIONAL

This document is designed for double-sided printing to conserve natural resources.

PUBLIC REVIEW DRAFT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

SoCalGas Office Building Project

Lead Agency:

CITY OF PICO RIVERA
6615 Passons Boulevard
Pico Rivera, California 90660
Contact: Mr. Hector Hernandez
562.801.4340

Prepared by:

MICHAEL BAKER INTERNATIONAL
5 Hutton Centre Drive, Suite 500
Santa Ana, California 92707
Contact: Ms. Kristen Bogue
949.855.5747

August 2022

JN 181857

This document is designed for double-sided printing to conserve natural resources.

TABLE OF CONTENTS

APPENDICES

LIST OF EXHIBITS

LIST OF TABLES

This page intentionally left blank.

1.0 INTRODUCTION

The SoCalGas Office Building Project (herein referenced as the "project") is situated in the southeastern corner of the existing 34.34-acre Southern California Gas Company (SoCalGas) facility, located at 8101 Rosemead Boulevard, Pico Rivera, California (Assessor Parcel Numbers [APNs] 6368-006-800 and -801). The project generally proposes the construction of a two-story office building. The new approximately 70,000 square-foot office building would house office space, operations equipment, increased server/storage needs, and operations training and simulation facilities. Multiple conference rooms, huddle spaces, breakout rooms, and in-house support services would also be accommodated; refer to Section 2.0, *Project Description*. Following a preliminary review of the project, the City has determined that it is subject to the guidelines and regulations of the California Environmental Quality Act (CEQA). This Initial Study Mitigated Negative Declaration addresses the direct, indirect, and cumulative environmental effects of the project, as proposed.

1.1 STATUTORY AUTHORITY AND REQUIREMENTS

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

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

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

1.2 PURPOSE OF INITIAL STUDY

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

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

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

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

1.3 AGENCY COORDINATION

As soon as a Lead Agency (in this case, the City of Pico Rivera) has determined that an Initial Study would be required for the project, the Lead Agency is directed to consult informally with all Responsible Agencies and Trustee Agencies that are responsible for resources affected by the project, to obtain the recommendations of those agencies as to whether an EIR or Negative Declaration should be prepared for the project. Following receipt of any written comments from those agencies, the Lead Agency considers any recommendations of those agencies in the formulation of the preliminary findings. Following completion of this Initial Study, the Lead Agency initiates formal consultation with these and other governmental agencies as required under CEQA and its implementing guidelines.

1.4 INCORPORATION BY REFERENCE

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

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

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

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

2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION

The project site is regionally located within the central portion of the City of Pico Rivera (City), in Los Angeles County (County); refer to Exhibit 2-1, *Regional Map*. The approximate 4.5-acre[1] project site is situated in the southeastern corner of the existing 34.34-acre Southern California Gas Company (SoCalGas) facility, located at 8101 Rosemead Boulevard (Assessor Parcel Numbers [APNs] 6368-006-800 and -801). Regional access to the site is provided via Interstate 5 (I-5) located 0.5 miles south and the Interstate 605 (I-605) located 1.4 miles northeast. Additionally, State Route 60 (SR-60) is located 4.5 miles northwest.

2.2 ENVIRONMENTAL SETTING

The existing SoCalGas facility is primarily industrial and serves material and equipment logistics, fleet services, gas crew training, and material research and testing. Other support functions include treatment, storage and disposal facility of hazardous and non-hazardous materials welding, offices, among others. Access is provided from Rosemead Boulevard on the east (the main entrance during normal business hours) and from Crossway Drive, a secondary north-west entrance (exclusively used during afterhours). A guard booth is provided at both entrances.

The project site is situated at the southeastern corner of the SoCalGas facility and currently consists of a paved surface parking lot with a total capacity of 674 parking spaces. Existing spaces are accessed via multiple drive-aisles, with ingress/egress from an internal access road that bounds the project site to the north. Perimeter ornamental landscaping (including trees) and an 8-foot cinder block security fence are present to the east and south of the project site. Existing on-site utilities include domestic water, sanitary sewer, electric, gas, fiber optic, and on-site lighting.

SURROUNDING USES

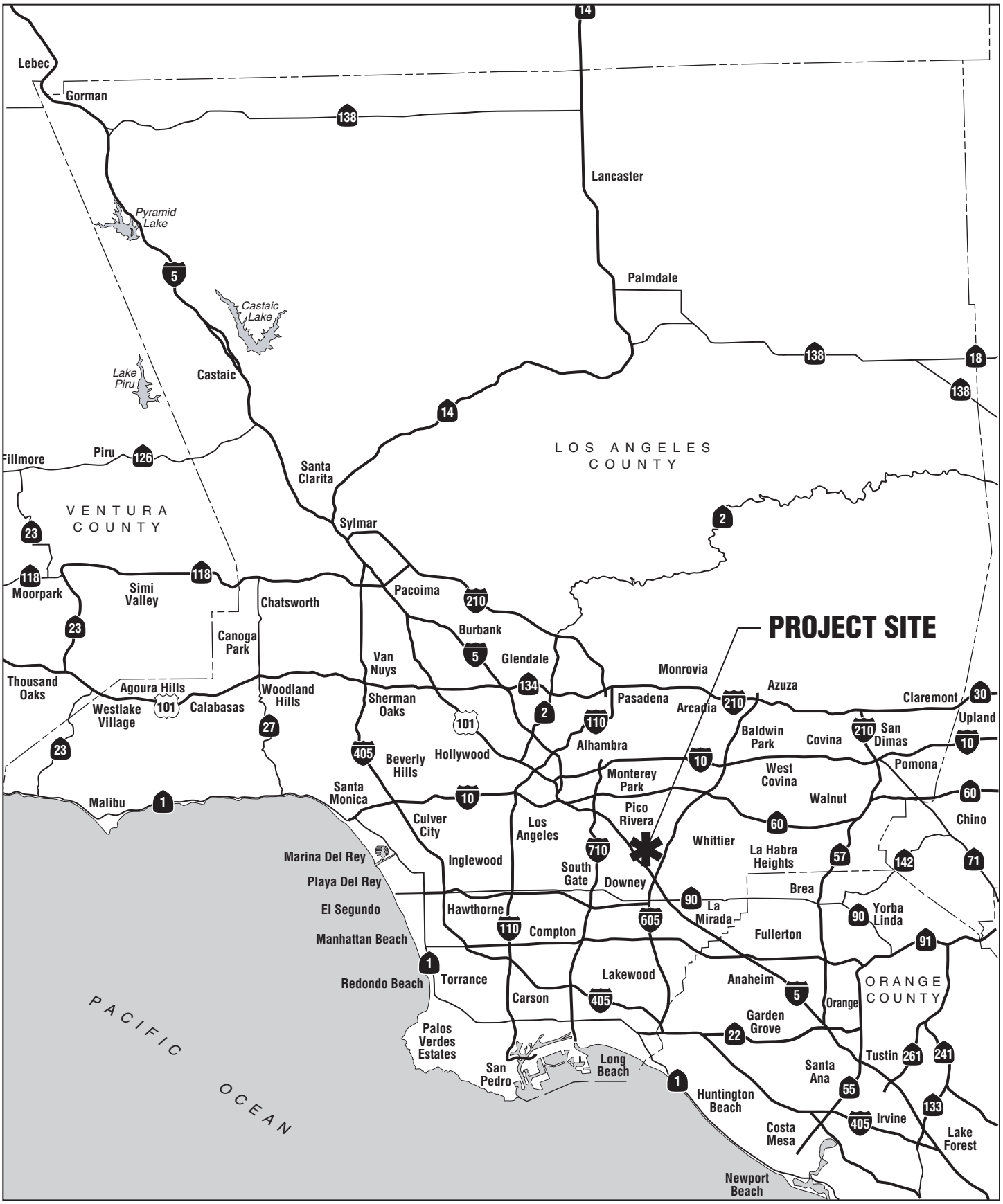
Surrounding land uses in proximity to the project site include industrial, residential, and institutional uses; refer to Exhibit 2-2, *Site Vicinity*. The surrounding land uses are described in further detail as follows:

- *North:* Existing SoCalGas facility structures are present to the north of the project site. The larger SoCalGas facility is bound by UPRR right-of-way to the north. Industrial uses (Central Freight Lines, Inc., Peterbilt trucking, and warehouse/office buildings) are situated further north of the UPRR.
- *East:* The project site is bound by Manzanar Avenue/Shade Lane to the east. Further east are residential uses.
- *South:* Residential uses are located south and southeast of the project site.
- *West*: Existing SoCalGas facility structures are present to the west of the project site. An institutional use (Ellen Ochoa Preparatory Academy [High School]) is located further west of the SoCalGas facility.

EXISTING GENERAL PLAN AND ZONING

The *City of Pico Rivera General Plan Land Use Map* (dated October 2014) designates the project site as "LI; Light Industrial". The LI designation is characterized by a variety of light industrial uses, including warehousing/distribution, assembly, light manufacturing, research and development, mini-storage, and repair facilities conducted within enclosed structures as well as supporting retail and personal services. LI areas are intended for industrial uses compatible with a location in closer proximity to residential development than general industrial areas and are intended for businesses

[1] This acreage does not include the areas proposed to be re-striped for new parking.



NOT TO SCALE

Michael Baker INTERNATIONAL

08/2021 JN 181857

SOCALGAS OFFICE BUILDING PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Regional Vicinity

Exhibit 2-1

Source: Google Earth Pro, September 2021

NOT TO SCALE

Michael Baker INTERNATIONAL

12/2021 JN 181857

SOCALGAS OFFICE BUILDING PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Site Vicinity

Exhibit 2-2

that do not generate substantial volumes of heavy truck traffic. The maximum allowed floor area ratio (FAR) for the LI designation is 0.6.

The City's Zoning Map zones the project site as "I-L; Limited Industrial". Based on the *Pico Rivera Municipal Code* (Municipal Code), the intent and purpose of the I-L zone is to establish areas within the City for providing a limited and restricted variety of manufacturing, processing, warehousing, distribution, assembly, storage and storage of products, materials and equipment, maintenance facilities, and corporation yards.

2.3 PROJECT CHARACTERISTICS

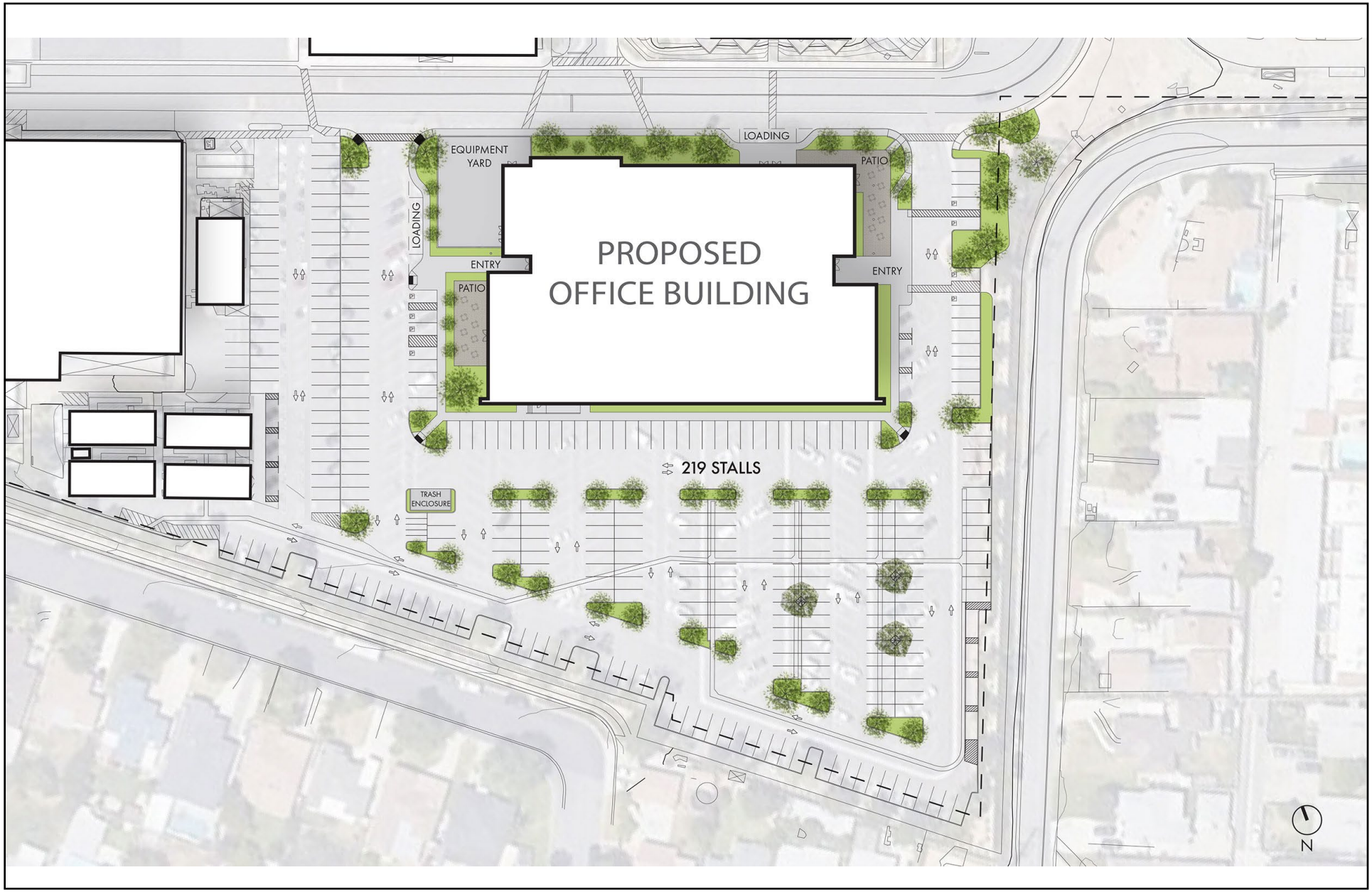
The project would include construction of a new two-story office building at the southeast corner of the SoCalGas facility; refer to Exhibit 2-3, *Conceptual Site Plan*. The new approximately 70,000 square-foot office building would provide functionality for SoCalGas facility operations and ancillary support staff at the property. The new office building would house office space, operations equipment, increased server/storage needs, and operations training and simulation facilities. Multiple conference rooms, huddle spaces, breakout rooms, and in-house support services would also be accommodated.

The project would comply with applicable development standards, including a front yard setback of 25 feet, a rear yard setback of 5 feet, and a 20-foot minimum side yard setback (where adjacent to residential uses). The first floor of the two-story office building would have a gross area of approximately 43,750 square feet, and the second floor would have a gross area of approximately 24,360 square feet. The building would accommodate ancillary uses, gas operations, and shared spaces on both the first and second floors. The first floor would feature cementitious panel construction, relating to the more industrial nature of the existing project area. Additionally, the east and west elevations of the office building would be fully glazed with high performance glass to bring natural light deep into the building and reduce energy usage. The proposed exterior of the office building would be constructed with varying building materials (glass, metal, brick, and wood). The south elevation would include narrower windows in metal siding to limit the exposure to potential solar heat gain. Additionally, open patios and outdoor seating would be provided on the first and second floors of the office. The project would include an equipment yard and designated loading area at the northwestern corner of the building. The equipment yard would be enclosed with a sound wall and shielded by the building to the south and east.

Primary operation hours for the new office building would be 7:00 a.m. to 5:00 p.m., and a small contingent of the building would include occupants operating up to 24 hours a day, seven days a week. The new building would serve approximately 235-day shift and 15-night shift employees, totaling to approximately 259 employees. All on-site employees would either be new or current SoCalGas employees transferred from other office sites.

ACCESS AND PARKING

Pedestrian and vehicular access to the project site would be restricted to employees and visitors (as authorized by SoCalGas) at existing facility entrances, similar to existing conditions. Once inside the facility, ingress/egress to the new building would be accommodated by the internal access road north of the building. Two new driveways would be constructed at the internal access road, both providing two-way ingress/egress to the new building. A pedestrian sidewalk would be constructed along the building perimeter, three new pedestrian crossings would be installed in the proposed parking lot, and existing pedestrian crossings at the internal access road would be restriped to connect to the project.



SOCALGAS OFFICE BUILDING PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Conceptual Site Plan

Exhibit 2-3

Michael Baker INTERNATIONAL

06/2022 JN 181857

The project would remove a total of 510 spaces, restripe 48 spaces (to the west of the proposed building), and construct 219 parking spaces at the new building. The existing facility accommodates parking for 674 vehicle parking spaces, which is more than the 472 spaces required for the existing facility based on the Municipal Code. Per the existing Municipal Code, implementation of the project would require 175 parking spaces, in addition to the 472 spaces currently required, which would bring the required spaces for the whole facility to 647 spaces. As shown in Table 2-1, *Proposed Parking*, and as depicted in Exhibit 2-4, *Available Site Parking*, the project includes the re-striping of existing paved areas within the project site to accommodate 264 additional parking spaces within the project site. Additionally, the project would restripe 48 existing parking spaces located within the western perimeter of the project site. Thus, the project would accommodate a total of 312 additional parking spaces. Accordingly, the SoCalGas facility would have a total of 695 parking spaces, which is 49 more parking spaces than the Municipal Code requirement of 647 spaces.

Table 2-1
Proposed Parking

	Parking Required	Parking Available
Existing Facility	472	674
Project		
Project Site (removed)	--	(510)
Project Site (constructed)	175	219
Proposed Facility (including Project)	**647**	**383**
Added Spaces with Restriping	--	312[1] (170-space western-most lot) (66-space striped central lot) (28-space restriped central lot) (48 restriped lot west of the new building)
Total Parking	**647**	**695**

Notes:
1. The project would re-stripe existing on-site paved areas to accommodate 312 additional spaces; refer to Exhibit 2-4.

LANDSCAPING

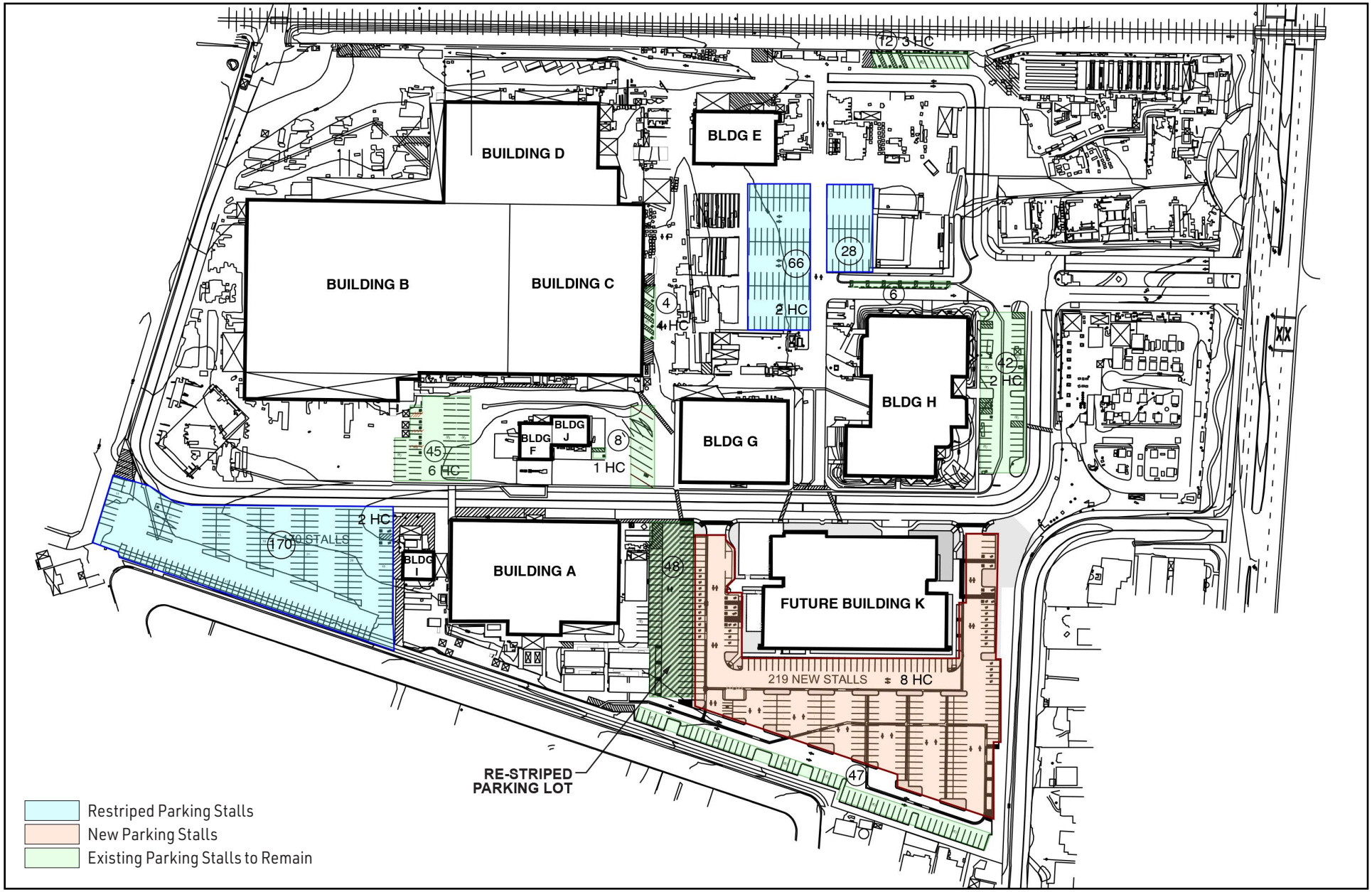
Construction of the proposed project would plant flowering, shade, and accent trees along the northern perimeter of the proposed office building, the northern portion of the eastern property boundary, and throughout the proposed surface parking lot; refer to Exhibit 2-5, *Landscape Concept Plan*. All existing on-site landscaping, including perimeter trees and shrubs (which are situated along the southern and eastern property boundary) would remain. As such, no existing vegetation removal would occur as a result of the project. Grasses, ground covers, and flowering shrubs would also be planted. Succulent gardens would be installed near the new building and a modular green roof system would be constructed as well. The parking lot lighting would be shielded to minimize light trespass onto adjacent properties.

As part of the existing fencing for the project area, the eastern and southern perimeter of the project site is fenced in with a the eight-foot-high concrete masonry wall that separates the project site and neighboring residential uses. The project would not alter the existing concrete masonry wall at the eastern and southern boundaries of the project site.

The project would include nighttime security and safety lighting, similar to those that exist within the existing SoCalGas facility. Exterior lighting fixtures would include parking lot lighting and building security lighting along walkways and entrances/exits.

UTILITIES

The project proposes utility connections to serve the new office building; refer to Exhibit 2-6a, *Proposed Utility Connections*, and Exhibit 2-6b, *Proposed Storm Drain Infrastructure*. Such connections (e.g., water, sewer, stormwater,



SOCALGAS OFFICE BUILDING PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Available Site Parking

Exhibit 2-4

Michael Baker INTERNATIONAL

2/2022 JN 181857

NOT TO SCALE

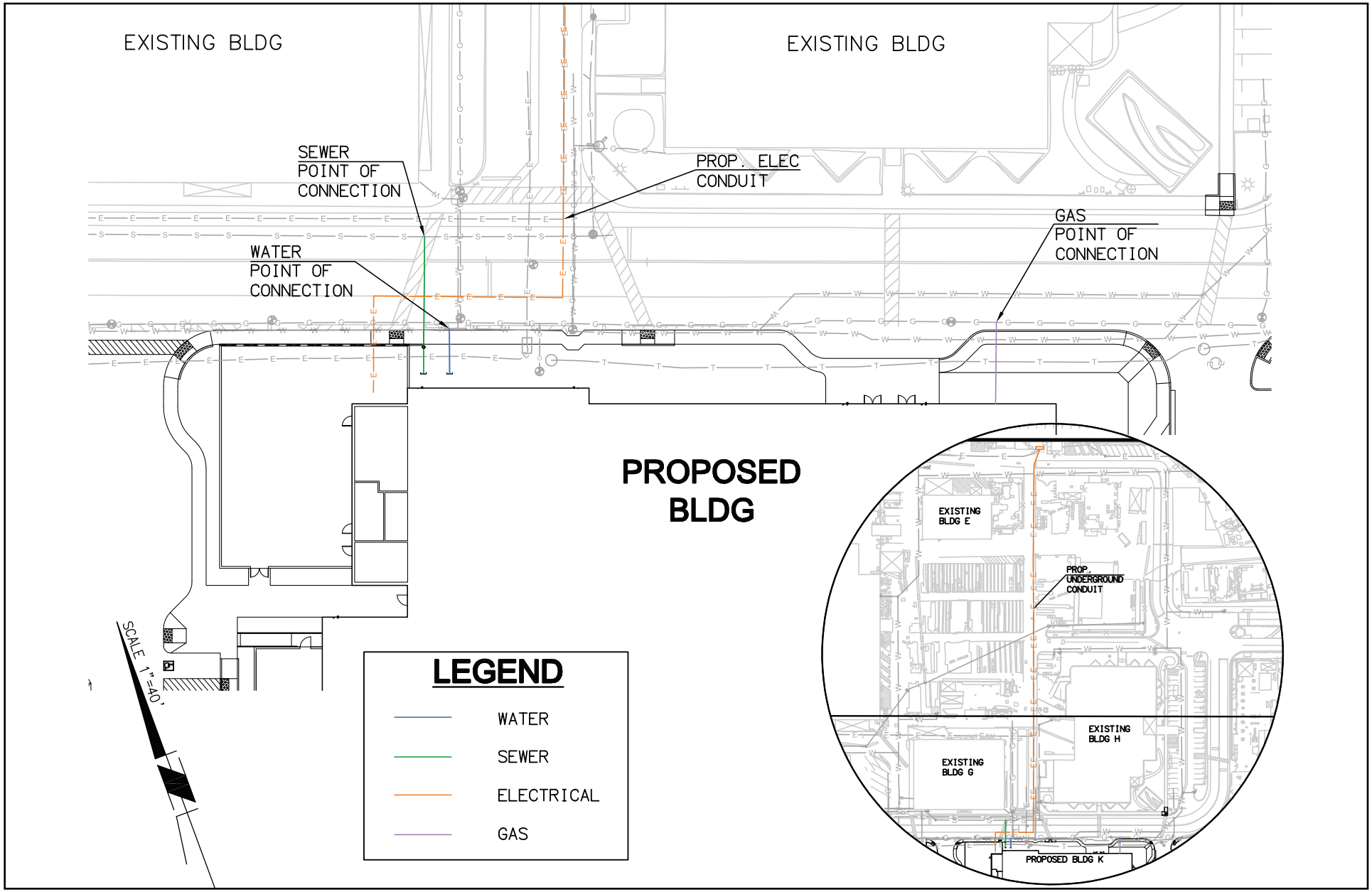
Michael Baker INTERNATIONAL

06/2022 JN 181857

SOCALGAS OFFICE BUILDING PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Landscape Concept Plan

Exhibit 2-5



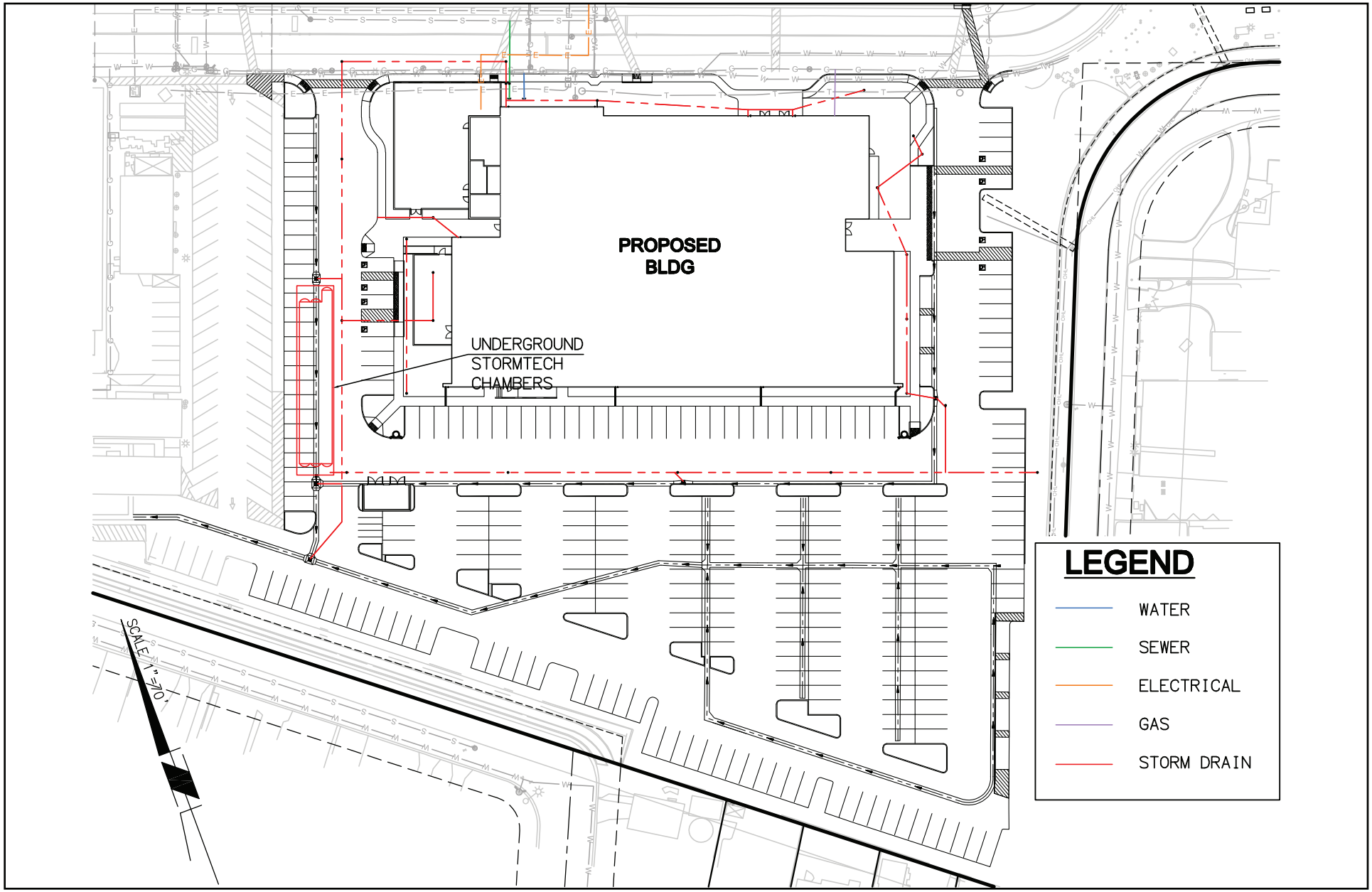
SOCALGAS OFFICE BUILDING PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Proposed Utility Connections

Exhibit 2-6a

Michael Baker INTERNATIONAL

08/2021 JN 181857



SOCALGAS OFFICE BUILDING PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Proposed Storm Drain Infrastructure

Michael Baker INTERNATIONAL

08/2021 JN 181857

Exhibit 2-6b

electrical, natural gas, telecommunications), would connect to the existing utilities present at the SoCalGas facility. The following describes such connections in further detail.

- Water: Water service connections for domestic and irrigation would be installed, connecting the proposed office building to the City's existing infrastructure for potable water. A two-inch lateral water line would be installed at the northern perimeter of the project site to connect to the existing eight-inch cast iron pipe (CIP) present in the internal access road.

- Sewer: An existing eight-inch vitrified clay pipe (VCP) sewer line is present in the internal access road, just north of the project site. Sewer service connections would be made with a new six-inch lateral sewer line from the proposed office building to the existing eight-inch VCP sewer line.

- Stormwater: Storm drainage improvements would include the installation of a roof drain, five catch basins spread throughout the proposed parking lot, underground storm drains, and an underground stormwater infiltration chamber to collect and convey on-site stormwater runoff. The stormwater would be collected and then would flow toward the infiltration gallery where water would infiltrate into the ground. Should flows exceed the capacity of the infiltration gallery, an overflow pipe is proposed to outlet water to the southwest corner of the site, similar to existing conditions.

- Dry Utilities: Existing on-site utilities for electric and natural gas services would be protected in place. This includes underground natural gas and electrical utility lines located at the northern perimeter of the project site, and an overhead utility line located at the eastern perimeter of the project site. The project proposes connections from the new office building to these existing on-site utilities. On-site electrical utility connections would be installed underground from the northern boundary of the SoCalGas facility to the proposed switchgear in the mechanical yard. The project would also require installation of new telecommunications equipment on the rooftop. All rooftop equipment would be screened by the proposed parapet from public view.

CONSTRUCTION

In order to accommodate existing facility operations during construction, the project proposes a phased parking transition prior to, during, and after construction. Phase I would involve removing existing storage materials from the proposed restriped parking stall areas (depicted on Exhibit 2-4) and preparation of these areas for striping. Phase 2 would involve striping of these areas to accommodate an additional 270 parking spaces at the SoCalGas facility. Phase 3 would involve the removal of the 510 parking spaces at the project site, temporary striping at the project site, as illustrated on Exhibit 2-4, and staging of the project site for construction of the new office building. Phase 4 would involve construction of the proposed office building. Phase 5 would involve installation of new parking striping at the proposed office building for an additional 219 parking spaces, as well as permanently maintaining 48 of the temporary re-striped spaces, intended to serve the new building during operations.

Project construction would last approximately 22 months, starting in 2022 and ending in 2024. Construction staging would occur within project area boundaries. Construction activities would include grading, paving, building construction, and painting. Clearing and grading activities would involve approximately 300 cubic yards of cut material and approximately 3,500 cubic yards of fill material with import of approximately 3,200 cubic yards of fill material.

2.4 PERMITS AND APPROVALS

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

City of Pico Rivera

- California Environmental Quality Act Clearance;
- Precise Plan Review;
- Grading Permit; and
- Building Permit.

Regional Water Quality Control Board

- General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ.

3.0 INITIAL STUDY CHECKLIST

3.1 BACKGROUND

1.	**Project Title:** SoCalGas Office Building Project
2.	**Lead Agency Name and Address:** City of Pico Rivera 6615 Passons Boulevard Pico Rivera, CA 90660
3.	**Contact Person and Phone Number:** Mr. Hector Hernandez Project Planner 562.801.4340
4.	**Project Location:** Regionally, the project site is located within the City of Pico Rivera (City), County of Los Angeles (County). The approximate 4.5-acre project site is situated in the southeastern corner of the existing 34.34-acre Southern California Gas Company (SoCalGas) facility, located at 8101 Rosemead Boulevard (APNs 6368-006-800 and 6368-006-801).
5.	**Project Sponsor's Name and Address:** Southern California Gas Company 8101 Rosemead Boulevard Pico Rivera, CA 90660
6.	**General Plan Designation:** The *City of Pico Rivera General Plan Land Use Map* (dated October 2014) designates the project site as "LI; Light Industrial."
7.	**Zoning:** The City's Zoning Map zones the project site as "I-L; Limited Industrial."
8.	**Description of the Project:** The project would include construction of a new two-story office building at the southeast corner of the SoCalGas facility. The new approximately 70,000 square-foot office building would house office space, operations equipment, increased server/storage needs, and operations training and simulation facilities. Multiple conference rooms, huddle spaces, breakout rooms, and in-house support services would also be accommodated. Additional details regarding the project are provided in Section 2.3, *Project Characteristics*.
9.	**Surrounding Land Uses and Setting:** Refer to Section 2.2, *Environmental Setting*, for a description of surrounding land uses and development.

10.	**Other public agencies whose approval is required (e.g., permits, financing approval or participation agreement).** Refer to Section 2.4, *Permits and Approvals*, for a description of the permits and approvals anticipated to be required for the project. Additional approvals may be required as the project entitlement process moves forward.
11.	**California Native American tribal consultation pursuant to Public Resources Code section 21080.3.1.** Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures, regarding confidentiality, etc.? On September 29, 2021, the City initiated the tribal consultation process for the purposes of Assembly Bill (AB) 52. Those tribes that have requested to be listed on the City's notification list for the purposes of AB 52 were notified in writing via U.S. Certified Mail. As part of this process, the City provided notification to each of these listed tribes the opportunity to consult with the City regarding the project. No tribal responses were received by the City as part of the AB 52 consultation request process.

3.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

3.3 EVALUATION OF ENVIRONMENTAL IMPACTS

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

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

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

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

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

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

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

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

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

This page intentionally left blank.

4.0 ENVIRONMENTAL ANALYSIS

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

4.1 AESTHETICS

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

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

No Impact. The project site is located in a highly developed environment, at the southeastern corner of the existing SoCalGas facility. As such, the site is surrounded by existing SoCalGas facility structures as well as residences to the east and south. The General Plan does not identify any visual resources within public views near the project site, nor does the General Plan designate scenic views/vistas within the City. As such, the project would not result in a substantial adverse effect on a scenic vista, and no impacts related to scenic vistas would occur.

Mitigation Measures: No mitigation is required.

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

No Impact. There are no officially designated, or eligible, State scenic highways within proximity to the project site.[1] As such, impacts related to damaging scenic resources within a state scenic highway would not result.

Mitigation Measures: No mitigation is required.

[1] California Department of Transportation, *Scenic Highways*, https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways, accessed November 3, 2021.

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

Less Than Significant Impact. The project site is located in an urbanized area as defined by Section 15387 of the CEQA Guidelines. The project is located in an industrial setting and is zoned "I-L" and would be subjected to regulations pursuant to Municipal Code Chapter 18.34, *Limited Industrial Zone*. Surrounding land uses include a mixture of industrial, residential, institutional, and transit-related uses. As such, for the purpose of this analysis, the project is considered to be situated in an urbanized area and, thus, the following analysis considers whether the project is consistent with applicable zoning and other regulations governing scenic quality.

The project would construct a new two-story office building on an existing surface parking lot at the southeast corner of the SoCalGas facility. As noted in Section 2.0, *Project Description*, the office building would have a maximum height of approximately 46 feet and would be constructed with a variety of industrial architectural variations and building materials. These building materials include glass, metal, brick, and wood. Additionally, the east and west elevations of the office building are fully glazed with high performance glass. The project would also require installation of new telecommunications equipment on the rooftop. Such equipment would be screened by the proposed roof appurtenances from public view.

The project would plant a variety of flowering, shade, and accent trees throughout the proposed surface parking lot and the northern and northeastern perimeter of the proposed office building. All existing on-site trees (situated along the southern and eastern project boundaries would remain. The existing eight-foot-high concrete masonry wall would also continue to separate the project site and neighboring residential uses. Groundcover would also be planted along the exterior of the buildings. These architectural, site design, and landscaping elements would be consistent with City standards for the project site, and would be verified through the City's Site Plan Review process.

The project would be subject to development regulations for I-L development pursuant to Municipal Code Chapter 18.42, *Property Development Regulations*. Refer to Section 4.11, *Land Use and Planning*, for a detailed discussion concerning the project's consistency with the City's the City's development standards. Additionally, the project would be required to comply with Municipal Code Chapter 18.42, *Article II*, *Public Image Enhancement Program*, which requires new or remodeled development in industrial zones within the City with a building valuation of $150,000 or more pay a fee (one percent of the building valuation) into the "public image enhancement fund." The fund is maintained by the City and is used for the sole purpose of implementation of the public image enhancement program.

The project site is designated by the City's General Plan for Limited Industrial "LI" use. Table 4.1-1, *General Plan Policies Governing Scenic Quality*, analyzes the project's consistency with applicable goals and policies in the General Plan Land Use and Open Space Elements that relate to scenic quality. Refer to Section 4.11, for a detailed discussion concerning the project's consistency with other applicable General Plan goals and policies.

In conclusion, the project would be consistent with the City's applicable regulations, goals and policies pertaining to scenic quality. As such, the project would not conflict with applicable zoning and other regulations governing scenic quality and impacts would be less than significant.

Mitigation Measures: No mitigation is required.

Table 4.1-1
General Plan Policies Governing Scenic Quality

Applicable General Plan Policies	Project Consistency Analysis
GOAL 3.6: Improve the community image by ensuring a consistent level of high-quality design and ongoing maintenance and improvement of existing development.	
Policy 3.6-1 Design Guidelines. Ensure a consistent level of high-quality design through the development of design guidelines and a design review process for new development. At a minimum, the design guidelines should provide direction on the following: • Site design • Building design • Parking and circulation • Landscaping • Services and Accessory Structures	Consistent. The project would involve the construction of an approximate 70,000 square-foot office building with associated parking spaces and landscaping. The proposed office building would house office space, operations equipment, increased server/storage needs, and operations facilities. The proposed exterior of the new office building would be constructed with varying building materials (glass, metal, brick, and wood). The first floor of the office building would feature cementitious panel construction, relating to the more industrial nature of the existing project area. As shown in Exhibit 2-4, *Available Site Parking*, the project would re-stripe existing paved areas in the facility to accommodate 270 additional spaces. Two new driveways would be constructed on-site for ingress/egress to the new building. The project would plant a variety of flowering, shade, and accent trees throughout the proposed office building and surface parking lot. As shown on Exhibit 2-5, *Landscape Concept Plan*, replacement and new landscaping would be provided on-site, including grasses, ground cover, and shrubs. No existing trees or other vegetation on-site would be removed. As shown in Exhibit 2-3, *Conceptual Site Plan*, the project would include an equipment yard and designated loading area at the northwestern corner of the building. The equipment yard would be enclosed with a sound wall and shielded by the building to the south and east. Further, all new telecommunications equipment on the rooftop would be screened by the proposed roof appurtenances, as well as from public view.
Policy 3.9-1 New Industrial Development. Promote high-quality industrial development and redevelopment that is compatible with surrounding uses and enhances the adjacent streetscape.	Consistent. The project would involve the development of an office building that would support existing industrial uses within the SoCalGas facility. Intended office uses would include storage for operations equipment, as well as accommodations for in-house support services. Appropriate entry landscaping/hardscape features would be installed at the SoCalGas facility main entrance. Thus, the project would be compatible with surrounding uses or enhance the adjacent streetscape. Nevertheless, the office building would be constructed with high-quality design to complement existing buildings within the facility. The first floor would feature cementitious panel construction to complement the industrial nature of the existing project area. Additionally,

Applicable General Plan Policies	Project Consistency Analysis
	as stated above, the east and west elevations of the office building would be fully glazed with high performance glass to bring natural light into the building and reduce energy usage. The proposed exterior of the office building would be constructed with varying building materials (glass, metal, brick, and wood). Additionally, open patios and outdoor seating would be provided on the first and second floors of the office.
Policy 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.	Consistent. The existing eight-foot concrete masonry wall that separates the project site and neighboring residential uses to the south and southwest would remain in place. Existing trees along the southern and eastern site perimeters would remain; adequately buffering the project site from adjacent residential neighborhoods. The project site is designated by the General Plan as LI; "Light Industrial" and would not generate heavy volumes of truck traffic. As analyzed in Section 4.3, *Air Quality*, the office building would not include any uses that would generate any objectionable odors. Construction-related odors would be short-term in nature and cease upon project completion. As analyzed in Section 4.13, *Noise*, construction activities would generate a substantial temporary increase in noise levels and ground borne vibration. Implementation of Mitigation Measures NOI-1 would incorporate best management practices during construction and ensure excessive noise levels do not occur. Mitigation Measure NOI-2 would include measures and practices of vibration control to reduce levels of ground borne vibration to less than significant levels.
Source: City of Pico Rivera, *Pico Rivera General Plan Land Use Element*, October 2014.	

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

Less Than Significant Impact. There are two primary sources of light that can result from a project: light emanating from building interiors that pass-through windows and light from exterior sources (i.e., street lighting, parking lot lighting, building illumination, security lighting, and landscape lighting). Depending upon the location of the light source and its proximity to adjacent light sensitive uses, light introduction can be a nuisance, affecting adjacent areas and diminishing the view of the clear night sky. An evaluation of potential light and glare impacts of the project during construction and operation of the project is provided below.

Short-Term Impacts

Pursuant to Municipal Code Chapter 18.42, *Property Development Regulations,* all construction activities may only occur between the hours of 7:00 a.m. and 7:00 p.m., except for purposes of emergencies. Thus, as required by the Municipal Code, no nighttime construction activities would occur, and temporary construction related light and glare would not occur during the evening hours. Therefore, short-term impacts related to light and glare would be less than significant.

Long-Term Impacts

The project is located within the existing SoCalGas facility in an urbanized area of the City. The existing project site is a surface parking lot with lighting fixtures provided for safety purposes. Currently, light and glare are being emitted from

the surrounding uses, including street lighting, and vehicle headlights along Maxine Street and Manzanar Avenue. Additionally, security lighting associated with structures in the SoCalGas facility occurs directly north, west, and east of the project site.

As discussed in Response 4.1(c), the project would include exterior lighting similar to the existing SoCalGas facility, as well as interior lighting. Exterior lighting would include parking lot lighting and exterior lighting fixtures for the new office building. Exterior glare would potentially originate from building materials, such as glass and metal. Additionally, vehicle headlights would also contribute to ambient lighting and glare.

Municipal Code Chapter 18.40, *Land Use Regulations*, requires that on-site lighting of industrial-zoned properties does not spill onto residential property. All proposed lighting fixtures would be dark-sky compliant, directional, and shielded to minimize light spillover on adjacent uses. Typical parking lot lighting fixtures would include shielded, twin- or quad-top light poles orienting light downwards, with a 24-inch diameter concrete pole base. Additionally, the existing eight-foot-high concrete masonry wall would continue to separate the project site and neighboring residential uses, thus, acting as an additional barrier from the potential light and glare of the project site, similar to existing conditions. Additionally, the project would plant new trees along the same perimeter to provide further screening of the exterior lighting features. Thus, the project would adhere to Chapter 18.40 of the City's Municipal Code and operational lighting impacts would be less than significant.

Potential glare from new building materials could result, but would be similar in character to that already experienced in the existing SoCalGas facility. Further, no public views toward the new building would be afforded. Potential impacts from building glare would be less than significant. New vehicle headlights could also be a new source of glare. However, vehicles would enter and exit the project site at the existing driveway. As such, new sources of vehicle headlight glare would be similar in character to the existing condition. Thus, potential glare from vehicle headlights would be less than significant.

Mitigation Measure: No mitigation is required.

This page intentionally left blank.

4.2 AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:	**Potentially Significant Impact**	**Less Than Significant Impact With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				✓
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✓
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				✓
d. Result in the loss of forest land or conversion of forest land to non-forest use?				✓
e. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				✓

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

No Impact. The project site is not identified as Prime, Unique, or Farmland of Statewide Importance by the Farmland Mapping and Monitoring program.[1] Therefore, impacts related to conversion Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) would not occur.

Mitigation Measures: No mitigation is required.

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

No Impact. The project site is zoned as "I-L, Limited Industrial" by the *City of Pico Rivera Zoning Map*. The City does not provide zoning for agricultural use. Thus, zoning for agricultural use does not currently apply to the project site or the surrounding area. Additionally, the project site is not a part of a Williamson Act contract. Thus, impacts related to a conflict with existing zoning for agricultural use would not occur.

[1] California Department of Conservation. *California Important Farmland Finder*. https://maps.conservation.ca.gov/dlrp/ciff/, accessed September 21, 2021.

Mitigation Measures: No mitigation is required.

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

No Impact. The project site does not contain designated forest land or timberland as defined in the California Public Resources Code (Sections 12220[g] and 4526, respectively) (OLC 2020). Furthermore, the project site is not zoned for forest land or timberland. Therefore, impacts related to a conflict with existing zoning for, or rezoning of, forest land or timberland would not result from the project, and no mitigation is required.

Mitigation Measures: No mitigation is required.

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

No Impact. As stated in Responses 4.2(b) and 4.2(c), the project site does not contain designated forest land. Accordingly, the project would not result in the conversion or loss of forest land to non-forest use. Therefore, no impacts would result and no mitigation is required.

Mitigation Measures: No mitigation is required.

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

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

Mitigation Measures: No mitigation is required.

4.3 AIR QUALITY

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

REGULATORY SETTING

South Coast Air Quality Management District

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

Southern California Association of Governments

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

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

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

- 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.

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

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

Air Quality Significance Thresholds

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

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

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

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

[2] It is acknowledged that although these thresholds developed by the SCAQMD are available, ultimately, it is the lead agency under CEQA whom determines the thresholds of significance for impacts.

Localized Significance Thresholds

Localized Significance Thresholds (LSTs) were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated July 2008) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with project-specific level projects. The SCAQMD provides the LST lookup tables for one-, two-, and five-acre projects emitting CO, NO_X, PM_{10}, or $PM_{2.5}$. The LST methodology and associated mass rates are not designed to evaluate localized impacts from mobile sources traveling over the roadways.

Cumulative Emissions Thresholds

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

City of Pico Rivera

City of Pico Rivera General Plan

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

- **Goal 8.2**: Continued improvement in local and regional air quality with reduced greenhouse gas emissions to maintain the community's health.
    - **Policy 8.2-1 Regional Efforts**. Coordinate local air quality improvements and greenhouse gas emissions reduction efforts with surrounding communities, and regional agencies such as the South Coast Air Quality Management District, the Gateway Cities Council of Governments.
    - **Policy 8.2-3 Construction Emissions**. Require new development projects to incorporate feasible measures that reduce emissions from construction, grading, excavation, and demolition activities to avoid, minimize, and/or offset their impacts consistent with the South Coast Air Quality Management District.
    - **Policy 8.2-4 Operational Emissions**. Require new development projects to incorporate feasible measures that reduce operational emissions through project and site design and use of best management practices to avoid, minimize, and/or offset their impacts consistent with South Coast Air Quality Management District requirements.
    - **Policy 8.2-6 Odors.** Require that adequate buffer distances be provided between odor sources such as industrial users and sensitive receptors.
    - **Policy 8.2-10 Employers**. Encourage employers to allow flexible work hours and telecommuting where feasible, and to provide incentives for employee use of public transit, biking, walking, and carpooling for home to work commutes.

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

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

IMPACT ANALYSIS

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

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

Criterion 1:

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

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

Since the consistency criteria identified under the first criterion pertains to pollutant concentrations, rather than to total regional emissions, an analysis of the project's pollutant emissions relative to localized pollutant concentrations is used as the basis for evaluating project consistency. As discussed in Response 4.3(c), localized concentrations of carbon monoxide (CO), nitrogen oxides (NO_X), particulate matter less than 10 microns in diameter (PM_{10}), and particulate matter less than 2.5 microns in diameter ($PM_{2.5}$) would be less than significant during project construction and operations. Therefore, the project would not result in an increase in the frequency or severity of existing air quality violations. Because volatile organic compounds (VOCs) are not a criteria pollutant, there is no ambient standard or localized threshold for VOCs. Due to the role VOC plays in ozone (O_3) formation, it is classified as a precursor pollutant and only a regional emissions threshold has been established. As such, the project would not cause or contribute to localized air quality violations or delay the attainment of air quality standard or interim emissions reductions specified in the 2016 AQMP.

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

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

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

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

Criterion 2:

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

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

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

The project proposes the construction of a new two-story office building on a 4.5-acre site within the existing SoCalGas facility. The land use for the project site is designated by the General Plan as "LI; Light Industrial". The LI designation is characterized by a variety of light industrial uses, including warehousing/distribution, assembly, light manufacturing, research and development, mini-storage, and repair facilities conducted within enclosed structures as well as supporting retail and personal services. LI areas are intended for industrial uses compatible with a location in closer proximity to residential development than general industrial areas and are intended for businesses that do not generate substantial volumes of heavy truck traffic. The proposed office building would provide office space, operations equipment, increased server/storage needs, and operations training and simulation facilities. Multiple conference rooms, huddle spaces, breakout rooms, and in-house support services would also be accommodated. According to the *City of Pico Rivera Zoning Map* (Zoning Map), the project site is zoned "I-L; Limited Industrial". The proposed office building (i.e., business offices) is a permitted use in the I-L zone per Municipal Code Table 18.40.040, *Land Use Chart*. Therefore, the project is considered consistent with the General Plan and Zoning Map, and is consistent with the types, intensity, and patterns of land use envisioned for the site vicinity.

As discussed in Section 4.14, *Population and Housing*, the project would not induce substantial population growth exceeding existing local conditions (1.4 percent of the City's 2040 projected population). The City's population estimate as of January 1, 2021 is 63,157 persons.[3] While the project does not involve residential development, the project is anticipated to generate approximately 259 employees[4] and could indirectly induce population growth if future employees move into the City to work at the proposed office building. While it is likely that future employees already live in the City or would commute in from neighboring jurisdictions, this analysis conservatively assumes all 259 future employees would move into the City for employment. Based on the City's average household size of 3.76, the project would result in an indirect population increase of approximately 973 persons.[5]

[3] California Department of Finance Demographic Research Unit, Report E-5 Population and Housing Estimates for Cities, Counties, and the State, January 1, 2011-2021, with 2010 Benchmark, Sacramento, California, May 1, 2021.
[4] The Natelson Company, Inc, Employment Density Study Summary Report, October 31, 2001.
[5] California Department of Finance Demographic Research Unit, Report E-5 Population and Housing Estimates for Cities, Counties, and the State, January 1, 2011-2021, with 2010 Benchmark, Sacramento, California, May 1, 2021.

SCAG growth forecasts in the 2016-2040 RTP/SCS estimate the City's population to reach 69,100 persons by 2040, representing a total increase of 5,700 between 2012 and 2040.[6] The project's anticipated population increase (973 persons) would represent approximately 17.1 percent of the City's anticipated population growth by 2040, or 1.4 percent of the City's projected population by 2040.

Additionally, SCAG growth forecasts in the 2016-2040 RTP/SCS estimate the City's employment to reach 22,400 jobs by 2040, representing a total increase of 3,500 jobs between 2012 and 2040. The approximately 259 project-generated jobs represent 7.4 percent of the City's anticipated jobs increase by 2040, and only 1.2 percent of the City's total projected 2040 employment.

The population, housing, and employment forecasts, which are adopted by SCAG's Regional Council, are based on the local plans and policies applicable to the City. As the SCAQMD has incorporated these same projections into the 2016 AQMP, it can be concluded that the project would be consistent with the 2016 AQMP.

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

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

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

Land use planning strategies set forth in the 2016 AQMP are primarily based on the 2016-2040 RTP/SCS. The project site is designated LI, which is intended for industrial uses compatible with a location in closer proximity to residential development than general industrial areas and are intended for businesses that do not generate substantial volumes of heavy truck traffic. As discussed in Section 4.8, *Greenhouse Gas Emissions*, the project would implement various SCAG policies and is considered an infill development. Further, the project would be consistent with the goals of Senate Bill 375. Specifically, the project site is located within 500 feet of an existing Metro bus stop (Line 266), which would incentivize employees and visitors to utilize alternative transportation modes and therefore lower criteria pollutant emissions.

Additionally, the project would be consistent with General Plan Environmental Resources Element Goal 8.2. Specifically, the project would incorporate applicable SCAQMD Rules and Regulations to help lower construction and operational emissions, including odor impacts, consistent with General Plan Policies 8.2-3, 8.2-4, and 8.2-6. Therefore, the project would be consistent with the actions and strategies of the 2016-2040 RTP/SCS, as the project would result in a new office building within an infill area and be consistent with the General Plan goals and policies. In addition, as discussed above, the project would be consistent with the site's General Plan land use designation and zoning. As the SCAQMD has incorporated these same projections into the 2016 AQMP, it can be concluded that the project would be consistent with the 2016 AQMP. As such, the project meets this AQMP consistency criterion.

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

Mitigation Measures: No mitigation is required.

[6] Southern California Association of Governments, 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy Demographics & Growth Forecast Appendix, April 2016.

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

Less Than Significant Impact. The project has the potential to generate short-term emissions during construction and long-term emissions during operations. Construction activities may generate temporary pollutant emissions through the use of heavy-duty construction equipment (e.g., graders, pavers, etc.), as well as construction worker, vendor, and haul trips. Project operations may generate area, energy, mobile, or stationary source emissions. The following analysis discusses the project-generated construction, operational, and cumulative emissions.

CRITERIA POLLUTANTS

The following discusses the specific criteria pollutants of concern considered as part of this analysis.

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

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

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

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

Coarse Particulate Matter (PM_{10}). PM_{10} refers to suspended particulate matter, which is smaller than 10 microns or ten one-millionths of a meter. PM_{10} arises from sources, such as road dust, diesel soot, combustion products, construction

operations, and dust storms. PM_{10} scatters light and significantly reduces visibility. In addition, these particulates penetrate into lungs and can potentially damage the respiratory tract. On June 19, 2003, CARB adopted amendments to the Statewide 24-hour particulate matter standards based upon requirements set forth in the Children's Environmental Health Protection Act (Senate Bill 25).

Fine Particulate Matter ($PM_{2.5}$). Due to recent increased concerns over health impacts related to fine particulate matter (particulate matter 2.5 microns in diameter or less), both State and Federal $PM_{2.5}$ standards have been created. Particulate matter impacts primarily affect infants, children, the elderly, and those with pre-existing cardiopulmonary disease. In 1997, the U.S. EPA announced new $PM_{2.5}$ standards. Industry groups challenged the new standard in court and the implementation of the standard was blocked. Upon appeal by the EPA, the United States Supreme Court reversed this decision and upheld the EPA's new standards. On January 5, 2005, the EPA published a Final Rule in the Federal Register that designates the Basin as a nonattainment area for Federal $PM_{2.5}$ standards. On June 20, 2002, CARB adopted amendments for Statewide annual ambient particulate matter air quality standards. These standards were revised and established due to increasing concerns by CARB that previous standards were inadequate, as almost everyone in California is exposed to levels at or above the current State standards during some parts of the year, and the Statewide potential for significant health impacts associated with particulate matter exposure was determined to be large and wide-ranging.

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

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

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

SHORT-TERM CONSTRUCTION EMISSIONS

The project involves construction activities associated with clearing, grading, building construction, paving, and architectural coating. The project would be constructed over approximately 22 months. The proposed earthwork would involve approximately 300 cubic yards of cut and 3,500 cubic yards of fill, resulting in approximately 3,200 cubic yards of soil import.[7] Exhaust emission factors for typical diesel-powered heavy equipment are based on the California Emissions Estimator Model version 2020.4.0 (CalEEMod) program defaults. Variables factored into estimating the total construction emissions include the level of activity, length of construction period, number of pieces and types of equipment in use, site characteristics, weather conditions, number of construction personnel, and the amount of materials to be transported on- or off-site. The analysis of daily construction emissions has been prepared utilizing CalEEMod. The project's construction emissions were specifically modeled in CalEEMod; refer to Appendix A, *Air Quality/Greenhouse Gas/Energy Data*, for the CalEEMod outputs and results. Table 4.3-2, *Construction Emissions*, presents the anticipated daily short-term construction emissions.

[7] As a conservative analysis, 7,000 cubic yards of soil import was modeled to represent the worst-case scenario.

Table 4.3-2
Construction Emissions

Emissions Source	Pollutant (pounds/day)[1,2]					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Construction Emissions[2,3]						
Year 1	4.99	59.43	37.87	0.11	4.85	2.38
Year 2	1.48	13.19	21.01	0.04	1.83	0.83
Year 3	11.72	29.77	28.17	0.10	1.77	1.08
Maximum Daily Emissions	***11.72***	***59.43***	***37.87***	***0.11***	***4.85***	***2.38***
SCAQMD Thresholds	*75*	*100*	*550*	*150*	*150*	*55*
Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***

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

1. Emissions were calculated using CalEEMod version 2020.4.0, as recommended by the SCAQMD. Winter emissions represent worst-case.
2. The reduction/credits for construction emissions are based on "mitigation" included in CalEEMod and are required by the SCAQMD Rules. The "mitigation" applied in CalEEMod includes the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stockpiles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. The emissions results in this table represent the "mitigated" emissions shown in Appendix A.
3. The project's 22-month construction schedule would occur over three calendar years.

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

Fugitive Dust Emissions

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

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

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

Construction Equipment and Worker Vehicle Exhaust

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

ROG Emissions

In addition to gaseous and particulate emissions, the application of asphalt and surface coatings creates ROG emissions, which are O_3 precursors. In accordance with the methodology prescribed by the SCAQMD, the ROG emissions associated with paving and architectural coating have been quantified with the CalEEMod model. As required by SCAQMD Regulation XI, Rule 1113 – *Architectural Coating,* all architectural coatings for the proposed structures would comply with specifications on painting practices as well as regulation on the ROG content of paint. ROG emissions associated with the project would be less than significant; refer to Table 4.3-2.

Total Daily Construction Emissions

In accordance with the SCAQMD Guidelines, CalEEMod was utilized to model construction emissions for ROG, NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$. As indicated in Table 4.3-2, criteria pollutant emissions during construction of the project would not exceed the SCAQMD significance thresholds. Thus, impacts due to the total construction related emissions would be less than significant.

Naturally Occurring Asbestos

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

Asbestos can be released from serpentinite and ultramafic rocks when the rock is broken or crushed. At the point of release, the asbestos fibers may become airborne, causing air quality and human health hazards. These rocks have been commonly used for unpaved gravel roads, landscaping, fill projects, and other improvement projects in some localities. Asbestos may be released to the atmosphere due to vehicular traffic on unpaved roads, during grading for development projects, and at quarry operations. All of these activities may have the effect of releasing potentially harmful asbestos into the air. Natural weathering and erosion processes can act on asbestos bearing rock and make it easier for asbestos fibers to become airborne if such rock is disturbed. According to the Department of Conservation Division of Mines and Geology, serpentinite and ultramafic rocks are not known to occur within the project area.[8] Thus, there would be no impact in this regard.

Long-Term Operational Emissions

Long-term air quality impacts would consist of mobile source emissions generated from project-related traffic, and emissions from stationary area and energy sources. Emissions associated with each of these sources were calculated and are discussed below. The analysis of daily operational emissions has been prepared by utilizing the CalEEMod

[8] Department of Conservation Division of Mines and Geology, A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos Report, August 2000, https://www.fs.usda.gov/Internet/FSE_DOCUMENTS/stelprdb5126473.pdf, accessed December 28, 2021.

Version 2020.4.0. Table 4.3-3, *Long-Term Air Emissions*, presents the anticipated project-related operational emissions. Emissions from each source are discussed in more detail below.

Table 4.3-3
Long-Term Air Emissions

Emissions Source	Pollutant (pounds/day)[1,3]					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Project Summer Emissions						
Area	1.00	<0.01	0.05	0.00	<0.01	<0.01
Energy	0.01	0.12	0.10	<0.01	<0.01	<0.01
Mobile	3.36	3.36	33.78	0.08	7.85	2.12
Total Summer Emissions[2]	***4.38***	***3.48***	***33.94***	***0.08***	***7.85***	***2.13***
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Is Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***
Project Winter Emissions						
Area	1.00	<0.01	0.05	0.00	<0.01	<0.01
Energy	0.01	0.12	0.10	<0.01	<0.01	<0.01
Mobile	3.30	3.63	33.08	0.07	7.85	2.13
Total Winter Emissions[2]	***4.32***	***3.75***	***33.24***	***0.07***	***7.85***	***2.13***
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Is Threshold Exceeded?)	***No***	***No***	***No***	***No***	***No***	***No***

Notes:
1. Emissions were calculated using CalEEMod version 2020.4.0, as recommended by the SCAQMD.
2. The numbers may be slightly off due to rounding.
3. It should be noted that the project would exceed 2019 Title 24 Building Standards by 10 percent; however, this reduction has not been accounted for in CalEEMod to provide a conservative analysis.

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

Mobile Source

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

Project-generated vehicle emissions have been estimated using CalEEMod model for the operation year 2024. This model predicts ROG, CO, SO_X, NO_X, PM_{10}, and $PM_{2.5}$ emissions from motor vehicle traffic associated with new or modified land uses; refer to Appendix A. According to the *SoCalGas – Office Building Vehicle Miles Traveled Assessment (VMT Memorandum)*, prepared by Michael Baker International and dated June 8, 2022, the project would generate approximately 1,146 total daily trips; refer to Appendix G, *Vehicle Miles Traveled Memorandum*. Table 4.3-3 presents the anticipated mobile source emissions due to the project. As shown, these increased emissions would be below the SCAQMD thresholds. As such, a less than significant impact would occur due to the project operational mobile emissions.

Area Source Emissions

Area source emissions are generated from consumer products, architectural coating, and landscaping. The project would be required to comply with SCAQMD Rule 1113. SCAQMD Rule 1113 restricts the VOC content of architectural coatings; reducing ROG emissions. Area source emissions would be generated due to an increased demand for consumer products, landscape equipment usage, and area architectural coating associated with the development of the project. As seen in Table 4.3-3, the project's ROG emissions would not exceed SCAQMD thresholds. As such, a less than significant impact would occur due to the project operational area source emissions.

Energy Source Emissions

Energy source emissions (i.e., generated at the site of the power generation source) would be generated as a result of electricity and natural gas usage associated with the project. The primary use of electricity and natural gas by the project would be for space heating and cooling, water heating, ventilation, lighting, appliances, and electronics. It should be noted that the project would comply with the most current version of the California Green Building Standards Code and Title 24 standards which would further reduce the project's energy use. As such, the project's operational emissions would not exceed the SCAQMD regional thresholds for ROG, NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$; refer to Table 4.3-3. Therefore, a less than significant impact would occur in this regard.

Total Operational Emissions

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

Air Quality Health Impacts

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

As noted in the Brief of Amicus Curiae by the SCAQMD,[9] the SCAQMD acknowledged it would be extremely difficult, if not impossible to quantify health impacts of criteria pollutants for various reasons including modeling limitations as well as where in the atmosphere air pollutants interact and form. Further, as noted in the Brief of Amicus Curiae by the San Joaquin Valley Air Pollution Control District (SJVAPCD),[10] SJVAPCD has acknowledged that currently available modeling tools are not equipped to provide a meaningful analysis of the correlation between an individual development project's air emissions and specific human health impacts.

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

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

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

Cumulative Short-Term Construction Impacts

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

As discussed above, the project's short-term construction emissions would be below the SCAQMD thresholds and would result in less than significant air quality impacts. Thus, it can be reasonably inferred that the project's construction emissions would not contribute to a cumulatively considerable air quality impact for nonattainment criteria pollutants in the Basin and a less than significant impact would result.

Cumulative Long-Term Operational Impacts

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

Conclusion

In conclusion, the project would not result in significant construction-related impacts, operational impacts, or cumulative impacts. As discussed above, the project would result in emissions below the SCAQMD thresholds and naturally occurring asbestos is not known to occur at the project site. As such, the project would result in a less than significant impact related to this threshold.

Mitigation Measures: No mitigation is required.

c) Expose sensitive receptors to substantial pollutant concentrations?

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

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

Localized Significance Thresholds (LST)

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

Construction

Although the site is approximately 4.5 acres, the total acres disturbed per day during the grading phase is based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment. Based off the CalEEMod results, the project would disturb approximately 99 acres over 22 days (4.5 acres per day). Therefore, as a conservative analysis, the two-acre LST thresholds were utilized for the construction LST analysis. As noted above, the closest sensitive receptor to the project site is a residential property adjacent to the south of the project's construction limits. This sensitive land uses may be potentially affected by air pollutant emissions generated during on-site construction activities. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. According to SCAQMD LST Methodology, projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters. As the nearest sensitive use is located adjacent to the project site, the lowest LST values of 25 meters were utilized. Table 4.3-4, *Localized Significance of Construction Emissions*, shows the construction-related emissions with incorporation of SCAQMD Rule 402 and 403. It is noted that the localized emissions presented in Table 4.3-4 are less than those in Table 4.3-2, since localized emissions include only on-site emissions (i.e., from construction equipment and fugitive dust), and do not include off-site emissions (i.e., from hauling activities). As seen in Table 4.3-4, on-site emissions with SCAQMD rules applied would not exceed the LSTs for SRA 5. As such, the project would result in a less than significant impacts related to the Construction LST.

Table 4.3-4
Localized Significance of Construction Emissions

Source	Pollutant (pounds/day)[5]			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Year 1[2]	52.41	35.38	3.82	2.07
Year 2[3]	11.39	17.21	0.50	0.46
Year 3[4]	29.72	27.40	1.09	1.01
Maximum Daily Emissions	**52.41**	**35.38**	**3.82**	**2.07**
Localized Significance Threshold[1]	*114*	*861*	*7*	*4*
Thresholds Exceeded?	***No***	***No***	***No***	***No***

Notes:
1. The Localized Significance Threshold was determined using Appendix C of the SCAQMD *Final Localized Significant Threshold Methodology* guidance document for pollutants NO_X, CO, PM_{10}, and $PM_{2.5}$. The Localized Significance Threshold was based on the anticipated daily acreage disturbance during grading phase for construction (approximately 4.5 acres; therefore, thresholds 2-acre thresholds were conservatively used), the distance to sensitive receptors (adjacent to the south property line; therefore 25-meter threshold were used), and the source receptor area (SRA 5).
2. Maximum on-site daily emissions occur during grading phase for NO_X, CO, PM_{10}, and $PM_{2.5}$ in Year 1.
3. Maximum on-site daily emissions occur during building construction phase for NO_X, CO, PM_{10}, and $PM_{2.5}$ in Year 2.
4. Maximum on-site daily emissions occur during paving phase for NO_X, CO, PM_{10}, and $PM_{2.5}$ in Year 3.
5. The reduction/credits for construction emissions are based on "mitigation" included in CalEEMod and are required by the SCAQMD Rules. The "mitigation" applied in CalEEMod includes the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stockpiles with tarps; water all haul roads twice

Source	Pollutant (pounds/day)[5]			
	NO_X	CO	PM_{10}	$PM_{2.5}$
daily; and limit speeds on unpaved roads to 15 miles per hour. The emissions results in this table represent the "mitigated" emissions shown in Appendix A.				
Refer to Appendix A, *Air Quality/Greenhouse Gas/Energy Data*, for detailed model input/output data.				

Operations

According to SCAQMD LST methodology, LSTs would apply to operational activities if the project includes stationary sources or attracts mobile sources that may spend extended periods queuing and idling at the site (e.g., warehouse or transfer facilities). The project does not include such uses. Thus, due to the lack of such emissions, no long-term LST analysis is needed. Operational LST impacts would be less than significant during project operations.

Toxic Air Contaminants

As noted above, implementation of the project would not result in long-term operation of any stationary sources of Toxic Air Contaminants (TACs). However, construction of the project may result in temporary increases in emissions of diesel particulate matter (DPM) associated with the use of off-road diesel equipment. Health-related risks associated with diesel-exhaust emissions are primarily associated with long-term exposure and associated risk of contracting cancer. As such, the calculation of cancer risk associated with exposure of to TACs are typically calculated based on a long-term (e.g., 70- year) period of exposure. The use of diesel-powered construction equipment, however, would be temporary and episodic and would occur over a relatively large area. For these reasons, exposure to construction-generated DPM would not be anticipated to exceed applicable thresholds (i.e., incremental increase in cancer risk of 10 in one million). As such, impacts from toxic air contaminants would less than significant.

Carbon Monoxide Hotspots

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

The Basin is designated as an attainment/maintenance area for the Federal CO standards and an attainment area for State standards. There has been a decline in CO emissions even though vehicle miles traveled on U.S. urban and rural roads have increased. Nationwide estimated anthropogenic CO emissions have decreased 68 percent between 1990 and 2014. In 2014, mobile sources accounted for 82 percent of the nation's total anthropogenic CO emissions.[11] CO emissions have continued to decline since this time. The Basin was re-designated as attainment in 2007 and is no longer addressed in the SCAQMD's AQMP. Three major control programs have contributed to the reduced per-vehicle CO emissions: exhaust standards, cleaner burning fuels, and motor vehicle inspection/maintenance programs.

A detailed CO analysis was conducted in the *Federal Attainment Plan for Carbon Monoxide* (CO Plan) for the SCAQMD's *2003 Air Quality Management Plan*.[12] The locations selected for microscale modeling in the CO Plan are worst-case intersections in the Basin and would likely experience the highest CO concentrations. Thus, CO analysis within the CO Plan is utilized in a comparison to the project, since it represents a worst-case scenario with heavy traffic volumes within the Basin.

Of these locations, the Wilshire Boulevard/Veteran Avenue intersection in Los Angeles experienced the highest CO concentration (4.6 parts per million [ppm]), which is well below the 35-ppm 1-hour CO Federal standard. The Wilshire Boulevard/Veteran Avenue intersection is one of the most congested intersections in Southern California with an average daily traffic (ADT) volume of approximately 100,000 vehicles per day. As the CO hotspots were not experienced at the

[11] United States Environmental Protection Agency, *Carbon Monoxide Emissions*, https://cfpub.epa.gov/roe/indicator_pdf.cfm?i=10#:~:text=Almost%20the%20entire%20emissions%20reduction,nation's%20total%20anthropogenic%20CO%20emissions, accessed by December 6, 2021.

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

Wilshire Boulevard/Veteran Avenue intersection, it can be reasonably inferred that CO hotspots would not be experienced at any intersections near the project site due to the low increase in volume of traffic of 1,146 daily trips that would occur as a result of project implementation. With implementation of the project, the intersection of project driveway and Rosemead Boulevard would have 28,307 daily trips which is minimal compared to 100,000 trips per day. Therefore, impacts would be less than significant pertaining to CO hotspots.

Conclusion

In conclusion, the project would not result in significant impacts on sensitive receptors. As discussed above, the project would result in emissions that fall below the SCAQMD Construction and Operational LST's. As such, the project would result in a less than significant impact related to this threshold.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The project does not include any uses identified by the SCAQMD as being associated with odors.

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

Mitigation Measures: No mitigation is required.

4.4 BIOLOGICAL RESOURCES

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

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

No Impact. The project site encompasses a surface parking lot within the SoCalGas facility. The parking lot has minimal ornamental landscaping along the site perimeter. Therefore, the site does not provide any suitable habitat for special-status species and project implementation would not adversely affect any candidate, sensitive, or special status species. Additionally, according to the California Natural Diversity Database (CNDDB), there are no occurrence records of special-status species within the project site.[1] Therefore, no impacts would result pertaining to candidate, sensitive, or special status species.

Mitigation Measures: No mitigation is required.

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

[1] California Department of Fish and Wildlife, *RareFind 5*, https://apps.wildlife.ca.gov/rarefind/view/RareFind.aspx, accessed April 26, 2022.

No Impact. The project site is mostly paved and is located within an urbanized area of the City with no riparian habitat or sensitive natural communities. According to the United States Fish and Wildlife Services (USFWS) National Wetlands Inventory Mapper, there are no mapped wetlands on-site.[2] Additionally, according to the General Plan, riparian habitat within the City is limited to woodland within the Whittier Narrows Recreation Area (WNRA) located at 750 South Santa Anita Avenue, approximately 5.1 miles northwest of the project site. Thus, project implementation would not adversely affect riparian habitat or other sensitive natural communities. Therefore, no impact would result pertaining to riparian habitat or other sensitive natural communities.

Mitigation Measures: No mitigation is required.

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

No Impact. As stated, the General Plan identifies the WNRA as the only wetland habitat within the City, which is located approximately 5.1 miles northwest of the project site. The project site is almost entirely paved and there are no wetlands on-site. As such, no impacts would result pertaining to state or federally protected wetlands.

Mitigation Measures: No mitigation is required.

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

No Impact. The project site is an existing surface parking lot within the gated SoCalGas facility and thus, does not function as a wildlife corridor or nursery site. Further, implementation of the proposed project would not remove any existing trees or other vegetation on-site. Thus, the project would not substantially interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. No impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

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

No Impact. The project would not remove any on-site or off-site trees. Additionally, the project site is located within an urbanized area of the City with no wetlands, riparian habitat, or any special-status species. Thus, no impacts would result pertaining to any local policy protecting biological resources, such as tree preservation.

Mitigation Measures: No mitigation is required.

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

No Impact. According to the USFWS *HCP/NCCP Planning Areas in Southern California Map* and *California Regional Conservation Plans Map*, the project site is not located within a Natural Community Conservation Plan or Habitat Conservation Plan.[3,4] As such, no impact would result pertaining to a habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan.

[2] United States Fish and Wildlife Service, *National Wetlands Inventory*, https://www.fws.gov/wetlands/data/Mapper.html, accessed November 8, 2021.

[3] United States Fish and Wildlife Service, *HCP/NCCP Planning Areas in Southern California*, October 2008.

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

Mitigation Measures: No mitigation is required.

This page intentionally left blank.

4.5 CULTURAL RESOURCES

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

This section is based on the *Cultural and Paleontological Resources Identification Memorandum for the Southern California Gas Office Building Project, Pico Rivera, Los Angeles County, California* (Cultural Assessment), prepared by Michael Baker International and dated November 29, 2021; refer to Appendix B, *Cultural Assessment*.

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

No Impact. As part of the Cultural Assessment, a records search of the California Historic Resources Information System (CHRIS) record search was conducted at the South-Central Coastal Information Center (SCCIC). The record search also included a review of the National Register of Historic Places (NRHP), the California Points of Historical Interest list (CPH), California Historical Landmarks list (CHL), and the Built Environmental Resources Directory for Los Angeles County. Literature, aerial photograph, and historical map reviews were also conducted as part of the Cultural Assessment.

No historical resources, as defined by CEQA Guidelines Section 15064.5(a), were identified on-site in the Cultural Assessment. However, the CHRIS record search identified one historical resource eligible for listing in the NRHP within the project vicinity: the Rivera First Baptist Church/P-19-178665, located at 9141 Burke Street approximately 0.20-mile northeast of the project site. However, given the distance, the project is not expected to result in a substantial adverse impact to this existing potential historical resource. As such, no impacts related to a change in the significance of a historical resource would occur.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact With Mitigation Incorporated. According to the Cultural Assessment, soils in the project area have been heavily impacted by modern development upon the surface and in near-surface sediments. While the on-site soils sit on Holocene-age sediment, they are mapped as Urban Land of varying complexes, including the Heuneme, San Emigdio, Pico, and the Metz series. Urban Land is heavily modified through the creation of fills, soil import, and construction and, thus, is typically considered of low sensitivity for significant prehistoric resources. Silty sand fill soils were detected at the project site at depths between 1.5 to 3.5 feet below site grades (bsg) on-site; refer to Appendix C, *Geotechnical Analysis*. Further, the close proximity of the project site to the Los Angeles River also negatively affects the projects site's sensitivity for buried archaeological resources. The river has flooded numerous times in the twentieth century, sometimes with great impact on the inhabitants living along its banks. Though the river may have provided many natural resources during prehistoric times and would have been a corridor for human movement, it could be an ever-changing area in prehistory with annually changing banks, and deposition and removal of soil and alluvium. Based on this, the project area has low sensitivity for significant or potentially significant cultural

deposits, such as prehistoric or historic period archaeology sites, as a result of historic and modern development and the negative impacts to the integrity of archaeological sites from the Los Angeles River flooding. Nonetheless, the Cultural Assessment concluded that there is still a potential for disturbing previously unknown archaeological resources during excavation into native soil materials. Should such resources be encountered during excavation, potentially significant impacts to such resources could result. As such, in the event that archaeological resources are encountered during earth disturbing activities, Mitigation Measure CUL-1 would require that all work be halted in the vicinity of the find (within 100 feet of discovery) until the resource can be properly evaluated by a qualified archaeologist, defined as an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards for archaeology. Upon implementation of Mitigation Measure CUL-1, potentially significant impacts to archaeological resources would be reduced to less than significant levels.

Mitigation Measures:

CUL-1 If previously unidentified cultural resources are encountered during ground-disturbing activities, work within 100 feet of the discovery shall halt and a qualified archaeologist, defined as an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards for archaeology, shall be retained by the Applicant immediately to evaluate the significance of the discovery. The City of Pico Rivera Planning Division shall be notified immediately. If the discovery proves to be significant under the California Environmental Quality Act (CEQA), additional work such as data recovery excavation may be warranted to mitigate any significant impacts. In the event that an identified cultural resource is of Native American origin, the qualified archaeologist shall consult with the project Applicant and City of Pico Rivera Planning Division to implement Native American consultation procedures. Construction shall not resume until the qualified archaeologist states in writing that the proposed construction activities would not significantly damage any archaeological and/or tribal cultural resources.

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

Less Than Significant Impact. Due to the previously disturbed nature of the project site, the recorded ethnography, and the historic setting and events described in the Cultural Assessment, it is unlikely that disturbance of human remains, including those interred outside of formal cemeteries, would be encountered during ground-disturbing construction activities. However, in the event that human remains are found, those remains would require proper treatment, in accordance with State of California Health and Safety Code Sections 7050.5-7055. Specifically, Health and Safety Code Section 7050.5 describes the requirements if any human remains are accidentally discovered during excavation of a site. As required by State law, the requirements and procedures set forth in Section 5097.98 of the California Public Resources Code would be implemented, including notification of the County Coroner, notification of the Native American Heritage Commission and consultation with the individual identified by the Native American Heritage Commission to be the "most likely descendant." If human remains are found during excavation, excavation must stop in the vicinity of the find and any area that is reasonably suspected to overlay adjacent remains until the County Coroner has been called out, and the remains have been investigated and appropriate recommendations have been made for the treatment and disposition of the remains. Following compliance with existing State law, which detail the appropriate actions necessary in the event human remains are encountered, impacts pertaining to disturbance of human remains would be less than significant.

Mitigation Measures: No mitigation is required.

4.6 ENERGY

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

REGULATORY SETTING

State

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

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

California Green Building Standards (CALGreen). California Green Building Standards (CALGreen) is the first-in-the-nation mandatory green buildings standards code. The California Building Standards Commission developed the green building standards in an effort to meet the goals of California's landmark initiative Assembly Bill (AB) 32, which established a comprehensive program of cost-effective reductions of greenhouse gases (GHGs) to 1990 levels by 2020. CALGreen was developed to (1) reduce GHGs from buildings; (2) promote environmentally responsible, cost-effective, healthier places to live and work; (3) reduce energy and water consumption; and (4) respond to the environmental directives of the administration. The 2019 California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as CALGreen, went into effect on January 1, 2020. CALGreen requires that new buildings employ water efficiency and conservation, increase building system efficiencies (e.g. lighting, heating/ventilation, and air conditioning [HVAC], and plumbing fixtures), divert construction waste from landfills, and incorporate electric vehicles charging infrastructure. There is growing recognition among developers and retailers

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

that sustainable construction is not prohibitively expensive, and that there is a significant cost-savings potential in green building practices and materials.[2]

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

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

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

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

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

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

The CEC adopted the *2020 Integrated Energy Policy Report Update* (2020 IEPR Update) Volume I and Volume III on March 17, 2021, and Volume II on April 14, 2021.[3] The 2020 IEPR Update provides the results of the CEC's assessments of a variety of energy issues facing California, many of which will require action if the State is to meet its climate, energy, air quality, and other environmental goals while maintaining reliability and controlling costs.[4] The year of 2020 was unprecedented as the State continues to face the impacts and repercussions of several events including the COVID-19 pandemic, electricity outages, and statewide wildfires. In response to these challenging events, the 2020 IEPR Update covers a broad range of topics, including transportation, microgrids, and the *California Energy Demand Forecast*. Volume I of the 2020 IEPR Update focuses on California's transportation future and the transition to zero-emission vehicles (ZEVs). Volume II examines microgrids, lessons learned from a decade of State-supported research, and stakeholder feedback on the potential of microgrids to contribute to a clean and resilient energy system. Volume III reports on California's energy demand outlook, updated to reflect the global pandemic, and help plan for a growth in zero-emission plug in electric vehicles.[5] Overall, the 2020 IEPR Update identifies actions the State and others can take that would strengthen energy resiliency, reduce GHG emissions that cause climate change, improve air quality, and contribute to a more equitable future.

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

[2] U.S. Green Building Council, *Green Building Costs and Savings*, https://www.usgbc.org/articles/green-building-costs-and-savings, accessed November 4, 2021.

[3] California Energy Commission, *2020 Integrated Energy Policy Report Update Schedule*, March 25, 2021, https://www.energy.ca.gov/sites/default/files/2021-03/Workshop%20Schedule%20for%20Web%203.25.21_Updated_ADA.pdf.

[4] California Energy Commission, *Final 2020 Integrated Energy Policy Report Update, Volume I: Blue Skies, Clean Transportation*, March 2021, https://www.energy.ca.gov/data-reports/reports/integrated-energy-policy-report/2020-integrated-energy-policy-report-update-0.

[5] Ibid.

Local

City of Pico Rivera General Plan.

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

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

METHODOLOGY

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

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

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

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

IMPACT ANALYSIS

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

Less Than Significant Impact. The project's estimated energy consumption is summarized in Table 4.6-1, *Project and Countywide Energy Consumption*. As shown in Table 4.6-1, the project's energy usage would constitute an approximate 0.0009 percent increase over Los Angeles County's typical annual electricity consumption and an approximate 0.0002 percent increase over Los Angeles County's typical annual natural gas consumption. The project's construction and operational vehicle fuel consumption would increase Los Angeles County's consumption by 0.0140 percent and 0.0058 percent, respectively (Criterion 1).

Table 4.6-1
Project and Countywide Energy Consumption

Energy Type	Project Annual Energy Consumption[1]	Los Angeles County Annual Energy Consumption[2]	Percentage Increase Countywide[2]
Electricity Consumption	614 MWh	65,649,878 MWh	0.0009%
Natural Gas Consumption	4,502 therms	2,936,687,098 therms	0.0002%
Fuel Consumption			
• Construction Fuel Consumption[3]	83,322 gallons	594,952,631 gallons	0.0140%
• Operational Automotive Fuel Consumption[3]	212,417 gallons	3,688,778,128 gallons	0.0058%
Notes: 1. As modeled in CalEEMod version 2020.4.0. 2. The project's increases in electricity and natural gas consumption are compared to the total consumption in Los Angeles County in 2020. The project's increase in automotive fuel consumption are compared with the projected Countywide fuel consumption in 2024. Los Angeles County electricity consumption data source: California Energy Commission, *Electricity Consumption by County*, http://www.ecdms. energy.ca.gov/elecbycounty.aspx, accessed December 14, 2021. Los Angeles County natural gas consumption data source: California Energy Commission, *Gas Consumption by County*, http://www.ecdms.energy. ca.gov/gasbycounty.aspx, accessed December 14, 2021. 3. Project fuel consumption calculated based on CalEEMod results. Countywide fuel consumption is from the California Air Resources Board EMFAC2017 model.			
Refer to Appendix A, for assumptions used in this analysis.			

Construction-Related Energy

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

Fossil fuels for construction vehicles and other energy-consuming equipment would be used during clearing, grading, building construction, paving, and architectural coatings. As indicated in Table 4.6-1, the overall fuel consumption during project construction would be 83,322 gallons, which would result in a nominal increase (0.0140 percent) in fuel use in the County. As such, project construction would have a minimal effect on the local and regional energy supplies and would not require additional capacity (Criterion 2).

Some incidental energy conservation would occur during construction through compliance with State requirements that equipment not in use for more than five minutes be turned off (i.e., Title 13, California Code of Regulations Section 2485). Project construction equipment would also be required to comply with the latest U.S. EPA and CARB engine emissions standards. These emissions standards require highly efficient combustion systems that maximize fuel efficiency and reduce unnecessary fuel consumption. In addition, since the cost of fuel and transportation is a significant aspect of construction budgets, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction (Criterion 4).

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

Therefore, construction energy use would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature and a less than significant impact would result.

Operational Energy

Transportation Energy Demand

Pursuant to the Federal Energy Policy and Conservation Act of 1975, the National Highway Traffic and Safety Administration is responsible for establishing additional vehicle standards and for revising existing standards. Compliance with Federal fuel economy standards is not determined for each individual vehicle model. Rather, compliance is determined based on each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the United States. Table 4.6-1 provides an estimate of the daily fuel consumed by vehicles traveling to and from the project site. As indicated in Table 4.6-1, project operations are estimated to consume approximately 212,417 gallons of fuel per year, which would increase Countywide automotive fuel consumption by 0.0058 percent. The project does not propose any unusual features that would result in excessive long-term operational fuel consumption (Criterion 2).

The key drivers of transportation-related fuel consumption for the project are employees traveling to and from the project site. The project would implement Mitigation Measure TRA-1, which requires the project Applicant to prepare and submit a Transportation Demand Management (TDM) Plan to the City. The proposed TDM strategies include the use of marketing and promotional tools to educate and inform travelers about site specific transportation options and the effects of their travel choices, and encouraging employees to work alternative schedules or to telecommute (i.e., staggered start times, flexible schedules, or compressed work weeks). These TDM strategies would reduce project-generated VMT and associated transportation-related fuel consumption. In addition, the project would include installation of electric vehicle (EV) charging stations, as well as parking spaces designated for clean air vehicles and vanpools, in compliance with the CALGreen Code. This requirement would encourage and support the use of electric vehicles and, thus, reduce the petroleum fuel consumption (Criterion 4 and Criterion 6).

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

Building Energy Demand

The CEC developed 2020 to 2030 forecasts for energy consumption and peak demand in support of the 2019 IEPR for each of the major electricity and natural gas planning areas and the State based on the economic and demographic growth projections.[6] CEC forecasts that the Statewide annual average growth rates of energy demand between 2019 and 2030 would be up to 1.10 percent for electricity and 0.16 percent for natural gas.[7] As shown in Table 4.6-1, operational energy consumption of the project would represent approximately 0.0009 percent increase in electricity

[6] California Energy Commission, *California Energy Demand 2020-2030 Revised Forecast*, February 2020.

[7] Ibid.

consumption and approximately 0.0002 percent increase in natural gas consumption over the current Countywide usage, which would be substantially below CEC's forecasts and the current Countywide usage. Therefore, the project would be consistent with the CEC's energy consumption forecasts and would not require additional energy capacity or supplies (Criterion 2). Additionally, the project would consume energy during the same time periods as other commercial developments and would consume energy during normal business hours. As a result, the project would not result in unique or more intensive peak or base period electricity demand (Criterion 3).

The project would be required to comply with 2019 Title 24 standards, which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. Implementation of the 2019 Title 24 standards significantly reduces energy usage (30 percent for nonresidential uses compared to the 2016 standards). The Title 24 Building Energy Efficiency Standards are updated every three years and become more stringent at each update. As such, complying with the latest 2019 Title 24 standards would make the project more energy efficient than existing buildings built under the earlier versions of the Title 24 standards. It should be noted that the project would exceed 2019 Title 24 standards by 10 percent. However, this reduction has not been accounted for in CalEEMod, and, therefore, Table 4.6-1 provides a conservative analysis (Criterion 4).

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

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

Mitigation Measures: No mitigation is required.

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

Less than Significant Impact. The City currently does not have a plan pertaining to renewable energy or energy efficiency. The applicable State plans and policies for renewable energy and energy efficiency include the 2019 Title 24 standards, CALGreen Code, CPUC's Energy Efficiency Strategic Plan, CEC's 2020 IEPR, and Executive Order N-79-20. The project would exceed the 2019 Title 24 standards by 10 percent and would be required to comply with the latest CALGreen standards pertaining to building energy efficiency. Compliance with 2019 Title 24 standards and 2019 CALGreen Code would ensure the project incorporates energy-efficient windows, insulation, lighting, and ventilation systems, which are consistent with the Energy Efficiency Strategic Plan strategies, the IEPR building energy efficiency recommendations, and General Plan Goal 8.1 (Policy 8.1-5) and Goal 8.3 (Policies 8.3-4, 8.3-5, 8.3-6, and 8.3-7), as well as water-efficient fixtures and EV charging infrastructure. Additionally, shade trees would be planted, which would ensure consistency with General Plan Goal 8.3 (Policies 8.3-2 and 8.3-3). Further, per the RPS, the project would utilize electricity provided by SCE that is composed of 35.1 percent renewable energy as of 2019 and would achieve at least 60 percent renewable energy by 2030.[8] Since the project's energy consumption would be significantly less than the existing regional (County) level, the project would be consistent with energy reduction targets identified in statewide plans and programs, such as the Energy Efficiency Strategic Plan and the IEPR. Therefore, the project would be consistent with associated renewable energy or energy efficiency plans and impacts would be less than significant.

Mitigation Measures: No mitigation is required.

[8] California Energy Commission, *Southern California Edison 2019 Power Content Label*, version October 2020.

This page intentionally left blank.

4.7 GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				✓
2) Strong seismic ground shaking?			✓	
3) Seismic-related ground failure, including liquefaction?			✓	
4) Landslides?				✓
b. Result in substantial soil erosion or the loss of topsoil?			✓	
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			✓	
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			✓	
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				✓
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		✓		

This section is based on the following technical studies; refer to Appendix C, *Geotechnical Analysis*, and Appendix B, *Cultural Assessment*:

- *Geotechnical Engineering Report Southern California Gas Company New Office Building 8101 Rosemead Boulevard Pico Rivera, California* (Geotechnical Investigation), prepared by Campos EPC and dated January 24, 2022; and

- *Cultural and Paleontological Resources Identification Memorandum for the Southern California Gas Office Building Project, Pico Rivera, Los Angeles County, California* (Cultural Assessment), prepared by Michael Baker International and dated November 29, 2021.

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

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

No Impact. Southern California, including the project area, is subject to the effects of seismic activity due to the active faults that traverse the region. Active faults are defined as those that have experienced surface displacement within

Holocene time (approximately the last 11,000 years) and/or are in a State-designated Alquist-Priolo Earthquake Fault Zone.

Based on the Geotechnical Investigation, the project site is not located within an Alquist-Priolo Earthquake Fault Zone or a known local earthquake fault rupture hazard zone. The nearest active faults with surface rupture are the East Montebello Fault, located approximately 5.25 miles northeast of the site, and the Whittier Fault, located approximately six miles east of the site. Considering the distance to the nearest known active faults, the potential for surface fault rupture due to a known active fault is considered low. As such, impacts pertaining to potential fault rupture of a known earthquake fault would not occur.

Mitigation Measures: No mitigation is required.

2) Strong seismic ground shaking?

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

The greatest damage from earthquakes results from ground shaking. Ground shaking is generally most severe near quake epicenters and generally becomes weaker further out from the epicenter. Based on the General Plan, faults most likely to impact the City as a result of seismic activity include the San Andreas, the Sierra Madre, and the Raymond Hill Faults. Additionally, according to the Geotechnical Investigation, the East Montebello Fault is considered to be the closest known active fault to the project site, located approximately 5.25 miles northeast of the project site.

The project would involve the construction of an approximately 70,000-square foot two-story office building on an existing paved surface parking lot. Due to the location of the project site in a region of high seismic risk, there is potential for adverse impacts due to seismic ground shaking. However, the proposed building would be subject to Chapter 15.42, *Referenced Standards Code*, of the Municipal Code, in addition to the California Building Code (CBC), which would minimize seismic-related hazards during an earthquake event. The CBC includes standards related to soils and foundations, structural design, building materials, and structural testing and inspections. Adherence to the applicable regulations noted above would ensure that potential impacts resulting from strong seismic ground shaking would be less than significant.

Mitigation Measures: No mitigation is required.

3) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction of cohesionless soils can be caused by strong vibratory motion due to earthquakes. Liquefaction is characterized by a loss of shear strength in the affected soil layers, thereby causing the soils to behave as a viscous liquid. Susceptibility to liquefaction is based on geologic and geotechnical characteristics of the soil. River channels and floodplains are considered most susceptible to liquefaction, while alluvial fans have a lower susceptibility. Depth to groundwater is another important element in the susceptibility to liquefaction. Groundwater shallower than 30 feet results in high to very high susceptibility to liquefaction, while deeper water results in low and very low susceptibility.

Based on information developed by the California Department of Conservation, the project site is located within an identified zone of investigation for liquefaction.[1] According to the Geotechnical Investigation prepared for the project site, on-site soils consist of medium dense to dense sands and gravels above the groundwater table (groundwater on-site has been recorded at a depth of approximately 40 feet below surface grade [bsg]). The project site is not located near a river channel or floodplain, which are susceptible to liquefaction. Based on the Geotechnical Investigation, the project area has a low potential for liquefaction on-site. As such, impacts resulting from seismic-related ground failure due to liquefaction would be less than significant.

Mitigation Measures: No mitigation is required.

4) Landslides?

No Impact. Landslides are a geologic hazard, with some moving slowly and causing damage gradually, and others moving rapidly and causing unexpected damage. Gravity is the force driving landslide movement. Factors that commonly allow the force of gravity to overcome the resistance of earth material to landslide movement include saturation by water, steepening of slopes by erosion or construction, alternate freezing or thawing, and seismic shaking.

According to the Geotechnical Investigation, the site topography is relatively flat, and steep slopes do not occur in the immediate vicinity of the project area. Additionally, the project site is not located in an area that is susceptible to landslides hazards.[2] As such, landslide hazard is anticipated to be negligible, and impacts related to landslides would not occur.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. Erosion is a process by which soil or earth material is loosened or dissolved and removed from its original location. Erosion can occur by varying processes and may occur at the project site where bare soil is exposed to wind or moving water (both rainfall and surface runoff). The processes of erosion are generally a function of material type, terrain steepness, rainfall or irrigation levels, surface drainage conditions, and general land uses.

CONSTRUCTION

Grading and earthwork activities associated with project construction activities would expose soils to potential short-term erosion by wind and water. Excavation and grading activities for the project would be subject to compliance with requirements under the CBC. Additionally, the project would be subject to compliance with the requirements set forth in the National Pollutant Discharge Elimination System (NPDES) General Construction Permit for construction activities. The NPDES General Construction Permit requires preparation of a Storm Water Pollution Prevention Plan (SWPPP), which would identify specific erosion and sediment control Best Management Practices (BMPs) that would be implemented to protect stormwater runoff during construction activities. Compliance with the CBC and NPDES requirements would minimize effects from project-related construction activities and impacts would be less than significant.

OPERATIONS

The project would operate as an office building that would provide functionality for SoCalGas facility operations and ancillary support staff at the facility. Proposed on-site improvements would include landscaping and drainage improvements (e.g., infiltration chambers and catch basin inlets); refer to Section 4.10, *Hydrology and Water Quality*.

[1] California Department of Conservation, *Earthquake Zones of Required Investigation*, https://maps.conservation.ca.gov/cgs/EQZApp/App/, accessed April 25, 2022.
[2] California Department of Conservation, *Landslide Inventory*, https://maps.conservation.ca.gov/cgs/lsi/, accessed April 25, 2022.

No exposed soils would be present on-site once construction is completed, aside from landscaped areas. Therefore, the project site would not expose on-site soils to soil erosion during project operations, and impacts would be less than significant.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. Refer to Responses 4.7(a)(3), 4.7(a)(4), and 4.7(d) for a discussion concerning liquefaction, landslides, and collapse (from expansive soils), respectively. Impacts with regards to liquefaction, landslides and collapse would be less than significant.

LATERAL SPREADING

Lateral spreading is the lateral movement of sloping saturated deposits. According to the Geotechnical Investigation, the topography of the project site is relatively flat, and soils observed within the project site are not saturated, and are generally medium dense to dense sands and gravels. As such, lateral spreading due to soil instability associated with liquefaction is not considered a significant hazard for the project. Impacts resulting from latera spreading would be less than significant.

SUBSIDENCE

Regional subsidence is not a concern in the Los Angeles County area.[3] In addition, the project site is not located within an area of historic or current land subsidence. Thus, regional subsidence is not considered a significant concern for the project. As such, impacts resulting from subsidence would not occur.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. Expansive soils are defined as soils possessing clay particles that react to moisture changes by shrinking (when dry) or swelling (when wet). According to the Geotechnical Investigation, the near-surface soils on-site generally consist of medium dense to dense sands and gravels. On-site soil expansion was evaluated in the Geotechnical Investigation using expansion index testing; refer to Appendix C. The expansion index testing results indicated that the near surface soils encountered on-site have a low potential for soil expansion. As such, impacts from soil expansion would be less than significant.

Mitigation Measures: No mitigation is required.

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

No Impact. No septic tanks or alternative wastewater disposal systems would be constructed as part of the project. Impacts related to soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems would not occur.

Mitigation Measures: No mitigation is required.

[3] Ibid.

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

Less Than Significant Impact With Mitigation Incorporated. A paleontological records search was conducted at the Natural History Museum of Los Angeles County (NHMLA) as part of the Cultural Assessment. The records search identified the closest known fossil localities in the NHMLA's collection, and showed no previously identified fossil localities within the project area. Six fossil localities from Pleistocene deposits of the same formation as soils on-site were identified within approximately 23 miles of the project area, the closest being approximately seven miles from the project area. The NHMLA records search results indicate that potentially fossil-bearing units are present in the project area, which are the same as the Pleistocene age deposits outside of the project area that have previously contained fossils. The Cultural Assessment also identified Holocene age sediments (Qa) in the project area. The Holocene age deposits in the project area have a low sensitivity, but Pleistocene age alluvial sediments may underlie these younger sediments at a relatively shallow depth. Therefore, sediments in the project area are considered to have paleontological sensitivity increasing with depth. Project excavation that involves disturbance of native soils could result in the disturbance and/or destruction of paleontological resources that may be present beneath the project site, which presents a potentially significant impact. In the event that a potentially significant paleontological resource is encountered during ground-disturbing activities, Mitigation Measure GEO-1 would require all work within 100 feet of the discovery to halt and a qualified professional paleontologist to be retained to evaluate the find in consultation with the City. With implementation of Mitigation Measure GEO-1, impacts pertaining to paleontological resources would be reduced to a less than significant level.

Mitigation Measures:

GEO-1 In the event a potentially significant paleontological resource is encountered during ground-disturbing activities, work within 100 feet of the discovery shall halt and a professional paleontologist who meets the qualification standards of the Society of Vertebrate Paleontology shall be retained by the Applicant immediately to evaluate the significance of the discovery. The City of Pico Rivera Planning Division shall be notified immediately. If the resource is found to be significant, the professional paleontologist shall systematically remove it from the site for laboratory preparation, which may entail the stabilization of the resource with glues and consolidates, as needed, and separation from sedimentary matrix, if necessary. Following laboratory preparation, the resource would be identified to the lowest taxonomic level, cataloged, and inventoried in anticipation of curation. All collected and prepared resources would be curated and stored in an accredited repository, such as the Natural History Museum of Los Angeles County.

This page intentionally left blank.

4.8 GREENHOUSE GAS EMISSIONS

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

GLOBAL CLIMATE CHANGE

California is a substantial contributor of global greenhouse gases (GHGs), emitting over 418 million metric tons of carbon dioxide equivalent ($MTCO_2e$) per year.[1] Methane (CH_4) is also an important GHG that potentially contributes to global climate change. GHGs are global in their effect, which increases the Earth's ability to absorb heat in the atmosphere. As primary GHGs have a long lifetime in the atmosphere, accumulate over time, and are generally well-mixed, their impact on the atmosphere is mostly independent of the point of emission. Every nation emits GHGs and as a result makes an incremental cumulative contribution to global climate change; therefore, global cooperation is required to reduce the rate of GHG emissions enough to slow or stop the human-caused increase in average global temperatures and associated changes in climatic conditions.

The impact of human activities on global climate change is apparent in the observational record. Air trapped by ice has been extracted from core samples taken from polar ice sheets to determine the global atmospheric variation of carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O) from before the start of industrialization (approximately 1750), to over 650,000 years ago. For that period, it was found that CO_2 concentrations ranged from 180 to 300 parts per million (ppm). For the period from approximately 1750 to the present, global CO_2 concentrations increased from a pre-industrialization period concentration of 280 to 379 ppm in 2005, with the 2005 value far exceeding the upper end of the pre-industrial period range. As of November 2021, the highest monthly average concentration of CO_2 in the atmosphere was recorded at 417 ppm.[2]

REGULATORY SETTING

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

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

[1] California Air Resources Board, *California Greenhouse Gas Emissions for 2000 to 2019,* https://ww3.arb.ca.gov/cc/inventory/pubs/reports/2000_2019/ghg_inventory_trends_00-19.pdf, accessed November 4, 2021.

[2] Scripps Institution of Oceanography, *Carbon Dioxide Concentration at Mauna Loa Observatory*, https://scripps.ucsd.edu/programs/keelingcurve/, accessed November 4, 2021.

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

State

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

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

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

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

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

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

California Green Building Standards (CALGreen). The CALGreen Code (California Code of Regulations, Title 24, Part 11), is a statewide mandatory construction code that was developed and adopted by the California Building Standards Commission and the California Department of Housing and Community Development. CALGreen standards require new residential and commercial buildings to comply with mandatory measures under five topical areas: planning and design; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt, which encourage or require additional measures in the five green building topics. The most recent update to the CALGreen Code was adopted in 2019 and went into effect on January 1, 2020. CALGreen requires new buildings to reduce water consumption by 20 percent, divert 50 percent of construction waste from landfills, and install low pollutant-emitting materials.

CARB Scoping Plan. On December 11, 2008, CARB adopted the *Climate Change Scoping Plan* (Scoping Plan), which functions as a roadmap to achieve GHG reductions in California required by AB 32 through subsequently enacted regulations. The Scoping Plan contains the main strategies to reduce CO_2e emissions by 174 million metric tons (MT), or approximately 30 percent, from the State's projected 2020 emissions level of 596 million $MTCO_2e$ under a business

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

as usual (BAU)[5] scenario. This is a reduction of 42 million $MTCO_2e$, or almost ten percent, from 2002 to 2004 average emissions, but requires the reductions in the face of population and economic growth through 2020.

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

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

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

Regional

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

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

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

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

Local

City of Pico Rivera General Plan.

The General Plan Environmental Resources Element identifies the following applicable goals and policies aimed at GHG reduction in the City.

- **Goal 8.1**: A sustainable community where land use and transportation improvements are consistent with regional planning efforts and adopted plans to reduce dependence on the use of fossil fuels and decrease greenhouse gas emissions.
    - **Policy 8.1-2 Gateway Cities SCS**. Continue to implement sustainable strategies identified in, and maintain consistency with, the Gateway Cities Council of Governments 2012 Subregional Sustainable Communities Strategy and updated versions incorporated into SCAG's RTP/SCS.
    - **Policy 8.1-3 Environmental Integrity**. Foster sustainable living by reducing community dependency of fossil fuels and other non-renewable resources, minimizing air pollutant and GHG emissions, retaining existing open space lands, and restoring habitat areas along the Rio Hondo and San Gabriel Rivers.
    - **Policy 8.1-4 Efficient Land Use Patterns**. Promote efficient land use patterns and compact development that supports widespread walkability and bicycle use, providing for a modest and incremental overall increase in community development intensity that complements the existing community fabric by:
        - Encouraging infill and redevelopment of vacant and underutilized sites;
        - Facilitating the development of engaging and livable streetscapes characterized by benches, vegetation-appropriate architecture, and pedestrian/bicycle linkages.
        - Providing opportunities for non-motorized transportation and linkages between new development and transit.
    - **Policy 8.1-7 Solid Waste Management**. Practice and promote responsible waste management with the aim of exceeding mandated waste diversion targets when economically feasible to do so.
- **Goal 8.2:** Continued improvement in local and regional air quality with reduced greenhouse gas emissions to maintain the community's health.
    - **Policy 8.2-2 GHG Reduction Measures**. Reduce greenhouse gas emissions in the City and the region through the following measures including, but not limited to:
        - Implementing land use patterns that reduce automobile dependency by increasing housing and employment densities within mixed use settings and transit-oriented developments;
        - Reducing the number of vehicular miles traveled through implementation of Transportation Demand Management Programs;
        - Encouraging the use of alternative modes of transportation by supporting transit facility and service expansion, expanding bicycle routes and improving bicycle facilities, and improving pedestrian facilities;

  - Increasing building energy efficiency through site design, building orientation, landscaping, and incentive/rebate programs;
  - Implementing water conservation measures;
  - Requiring the use of drought-tolerant landscaping; and
  - Increasing solid waste diversion through recycling efforts.

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

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

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

THRESHOLDS OF SIGNIFICANCE

Amendments to CEQA Guidelines Section 15064.4 were adopted to assist lead agencies in determining the significance of the impacts of GHG emissions and gives lead agencies the discretion to determine whether to assess those emissions quantitatively or qualitatively. This section recommends the following factors to be considered in the determination of significance:

- The extent to which a project may increase or reduce GHG emissions compared to the existing environment;
- Whether the project exceeds an applicable significance threshold; and
- The extent to which the project complies with regulations or requirements adopted to implement a plan for the reduction or mitigation of GHGs.

The amendments do not establish a threshold of significance; rather, lead agencies are granted discretion to establish significance thresholds for their respective jurisdictions, including looking to thresholds developed by other public agencies or suggested by other experts, so long as any threshold chosen is supported by substantial evidence (CEQA Guidelines Section 15064.7(c)). The California Natural Resources Agency has also clarified that the CEQA Guidelines amendments focus on the effects of GHG emissions as cumulative impacts, and therefore GHG emissions should be analyzed in the context of CEQA's requirements for cumulative impact analyses (CEQA Guidelines Section 15064(h)(3)).[6,7] A project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements to avoid or substantially lessen the cumulative problem within the geographic area of the project.[8]

The City has not adopted a numerical significance threshold for assessing impacts related to GHG emissions; however, the SCAQMD released draft guidance regarding interim CEQA GHG significance thresholds in 2008. Within its October

[6] California Natural Resources Agency, *Final Statement of Reasons for Regulatory Action*, pp. 11-13, 14, 16, December 2009, https://resources.ca.gov/CNRALegacyFiles/ceqa/docs/Final_Statement_of_Reasons.pdf, accessed November 4, 2021.

[7] State of California Governor's Office of Planning and Research, *Transmittal of the Governor's Office of Planning and Research's Proposed SB97 CEQA Guidelines Amendments to the Natural Resources Agency*, April 13, 2009, https://planning.lacity.org/eir/CrossroadsHwd/deir/files/references/C01.pdf, accessed November 4, 2021.

[8] 14 CCR Section 15064(h)(3).

2008 document, the SCAQMD proposed the use of a percent emission reduction target to determine significance for commercial/residential projects that emit greater than 3,000 metric tons carbon dioxide equivalent ($MTCO_2$) per year. The threshold was developed using substantial evidence by the SCAQMD GHG Working Group – a group of various resource agencies, cities, counties, utilities, and environmental groups – with the objective of capturing 90 percent of GHG emissions without further investigation of possible mitigative elements. For informational purposes, the analysis also calculates the amount of GHG emissions that would be attributable to the project using recommended air quality models, as described below. The primary purpose of quantifying the project's GHG emissions is to satisfy CEQA Guidelines Section 15064.4(a), which calls for a good-faith effort to describe and calculate emissions. The estimated emissions inventory is also used to determine if there would be a reduction in the project's incremental contribution of GHG emissions as a result of compliance with regulations and requirements adopted to implement plans for the reduction or mitigation of GHG emissions. For the purposes of this analysis, the SCAQMD's proposed threshold of 3,000 $MTCO_2$ per year was used to determine the project 's impacts related to GHG emissions in combination of GHG plan consistency analysis. The methodology for evaluating the project's impacts related to GHG emissions focuses on its consistency with Statewide, regional, and local plans adopted for the purpose of reducing and/or mitigating GHG emissions. This evaluation of consistency with such plans is the basis for determining the significance of the project's GHG-related impacts on the environment.

IMPACT ANALYSIS

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

Less Than Significant Impact.

Project-Related Sources of Greenhouse Gases

The project would result in direct and indirect emissions of CO_2, CH_4, and N_2O, and would not result in other GHGs that would facilitate a meaningful analysis. Therefore, this analysis focuses on these three forms of GHG emissions. Direct project-related GHG emissions include emissions from construction activities, area sources, and mobile sources, while indirect sources include emissions from energy consumption, water demand, and solid waste generation. The California Emissions Estimator Model version 2020.4.0 (CalEEMod) was utilized to calculate the project's construction and operational GHG emissions; refer to Appendix A, *Air Quality/Greenhouse Gas /Energy Data*. Table 4.8-1, *Estimated Greenhouse Gas Emissions*, presents the estimated CO_2, CH_4, and N_2O emissions associated with the project; refer to Appendix A for the CalEEMod outputs.

Table 4.8-1
Estimated Greenhouse Gas Emissions

Source	CO_2	CH_4		N_2O		Total Metric Tons of CO_2e
	Metric Tons/yr[1]	Metric Tons/yr[1]	Metric Tons of CO_2e[2]	Metric Tons/yr[1]	Metric Tons of CO_2e[2]	
Direct Emissions						
• Construction (total of 1,064.29 $MTCO_2e$ amortized over 30 years)	35.00	0.01	0.28	<0.01	0.57	35.48
• Area Source	0.01	<0.01	<0.01	<0.01	<0.01	0.01
• Mobile Source	1,236.75	0.08	2.11	0.05	15.88	1,254.74
Total Direct Emissions[3]	***1,271.77***	***0.09***	***2.39***	***0.05***	***16.46***	***1,290.23***
Indirect Emissions						
• Energy	132.96	0.01	0.24	<0.01	0.46	133.67
• Solid Waste Generation	4.12	0.24	6.09	<0.01	<0.01	10.21
• Water Demand	29.75	0.26	6.38	0.01	1.86	37.99

Source	CO_2	CH_4		N_2O		Total Metric Tons of CO_2e
	Metric Tons/yr[1]	Metric Tons/yr[1]	Metric Tons of CO_2e[2]	Metric Tons/yr[1]	Metric Tons of CO_2e[2]	
Total Indirect Emissions[3]	***166.83***	***0.51***	***12.71***	***0.01***	***2.32***	***181.87***
Total Project-Related Emissions[3]	***1,472.10 $MTCO_2e$/year***					
SCAQMD Threshold	***3,000 $MTCO_2e$/year***					
Exceed Thresholds?	***No***					

Notes:
1. Emissions calculated using California Emissions Estimator Model Version 2020.4.0 (CalEEMod) computer model.
2. CO_2 Equivalent values calculated using the EPA Website, *Greenhouse Gas Equivalencies Calculator*, http://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator, accessed December 2021.
3. Totals may be slightly off due to rounding.
4. Emission reductions applied in the CalEEMod model include regulatory requirements such as compliance with the 2019 Title 24 Building Standards Code and the 2019 CALGreen Code. These mandatory regulatory requirements would include high efficiency lighting, low flow plumbing fixtures, solid waste diversion, and electricity from renewable energy sources. It should be noted that the project would exceed 2019 Title 24 Building Standards by 10 percent. However, this reduction has not been accounted for in CalEEMod to provide a conservative analysis.

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

Direct Project-Related Sources of Greenhouse Gases

- *Construction Emissions*. Construction GHG emissions are typically summed and amortized over the lifetime of the project (assumed to be 30 years), then added to the operational emissions.[9] As shown in Table 4.8-1, the project would result in 35.48 $MTCO_2e$ per year (amortized over 30 years), which represents a total of 1,064.29 $MTCO_2e$ from construction activities.

- *Area Source*.[10] Area source emissions were calculated using CalEEMod and project-specific land use data. As noted in Table 4.8-1, the project would result in 0.01 $MTCO_2e$ per year of area source GHG emissions.

- *Mobile Source*.[11] The CalEEMod model relies upon trip data within the *SoCalGas – Office Building Vehicle Miles Traveled Assessment* (VMT Memorandum), prepared by Michael Baker International and dated June 8, 2022, and project-specific land use data to calculate mobile source emissions; refer to Appendix G, *Vehicle Miles Traveled Memorandum*. According to the VMT Memorandum, the project would generate approximately 1,146 total daily trips. As shown in Table 4.8-1, the project would directly result in 1,254.74 $MTCO_2e$ per year of mobile source-generated GHG emissions.

Indirect Project-Related Source of Greenhouse Gases

- *Energy Consumption*. Energy consumption emissions were calculated using CalEEMod and project-specific land use data. Electricity would be provided to the project site by Southern California Edison (SCE). The project would exceed 2019 Title 24 standards by 10 percent; however, this reduction has not been accounted for in CalEEMod to provide a conservative analysis. As shown in Table 4.8-1, the project would indirectly result in 133.67 $MTCO_2e$ per year due to energy consumption.

- *Solid Waste*. Solid waste associated with operations of the project would result in 10.21 $MTCO_2e$ per year; refer to Table 4.8-1.

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

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

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

- *Water Demand*. The project operations would result in a demand of approximately 12.5 million gallons of water per year. Emissions from indirect energy impacts due to water supply would result in 37.99 $MTCO_2e$ per year; refer to Table 4.8-1.

Total Project-Related Sources of Greenhouse Gases

As shown in Table 4.8-1, the total amount of project related GHG emissions from direct and indirect sources combined would total 1,472.10 $MTCO_2e$ per year. Therefore, project GHG emissions would not exceed the SCAQMD threshold of 3,000 $MTCO_2$ per year, and impacts would be less than significant.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact.

Consistency with Applicable GHG Plans, Policies, or Regulations

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

The General Plan Environmental Resources Element identifies goals and policies aimed at GHG reduction in the City. As shown in Table 4.8-2, *Project Consistency with GHG Reduction Goals of the General Plan*, the project would be consistent with the GHG reduction goals and objectives of the General Plan.

Table 4.8-2
Project Consistency with GHG Reduction Goals of the General Plan

Goals and Policies	Project Consistency Analysis
Goal 8.1: A sustainable community where land use and transportation improvements are consistent with regional planning efforts and adopted plans to reduce dependence on the use of fossil fuels and decrease greenhouse gas emissions.	
Policy 8.1-2: Gateway Cities SCS. Continue to implement sustainable strategies identified in, and maintain consistency with, the Gateway Cities Council of Governments 2012 Subregional Sustainable Communities Strategy and updated versions incorporated into SCAG's RTP/SCS.	**Consistent.** As shown in Table 4.8-3, *Project Consistency with the 2020-2045 RTP/SCS*, the project would be consistent with the 2020-2045 RTP/SCS reduction strategies.
Policy 8.1-3: Environmental Integrity. Foster sustainable living by reducing community dependency of fossil fuels and other non-renewable resources, minimizing air pollutant and GHG emissions, retaining existing open space lands, and restoring habitat areas along the Rio Hondo and San Gabriel Rivers.	**Consistent.** The electricity provider for the project site, SCE, is subject to SB 100 and the California's RPS. SB 100 requires that retail sellers and local publicly owned electric utilities procure a minimum quantity of electricity products from eligible renewable energy resources so that the total kilowatt-hours of those products sold to their retail end-use customers achieve 44 percent of retail sales by December 31, 2024, 52 percent by December 31, 2027, 60 percent by December 31, 2030, and 100 percent by December 31, 2045. The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase

Goals and Policies	Project Consistency Analysis
	procurement from eligible renewable energy resources to 33 percent of total procurement by 2020 and to 60 percent of total procurement by 2030. Per the RPS, the project would utilize electricity provided by SCE that is composed of 35.1 percent renewable energy as of 2019 and would achieve at least 60 percent renewable energy by 2030.[1] Further, EV charging facilities would be installed at the project site in compliance with CALGreen Nonresidential Mandatory Measure 5.106.5.3, *Electric Vehicle (EV) Charging*. The project would also provide parking spaces for alternative-fueled vehicles in compliance with CALGreen Code Nonresidential Mandatory Measure 5.106.5.2. Additionally, the project site would be located within 0.1-mile of two Los Angeles Metro transit stops serviced by Metro Route 266. The closest Route 266 bus stop is located on the west side of Rosemead Boulevard at the SoCalGas main driveway. The second Route 266 transit stop is located on the east side of Rosemead Boulevard approximately 50 feet north of Aero Drive. Therefore, the project would support this policy and help reduce community dependency on fossil fuels.
Policy 8.1-4: Efficient Land Use Patterns. Promote efficient land use patterns and compact development that supports widespread walkability and bicycle use, providing for a modest and incremental overall increase in community development intensity that complements the existing community fabric by: – *Encouraging infill and redevelopment of vacant and underutilized sites;* – *Facilitating the development of engaging and livable streetscapes characterized by benches, vegetation-appropriate architecture, and pedestrian/bicycle linkages.* – *Providing opportunities for non-motorized transportation and linkages between new development and transit.*	**Consistent.** Under existing conditions, the project site is currently a surface parking lot within the existing SoCalGas facility. Therefore, the project would support this policy by constructing an infill development. As noted above, two Metro transit stops are located within 0.1-mile of the project site. Additionally, the project would provide on-site bicycle storage for employees in compliance with the CALGreen Code. By doing so, the project would encourage non-motorized transportation.
Policy 8.1-7: Solid Waste Management. Practice and promote responsible waste management with the aim of exceeding mandated waste diversion targets when economically feasible to do so.	**Consistent.** The project would divert 50 percent of all solid waste from landfills in compliance with Assembly Bill 939 (AB 939). Additionally, the project would be required to recycle a minimum of 75 percent of waste in accordance with Assembly Bill 342 (AB 341). Further, the project would not obstruct or interfere with agency efforts to support organic waste landfill reduction goals in CARB's Short-Lived Climate Pollutants (SLCP) Reduction Strategy and Senate Bill 1383 (SB 1383).
Goal 8.2: Continued improvement in local and regional air quality with reduced greenhouse gas emissions to maintain the community's health.	
Policy 8.2-2: GHG Reduction Measures. Reduce greenhouse gas emissions in the City and the region through the following measures including, but not limited to:	**Consistent.** The project would provide employment near residential uses. As previously discussed, the project would support alternative modes of transportation by providing on-site bicycle storage for employees. The project would support

Goals and Policies	Project Consistency Analysis
– *Implementing land use patterns that reduce automobile dependency by increasing housing and employment densities within mixed use settings and transit-oriented developments;* – *Reducing the number of vehicular miles traveled through implementation of Transportation Demand Management Programs;* – *Encouraging the use of alternative modes of transportation by supporting transit facility and service expansion, expanding bicycle routes and improving bicycle facilities, and improving pedestrian facilities;* – *Increasing building energy efficiency through site design, building orientation, landscaping, and incentive/rebate programs;* – *Implementing water conservation measures;* – *Requiring the use of drought-tolerant landscaping; and* – *Increasing solid waste diversion through recycling efforts.*	energy efficiency by complying with all applicable Title 24 and CALGreen building codes (e.g., energy efficient lighting and plumbing fixtures). Landscaping would include flowering, shade, and accent trees, as well as grasses and succulent gardens. In accordance with 2019 Title 24 requirements, the project would install water efficient irrigation systems and landscapes. Solid waste diversion and recycling efforts at the project site would be achieved through compliance with AB 939 (i.e., diversion of 50 percent of all solid waste) and AB 341 (I.e., recycle 75 percent of waste). As noted above, two Metro transit stops are located within 0.1-mile of the project site. Additionally, the project would provide clean air vehicle parking spaces, with associated electrical vehicle charging facilities, in compliance with CALGreen Code.
Policy 8.2-10: Employers. Encourage employers to allow flexible work hours and telecommuting where feasible, and to provide incentives for employee use of public transit, biking, walking, and carpooling for home to work commutes.	**Consistent.** The project would include clean air vehicle parking spaces in compliance with the 2019 CALGreen Code Nonresidential Mandatory Measure 5.106.5.2. Further, EV charging facilities would be installed at the project site in compliance with CALGreen Nonresidential Mandatory Measure 5.106.5.3, *Electric Vehicle (EV) Charging*. The project would support alternative modes of transportation by providing bicycle facilities and being located in close proximity to existing transit stops. As noted above, two Metro transit stops are located within 0.1-mile of the project site.
Policy 8.2-13: Contractor Preference. Give preference to contractors that commit to apply methods to minimize greenhouse gas emissions in building construction and operations, such as the use of low or zero-emission vehicles and equipment.	**Consistent.** The project Applicant would give preference to construction contractors committed to reducing GHG emissions through use of low or zero-emission vehicles and equipment. The project would be required to comply with CALGreen construction requirements, including water efficiency and conservation provisions in new buildings, increases in building system efficiencies (e.g., lighting, HVAC, and plumbing fixtures), the diversion of construction waste from landfills, and the incorporation of EV charging infrastructure.
Policy 8.2-18: Electric Vehicles. Encourage provision of or readiness for charging stations and related infrastructure for electric vehicles within new development and redevelopment proposals and within City operations.	**Consistent.** The project would install clean air vehicle parking spaces and associated EV charging stations in compliance with 2019 Title 24 and CALGreen. Additionally, the project would exceed 2019 Title 24 standards by 10 percent.
Notes: 1. California Energy Commission, *Southern California Edison 2019 Power Content Label*, version October 2020.	
Source: City of Pico Rivera, *City of Pico Rivera General Plan*, October 2014.	

Project Consistency with the SCAG 2020-2045 RTP/SCS

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

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

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
Focus Growth Near Destinations and Mobility Options		
• Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations • Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets • Plan for growth near transit investments and support implementation of first/last mile strategies • Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses • Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods • Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations) • Identify ways to "right size" parking requirements and promote alternative parking strategies (e.g. shared parking or smart parking)	**Center Focused Placemaking, Priority Growth Areas (PGA), Job Centers, High Quality Transit Areas (HQTAs), Transit Priority Areas (TPA), Neighborhood Mobility Areas (NMAs), Livable Corridors, Spheres of Influence (SOIs), Green Region, Urban Greening.**	**Consistent.** The project would include construction of a new two-story office building at the southeast corner of the existing SoCalGas facility. As the project site is currently a surface parking lot in an urban area, the project is considered an infill development that would be consistent with the 2020-2045 RTP/SCS focus on growing development near destinations and mobility options. The project would provide employment near residential uses. The project site is located within 0.1-mile of two Metro transit stops. Clean air vehicle parking spaces would be provided, with associated electric vehicle charging facilities in compliance with CALGreen Nonresidential Mandatory Measure 5.106.5.3, *Electric Vehicle (EV) Charging*, and 2019 CALGreen Code Nonresidential Mandatory Measure 5.106.5.2. Additionally, the project would promote healthy lifestyles by providing long-term bicycle storage on-site for employees. As such, the project would be consistent with this reduction strategy.
Leverage Technology Innovations		
• Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking/drop-off space • Improve access to services through technology—such as telework and telemedicine as well as other incentives such as a "mobility wallet," an app-based system for storing transit and other multi-modal payments	**HQTA, TPAs, NMA, Livable Corridors.**	**Consistent.** The project would be required to comply with all applicable 2019 Title 24 and CALGreen building codes at the time of construction. These building codes require EV charging stations, designated EV parking, designated carpool and/or alternative-fueled vehicles, as well as bike storage. Therefore, proposed development within the project would leverage technology innovations and help the City, County, and State meet its GHG reduction goals. The project would be consistent with this reduction strategy.

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
• Identify ways to incorporate "micro-power grids" in communities, for example solar energy, hydrogen fuel cell power storage and power generation		
Support Implementation of Sustainability Policies		
• Pursue funding opportunities to support local sustainable development implementation projects that reduce greenhouse gas emissions • Support statewide legislation that reduces barriers to new construction and that incentivizes development near transit corridors and stations • Support local jurisdictions in the establishment of Enhanced Infrastructure Financing Districts (EIFDs), Community Revitalization and Investment Authorities (CRIAs), or other tax increment or value capture tools to finance sustainable infrastructure and development projects, including parks and open space • Work with local jurisdictions/communities to identify opportunities and assess barriers to implement sustainability strategies • Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region • Continue to support long range planning efforts by local jurisdictions • Provide educational opportunities to local decisions makers and staff on new tools, best practices and policies related to implementing the Sustainable Communities Strategy	**PGA, Job Centers, HQTAs, TPA, NMAs, Livable Corridors, SOIs, Green Region, Urban Greening.**	**Not Applicable.** This reduction strategy is directed at regional and local agencies, and not at individual development projects. However, the project would support sustainability policies. As described above, the project site is located within 0.1-mile of two Metro transit stops. The project would implement sustainable design features in accordance with the 2019 Title 24 and CALGreen. Additionally, the project would exceed 2019 Title 24 standards by 10 percent. Sustainable design features include energy-efficient appliances, water and space heating/cooling equipment, building insulation and roofing, and lighting. Thus, the project would be consistent with this reduction strategy.
Promote a Green Region		
• Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards • Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration • Integrate local food production into the regional landscape • Promote more resource efficient development focused on conservation, recycling and reclamation	**Green Region, Urban Greening, Greenbelts and Community Separators.**	**Consistent.** The project would be required to comply with all applicable Title 24 and CALGreen measures, which would help reduce energy consumption and reduce GHG emissions. Additionally, the project would exceed 2019 Title 24 standards by 10 percent. Thus, the project would support climate change resilience and local policies for efficient development that reduces energy consumption and GHG emissions. The project would be consistent with this reduction strategy. In addition, as noted within Section 4.6, *Energy*, the project would not result in significant impacts related to the wasteful, inefficient, and

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
• Preserve, enhance and restore regional wildlife connectivity • Reduce consumption of resource areas, including agricultural land • Identify ways to improve access to public park space		unnecessary consumption of building energy during project operation, or preempt future energy development or future energy conservation.

Source: Southern California Association of Governments, *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy*, September 3, 2020.

Project Consistency with the 2017 Scoping Plan

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

Table 4.8-4
Project Consistency with the 2017 Scoping Plan

Actions and Strategies	Project Consistency Analysis
Senate Bill 350	
Achieve a 50 percent Renewables Portfolio Standard (RPS) by 2030, with a doubling of energy efficiency savings by 2030.	**Consistent.** The project would utilize electricity from SCE, which is required to comply with SB 350. As such, it can be reasonably inferred that the project would be in compliance with SB 350.
Low Carbon Fuel Standard (LCFS)	
Increase stringency of carbon fuel standards; reduce the carbon intensity of fuels by 18 percent by 2030, which is up from 10 percent in 2020.	**Consistent.** Motor vehicles driven by the future project employees would be required to use LCFS-compliant fuels in accordance with Federal and State fuel standards that apply during project operations, thus the project would be in compliance with this strategy.
Mobile Source Strategy (Cleaner Technology and Fuels Scenario)	
Maintain existing GHG standards of light and heavy-duty vehicles while adding an addition 4.2 million zero-emission vehicles (ZEVs) on the road. Increase the number of ZEV buses, delivery trucks, or other trucks.	**Consistent.** The project would include light- and heavy-duty truck trips that would be required to comply with the applicable Mobile Source Strategy that applies during project operations, including all CARB and SCAQMD regulations. Additionally, the project would be required to comply with CALGreen and would include EV parking and charging stations. Furthermore, the State is expected to see a decrease in transportation sector GHG emissions due to Executive Order N-79-20. Executive Order N-79-20 directs the State to require all new vehicles sold in the State to be zero-emission by 2035 (cars and passenger trucks) and by 2045 (medium- and heavy-duty vehicles). As such, the project would not conflict with the goals of the Mobile Source Strategy.
SB 375 Sustainable Communities Strategies	
Increase the stringency of the 2035 GHG emission per capita reduction target for metropolitan planning organizations (MPO).	**Consistent.** As shown in Table 4.8-3, the project would be consistent with the 2020-2045 RTP/SCS.

Source: California Air Resources Board, *2017 Scoping Plan*, November 2017.

Conclusion

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

Mitigation Measures: No mitigation is required.

4.9 HAZARDS AND HAZARDOUS MATERIALS

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

This section is based on *Environmental Assessment Report, Proposed New Office Building Location, Southern California Gas Company, Pico Rivera, California* (Environmental Assessment Report), prepared by Geosyntec Consultants and dated January 31, 2022; refer to Appendix D, *Hazardous Materials Documentation*.

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

Less Than Significant Impact. Exposure of the public or the environment to hazardous materials could occur through improper handling or use of hazardous materials or hazardous wastes particularly by untrained personnel, a transportation accident, environmentally unsound disposal methods, or fire, explosion, or other emergencies. The severity of potential effects varies with the activity conducted, the concentration and type of hazardous material or wastes present, and the proximity of sensitive receptors.

CONSTRUCTION

Project construction could expose construction workers and the public to temporary hazards related to the transport, use, and maintenance of construction materials (i.e., oil, diesel fuel, and transmission fluid), and/or handling/transport of demolition debris and import/export of soils. However, these activities would be short-term, and the materials used would not be in such quantities or stored in such a manner as to pose a significant safety hazard. All project construction activities would demonstrate compliance with the applicable laws and regulations by the U.S. Environmental Protection Agency (EPA), State, County, and the City governing the use, storage, and transportation of hazardous

materials/waste, ensuring that all potentially hazardous materials are used and handled in an appropriate manner. Impacts concerning the routine transport, use, or disposal of hazardous materials during project demolition/construction would be less than significant.

OPERATIONS

The project proposes the construction of a new two-story office building at the southeast corner of the SoCalGas facility. Hazardous materials are not typically associated with office uses. Minor cleaning products along with the occasional use of pesticides and herbicides for landscape maintenance are generally the extent of hazardous materials that would be routinely utilized on-site. Thus, there is limited potential for activities of this nature to cause a significant hazardous condition. Compliance with applicable laws and regulations by the U.S. EPA, State, County, and the City governing the use, storage, and transportation of hazardous materials would ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts to occur. Specifically, the project is subject to compliance with existing hazardous materials regulations, which are codified in California Code of Regulations Titles 8, 22, 26, and 49, as well as the enabling legislations set forth in Health and Safety Code Chapter 6.95. Both the Federal and State governments require any business, where a maximum quantity of a regulated substance exceeds the specified threshold quantity, register with the County as a manager of regulated substances and prepare a Risk Management Plan. Businesses would be required to submit their plans to the Certified Unified Program Agency (CUPA) (City of Pico Rivera, Department of Environmental Health [DEH]), which would make the plans available to emergency response personnel. As such, impacts concerning the routine transport, use, or disposal of hazardous materials during project operations would be less than significant.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. One of the means through which human exposure to hazardous substance could occur is through accidental release. Incidents that result in an accidental release of hazardous substances into the environment can cause contamination of soil, surface water, and groundwater, in addition to any toxic fumes that might be generated. Human exposure to contaminated soil or water can have potential health effects based on a variety of factors, such as the nature of the contaminant and the degree of exposure.

CONSTRUCTION

Construction Equipment

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

Grading Activities

Construction activities could also result in accidental conditions involving existing on-site contamination. The following analysis considers current uses of the project site, project area, and adjacent properties, which may have impacted soil, soil gas, and/or groundwater underlying the project site.

Historical Agricultural Uses

According to the Environmental Assessment Report, the project site was used for agricultural purposes from the late 1920s through the early 1950s. Past agricultural uses of the site could represent a potential concern due to possible pesticide and herbicide residues presence in soil. However, since this past use, the site has been substantially graded and replaced with the existing SoCalGas facility. Accordingly, based on the Environmental Assessment Report, this past use no longer presents a concern to redevelopment of the site. As such, impacts due to historical agricultural uses are less than significant.

SoCalGas Facility

The new two-story office building is proposed at the southeastern corner of the SoCalGas facility and currently consists of a paved surface parking lot. As discussed in Section 2.2, *Environmental Setting*, the existing SoCalGas facility is primarily industrial and serves material and equipment logistics, fleet services, gas crew training, and material research and testing. Other support functions include treatment, storage and disposal facility of hazardous and non-hazardous materials welding, offices, among others. Specifically, based on the Department of Toxic Substances Control's (DTSC's) online database EnviroStor, the existing SoCalGas facility stores a variety of hazardous wastes from both on-site and off-site SoCalGas activities. Most of these hazardous wastes are solvents and paint wastes generated from general maintenance activities and hydrocarbon wastes generated by natural gas transmission and distribution. Hazardous wastes generated at the facility are stored while awaiting transport to an approved hazardous waste treatment or disposal facility. Wastes that are generated from other off-site SoCalGas facilities are transported by registered haulers and are accompanied by a uniform hazardous waste manifest. This existing SoCalGas facility was first issued a Hazardous Waste Facility Permit by the California Department of Health Services (DHS); the predecessor of DTSC), and is currently categorized as a small storage facility pursuant to Health and Safety Code, Section 25205.19. According to EnviroStor, there is currently no corrective action for this facility.

As part of the Environmental Assessment Report, a review was conducted of historical documentation, available regulatory databases reported by Environmental Data Resources, Inc. (EDR), and targeted soil and soil vapor sample collection and laboratory analysis was conducted. The Environmental Assessment Report was performed to identify potentially contaminated materials that may require special handling during earthwork, evaluating the potential for vapor intrusion concerns associated with the proposed building, and to consider the potential need for a building protection system at the site. Soil samples collected from the upper 10 feet of soil were tested for Title 22 metals, extended range total petroleum hydrocarbons, volatile organic compounds (VOCs), and oxygenates. Soil gas samples collected concurrently were tested for acetone, naphthalene, tetrachloroethene, carbon disulfide, methyl ethyl ketone (2-butanone), dichlorodifluoromethane, toluene, and various other VOCs; refer to Attachment D of the Environmental Assessment Report. Results of soil and soil vapor samples collected at the project site indicated concentrations of all tested constituents of concerns were below respective screening levels established by the DTSC for commercial/industrial uses. As such, the Environmental Assessment Report concluded that there is no identified risk for vapor intrusion or to construction workers during project construction and operation. As such, it is not anticipated that any contaminated soil, soil gas, or groundwater has resulted from the hazardous material storage uses of the existing SoCalGas facility that which presents a concern during project grading activities. Therefore, potential impacts as a result of the existing SoCalGas facility would be less than significant.

Conclusion

Overall, with adherence to existing regulations related to hazardous materials, reasonably foreseeable upset and accident impacts during project operations would be less than significant.

OPERATIONS

Refer to Response 4.9(a), above, for a description of long-term operational impacts related to proposed development at the site. In addition, as discussed above under *SoCalGas Facility*, it is not anticipated that contaminated soil, soil gas, or groundwater has resulted from the hazardous material storage uses of the existing SoCalGas facility. Based on the Environmental Assessment Report, the existing project site does not present a vapor intrusion concern to the proposed building. Upon adherence to existing regulations related to hazardous materials, reasonably foreseeable upset and accident impacts during project operations would be less than significant.

Mitigation Measures: No mitigation is required.

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

Less than Significant Impact. The project site is located within one-quarter mile of Ellen Ochoa Prep Academy located approximately 0.23 mile west of the site at 8110 Paramount Boulevard. As stated above, upon adherence to existing laws and regulations related to construction activities and operational safety, impacts pertaining to the potential for accidental conditions during project construction and operations would be less than significant. Thus, potential impacts to an existing or proposed school would be less than significant.

Mitigation Measures: No mitigation is required.

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

Less than Significant Impact. Government Code Section 65962.5 requires the DTSC and State Water Resources Control Board (SWRCB) to compile and update a regulatory sites list (pursuant to the criteria of the Section). The California Department of Health Services is also required to compile and update, as appropriate, a list of all public drinking water wells that contain detectable levels of organic contaminants and that are subject to water analysis pursuant to Health and Safety Code Section 116395. Government Code Section 65962.5 requires the local enforcement agency, as designated pursuant to Section 18051 of Title 14 of the California Code of Regulations, to compile, as appropriate, a list of all solid waste disposal facilities from which there is a known migration of hazardous waste.

The project site is listed by the DTSC pursuant to Government Code Section 65962.5.[1] However, as discussed in Responses 4.9(a) and 4.9(b) above, impacts pertaining to reported releases and accidental conditions at the larger SoCalGas facility are not specifically situated within the boundaries of the project site and such conditions do not present a significant impact to the project during construction activities or operations. As such, impacts related to hazardous materials sites compiled pursuant to Government Code Section 65962.5 would be less than significant .

Mitigation Measures: No mitigation is required.

[1] California Environmental Protection Agency, Cortese List Data Resources, https://calepa.ca.gov/SiteCleanup/CorteseList/, accessed on December 21, 2021.

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

No Impact. The project site is not located within an airport land use plan and there are no public or private airports or airstrips within two miles of the project site. Impacts related to an airport-related safety hazard would not occur.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. The project would not physically interfere with an adopted emergency response plan or emergency evacuation plan. Based on the *City of Pico Rivera Disaster Route Map* included the City's Multi-Jurisdictional Hazard Mitigation Plan Update, Rosemead Boulevard is designated as a disaster route.[2] Further, the project would not result in any partial or full roadway closures. As such, no impacts to emergency access in this regard would result. As detailed in Section 4.17, *Transportation,* the project would construct two new driveways to serve the new office building, which also accommodate appropriate emergency access. Construction activities would not impede the existing emergency access to the project site, nor would activities alter the existing emergency access to the project driveways. As such, impacts concerning implementation of or physically interference with an adopted emergency response plan or emergency evacuation plan would be less than significant.

Mitigation Measures: No mitigation is required.

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

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

Mitigation Measures: No mitigation is required.

[2] City of Pico Rivera, *Disaster Route Map,* dated June 25, 2008.

This page intentionally left blank.

4.10 HYDROLOGY AND WATER QUALITY

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

This section is based on the following documentation (refer to Appendix E, *Hydrology and Water Quality Reports*):

- *Drainage and Hydrology Study for Office Building Improvements in SoCalGas Pico Rivera Base, Pico Rivera, CA (*Hydrology Report*),* prepared by Michael Baker International, dated November 2021.
- *Low Impact Development (LID) Plan for SoCalGas Office Building (*LID Plan*)*, prepared by Michael Baker International, dated December 2021.

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

Less Than Significant Impact. As part of Section 402 of the Clean Water Act, the United States Environmental Protection Agency (U.S. EPA) has established regulations under the National Pollutant Discharge Elimination System (NPDES) program to control direct storm water discharges. In California, the California State Water Resource Control Board (SWRCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The NPDES program regulates industrial pollutant discharges, which include construction activities. The SWRCB works in coordination with the Regional Water Control Boards (RWQCBs) to preserve, protect, analyze, control, enhance, and restore water quality. The project site and the City are within the jurisdiction of the Los Angeles

RWQCB (District 4). This section discusses the project's potential construction- and operational-related water quality impacts.

CONSTRUCTION

Short-term impacts may result from the disturbance of on-site soils during construction activities. Runoff from the project site during construction has the potential to violate water quality standards and water quality discharge requirements. Dischargers whose projects disturb one or more acres of soil, or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the *National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities Order* 2009-0009-DWQ (as amended by Order 2010-0014-DWQ and Order 2012-0006-DWQ) (Construction General Permit). Construction activity subject to this permit includes clearing, grading, stockpiling, or excavation.

To obtain coverage, this project would be required to notify the State Water Resources Control Board via the Stormwater Multiple Application Tracking System (SMARTS), submit project registration documents, and a Waste Discharge Identification (WDID) number assigned, or follow the process in effect when preparing for construction. As part of this process, the project would be required to develop and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP is required to contain a site map(s) that depicts the construction site perimeter, existing and proposed buildings, lots, roadways, stormwater collection and discharge points, general topography both before and after construction, and drainage patterns across the project site. The SWPPP must list Best Management Practices (BMPs) that the discharger would implement to mitigate potential pollutants in stormwater runoff and the locations of those BMPs at the construction site. BMPs for construction activities may include measures to control pollutants at particular sources, such as fueling areas, trash storage areas, outdoor materials storage areas, and outdoor work areas. BMPs are also used during treatment of the pollutants at these particular source areas. The following BMPs may be implemented during construction to capture sediment, stabilize slopes, and prevent runoff and sediment from leaving the construction site and entering the City's storm drain system and entering receiving waters:

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

In addition to the BMPs, the SWPPP is required to contain: a visual monitoring program; a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment. It should be noted that the project is not expected to directly discharge into a water body listed on the 303(d) list for sediment.[1]

The project's construction activity would be subject to the Construction General Permit, as it involves clearing, grading, and disturbances to the ground such as stockpiling or excavation, and a construction site with soil disturbance greater than one acre. The project would disturb approximately 4.5 acres on-site, within the 34.34-acre SoCalGas facility. The SWPPP is required to outline the erosion, sediment, and non-storm water BMPs, in order to minimize the discharge of pollutants at the construction site. These BMPs would include measures to contain runoff from vehicle washing at the construction site, prevent sediment from disturbed areas from entering the storm drain system using structural controls (i.e., sandbags at drain inlets), and cover and contain stockpiled materials to prevent sediment and pollutant transport. Implementation of these BMPs would ensure runoff and discharges during the project's construction phase would not violate any water quality standards. As such, compliance with NPDES requirements and the Construction General Permit would reduce short-term construction-related impacts to water quality to less than significant levels.

[1] State Water Resources Control Board, *2010 Integrated Report (Clean Water Act Section 303(d) List / 305(b) Report) — Statewide Maps*, https://www.waterboards.ca.gov/water_issues/programs/tmdl/integrated2010.shtml?tab=map, accessed April 26, 2022.

OPERATIONS

Long-term operation of the new office building would similarly have the potential for impacting drainage systems due to pollutants in stormwater runoff (heavy metals, nutrients, and refuse) that could have the potential to affect tributary drainage features. However, the project is subject to the Los Angeles County Department of Public Works requirements in the *2014 Low Impact Development (LID) Standards Manual* under the "redevelopment of a new industrial park with 10,000 square feet or more of surface area" category. Further, the City of Pico Rivera is an active participant in preparing and adhering to the *Lower San Gabriel River Watershed Management Program*, which requires pollutants in runoff generated on impervious surfaces be treated to the maximum extent prior to being released from development sites. Municipal Code Chapter 16.04, *Stormwater and Urban Runoff Pollution Prevention*, includes conditions and requirements established to control urban pollutant runoff into the City's stormwater system. Pursuant to Municipal Code Section 16.04.110, *Control of Pollutants from New Developments/Redevelopment Projects*, the project would be required to implement 1) low impact development (LID) structural and non-structural BMPs; 2) source control BMPs, and 3) structural and non-structural BMPs for specific types of land uses in order to minimize operational impacts to water quality.

Based on the Hydrology Report, on-site stormwater runoff from the existing parking lot currently drains south to a concrete flowline (v-gutters), which then conveys the surface flows along the southern property boundary into a retention basin at the southwest corner of the SoCalGas facility. Overall drainage for the SoCalGas facility consists of catch basin inlets and storm drains that convey flows to this retention basin. A 50-year storm water retention area is currently located near the west property line and mitigates the site discharge to meet the Los Angeles County Department of Public Works (LACDPW) Hydraulic Analysis Unit discharge requirements. On-site stormwater runoff ultimately drains to an existing channel outside of the west property boundary, which then conveys stormwater flows south and discharges to the Bartolo Drain, a Los Angeles County Flood Control District (LACFCD) facility via a drop inlet.

In accordance with the County's and City's LID requirements and NPDES Permit No. CAS004001, Order No. R4-2012-0175, a project-specific Low Impact Development Plan (LID) was prepared for the project to reduce pollutant discharges to the maximum extent practicable for the protection of water quality at receiving water bodies and the support of designated beneficial uses; refer to Appendix E. Based in the LID Plan, the project would follow the same drainage pattern as the existing site; however, in order to minimize stormwater pollutants of concern, the project proposes project-specific stormwater quality control measures (i.e., underground infiltration BMP system), structural source measures (i.e., trash and waste storage areas and efficient irrigation system and landscape design), and non-structural source measures (i.e., education, landscape management, litter control, and street sweeping).

Similar to existing conditions, on-site stormwater runoff would flow south to concrete flowlines that would direct flows into an underground infiltration chamber located west of the building. Larger flows would bypass the system and follow the existing drainage condition. The proposed infiltration system is designed to infiltrate at a rate of 0.64 inches per hour with a retention time of 62 hours, which is less that the maximum 96 hours allowed according to LACDPW regulations. Additionally, the project would result in similar peak discharges (in cfs) under a 10, 25; and 50-year storm event (compared to the existing condition); refer to Table 4.10-1, *Total Site Discharge*.

Table 4.10-1
Total Site Discharge

Drainage Area	Drainage Area Description	Existing Conditions (cfs)			Post-Development Conditions (cfs)		
		10-year storm event	25-year storm event	50-year storm event	10-year storm event	25-year storm event	50-year storm event
1A	Area of Pico Rivera Facility tributary the Bartolo Drain	34.7	46.0	55.3	34.7	46.0	55.3
1B	Area of Proposed Office Site	5.5	7.4	8.9	5.5	7.4	8.9
Notes: cfs = cubic feet per second							
Source: Michael Baker International, *Drainage and Hydrology Study for Office Building Improvements in SoCalGas Pico Rivera Base, Pico Rivera, CA*, November 2021; refer to Appendix E.							

Following compliance with project-specific BMPs, including the installation of the underground infiltration system and other structural and non-structural source measures, long-term water quality impacts would be less than significant.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. The project is located in the Los Angeles County Central Basin, specifically in the Montebello Forebay subarea.[2] Sources of recharge to the Montebello Forebay include surface water/stormwater, imported water, groundwater, and recycled water. Sources of discharge from the Central Basin include pumping, subsurface outflow to adjacent basins and the ocean, and groundwater discharge to surface water. According to the Geotechnical Investigation prepared for the project, although the project site has a historic high groundwater depth of approximately 15 feet below surface grade (bsg), groundwater was not encountered at a depth of approximately 50 feet bsg during the field exploration. As such, it is assumed that groundwater underlying the project site is approximately 50 feet bsg or deeper.

CONSTRUCTION

The maximum depth of excavation is anticipated to be eight feet bsg; therefore, groundwater is not anticipated to be encountered during construction activities associated with the project. Further, as discussed in Response 4.10(a) above, the project would adhere to existing NPDES requirements, including the preparation of a SWPPP, which would sufficiently minimize short-term water quality construction impacts. As such, the project would not impact the Los Angeles County Central Basin, nor would it result in substantial impacts to groundwater supplies or recharge during construction. As such, short term impacts related to groundwater would be less than significant.

OPERATIONS

The project would not include any land uses or facilities that would require groundwater extraction or have the capacity to substantially decrease groundwater supplies or recharge. The project would generally include construction of a new office building, associated surface parking, and landscaping. The project would result in a 4.9 percent increase in pervious area on-site as compared to existing conditions. Additionally, as noted above in Response 4.10(a), the project would install design, structural, and non-structural BMPs including an underground infiltration system in accordance

[2] Los Angeles Regional Water Quality Control Board, *Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties*, https://www.waterboards.ca.gov/losangeles/water_issues/programs/basin_plan/basin_plan_documentation.html, accessed January 3, 2022.

with the City and County MS4 Permit requirements and NPDES Permit No. CAS004001, Order No. R4-2012-0175. The project would not have the capacity to substantially interfere with groundwater recharge, such that there would be a net deficit in aquifer volume or lowering of the groundwater table level during long-term operations. Thus, long-term operational impacts related to groundwater would be less than significant.

Mitigation Measures: No mitigation is required.

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

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

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

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

The long-term operation of the proposed office building would not have the potential to result in substantial erosion or siltation on- or off-site, as the new office building would consists of similar surface parking uses, paved area, and increased landscaping. Thus, erosion or siltation impacts as a result of operation of the project would be less than significant.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. As discussed in Response 4.10(a), the quantity of stormwater discharge under post-development conditions would be similar to existing conditions. Additionally, the project would not add to the existing impervious area. The project site is not located within areas of potential flooding according to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map for the project area.[3] Lastly, the project would collect on-site stormwater runoff on the project site in accordance with the City's MS4 permit and City design standards. Therefore, it is not anticipated that the project would increase surface runoff in a manner that would result in on- or off-site flooding, and impacts would be less than significant.

Mitigation Measures: No mitigation is required.

[3] Federal Emergency Management Agency, F*lood Insurance Rate Map # 06037C1830F*, https://msc.fema.gov/portal/search?AddressQuery=8101%20Rosemead%20Boulevard%2C%20Pico%20Rivera. Accessed December 22, 2021.

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

Less Than Significant Impact. Refer to Responses 4.10(a) and 4.10(c)(1), above. The project would not result in an increase in stormwater discharge, and project implementation would not result in an increase in impervious area. Therefore, the development is not expected to exceed the capacity of the existing/planned stormwater drainage systems. Additionally, the project would be required to comply with the City's MS4 permit, which would ensure that potential water quality impacts are minimized to a less than significant level. Thus, impacts pertaining to the capacity of the stormwater drainage system would be less than significant.

Mitigation Measures: No mitigation is required.

4) Impede or redirect flood flows?

No Impact. According to the FEMA Flood Insurance Rate Map for the project area, the project site is located outside of the 100-year flood zone.[4] As such, no flood flow related impacts would result.

Mitigation Measures: No mitigation is required.

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

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

Based on the Safety Element, Figure 9-3, *Dam Inundation*, of the General Plan, the project site is located within the flood inundation area of the Whittier Narrows Dam, a major flood control facility operated by the Corps. Although the potential for inundation exists during a major storm event, inundation is not anticipated to result in the release of pollutants as a result of the new office building and impacts from potential dam inundation would be less than significant.

Additionally, the project site is located approximately 15 miles east of the Pacific Ocean and is not situated within the tsunami inundation area.[5] Therefore, impacts resulting from a tsunami event would be less then significant.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. Currently, the City has not adopted a of a water quality control plan or sustainable groundwater management plan. As discussed in Responses 4.10(a) and 4.10(b) above, the project would install design, structural, and non-structural BMPs including an underground infiltration system in accordance with the City and County MS4 Permit requirements and NPDES Permit No. CAS004001, Order No. R4-2012-0175. The project would not have the capacity to substantially interfere with groundwater recharge, such that there would be a net deficit in aquifer volume or lowering of the groundwater table level during long-term operations, nor would the project affect downstream water quality. Therefore, a less than significant impact would occur with regard to the water quality control plan for the region.

Mitigation Measures: No mitigation is required.

---

4 Ibid.

5 California Geologic Survey, *CGS Information Warehouse: Tsunami*, https://maps.conservation.ca.gov/cgs/informationwarehouse/ts_evacuation/, accessed on December 22, 2021.

4.11 LAND USE AND PLANNING

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

a) Physically divide an established community?

No Impact. The project would redevelop an existing surface parking lot within the SoCalGas facility with a proposed office building and associated parking. The project would be located entirely within the existing SoCalGas facility, which is a private property. Therefore, the project would not physically divide an established community. Residential properties are located south and southeast of the project site. However, these residences are physically separated from the existing SoCalGas facility by an existing concrete masonry wall along the facility's boundaries as well as Maxine Street and Manzanar Avenue/Shade Lane. Thus, the project would not result in impacts pertaining to physically dividing an established community.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact With Mitigation Incorporated. The proposed office building would be consistent with the existing General Plan designation and zoning for the project site. The following analysis provides a project-specific consistency analysis for both the General Plan and Zoning Code.

GENERAL PLAN CONSISTENCY

The *City of Pico Rivera General Plan Land Use Map* designates the project site as "L-I; Light Industrial." The L-I designation is intended to provide for a wide variety of light industrial uses, including warehousing/distribution, assembly, light manufacturing, research and development, mini-storage, and repair facilities conducted within enclosed structures as well as supporting retail and personal services. The maximum allowed floor area ratio (FAR) for the LI designation is 0.6.

The proposed office building would provide functionality for SoCalGas facility operations and ancillary support staff. The approximate 70,000-square foot office building would be constructed on a 4.5-acre site within the existing facility, which equate to a 0.4 FAR. As such, the project would be consistent with the General Plan's intended use for the project site and greater SoCalGas facility and would comply with the site's maximum allowed FAR.

Additionally, Table 4.11-1, *Project Consistency with Applicable General Plan Land Use Element Policies*, analyzes the project's consistency with applicable goals and policies in the General Plan Land Use Element.

Table 4.11-1
Project Consistency with Applicable General Plan Land Use Element Policies

Applicable General Plan Land Use Element Policies	Project Consistency Analysis
Policy 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.	Consistent. The proposed office building would be constructed within the existing SoCalGas facility and support the functionality of the facility operations and provide office space for ancillary support staff. A pedestrian sidewalk would be constructed along the building perimeter, three new pedestrian crossings would be installed in the proposed parking lot, and existing pedestrian crossings at the internal access road would be restriped to connect to the project. As stated above, landscaping would be provided on-site, including trees, grasses, ground cover, and shrubs. Drought-tolerant landscaping, such as succulent gardens and a modular green roof system would also be installed. The east and west elevations of the office building would be fully glazed with high performance glass to bring natural light into the building and reduce energy usage. Additionally, the south elevation would include narrower windows to limit the exposure to potential solar heat gain. Existing Metro bus stops are located along Rosemead Boulevard, the closest of which is at the main entrance on Rosemead Boulevard. Existing walkways connecting to adjacent buildings in the SoCalGas would be utilized, and new walkways would be constructed on-site. Landscaping would include planting water conservative succulent gardens on-site and a modular green roof system. Further, the project would be required to comply with CALGreen standards, which includes design and construction measures that act to reduce construction-related waste though material conservation measures and other construction-related efficiency measures.
Policy 3.9-1 New Industrial Development. Promote high quality industrial development and redevelopment that is compatible with surrounding uses and enhances the adjacent streetscape.	Consistent. Refer to response to General Plan Policy 3.9-1 in Table 4.1-1 of Section 4.1.
Policy 3.9-2 Promote Industrial Development. Promote recruitment of a diverse range of new industrial users and retention and intensification of existing users that offer job opportunities for the City's residents and revenues to the City.	Consistent. The project would intensify the existing SoCalGas facility by developing a new approximate 70,000-square foot building that would provide jobs for up to 259 employees. As such, the project would increase job opportunities, intensifying an existing use, and increase density.
Policy 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.	Consistent. Refer to response to General Plan Policy 3.9-4 in Table 4.1-1 of Section 4.1.

Source: City of Pico Rivera, *Pico Rivera General Plan Land Use Element*, October 2014.

As analyzed in Table 4.11-1, the project would be consistent with applicable General Plan Land Use Element policies and impacts would be less than significant.

ZONING CODE CONSISTENCY

According to the *Pico Rivera Zoning Map*, the project is zoned "I-L; Limited Industrial." The I-L zone is intended for a limited and restricted variety of manufacturing, processing, warehousing, distribution, assembly, storage and storage of products, materials and equipment, maintenance facilities, and corporation yards. The proposed office building (i.e., business offices) is a permitted use in the I-L zone in accordance with Municipal Code Table 18.40.040, *Land Use Chart*. Additionally, per Note 59 of Municipal Code Section 18.40.050, *Special use conditions and chart notes*, the project is subject to a Precise Plan of Design Review, given that it would construct more than 2,500 square feet of new development.

Table 4.11-2, *Limited Industrial Zone Development Standards Consistency Analysis*, details the project's consistency with applicable I-L zone development standards.

Table 4.11-2
Limited Industrial Zone Development Standards Consistency Analysis

Development Standard	I-L Zone Requirement	Project	Does Project Satisfy Requirement?
Lot Frontage and Access	(1, 3)	The project site is part of a larger lot developed with the existing SoCalGas facility. Lot frontage of the existing facility would not be affected by the project.	Yes
Size, Area and Frequency of Zone	5 acres	The 4.5-acre project site is located within the greater 34.34-acre existing SoCalGas facility lot.	Yes
Yard Setbacks			
Front	25 feet	Assuming the front yard of the lot is to the east along Rosemead Boulevard and Manzanar Avenue/Shade Lane, the project would provide a 104.5-foot front yard setback.	Yes
Side	20 feet	Assuming the side yard of the lot is located to the south along Maxine Street, the project would provide a 188-foot side yard setback.	Yes
Rear	5 feet	Assuming the rear yard of the lot is located to the west, adjacent to the Ellen Ochoa Preparatory Academy, the project would provide a 962-foot rear yard setback when measured from the western building end to the western lot line. It is acknowledged that other existing buildings are located between the proposed building and the western lot line.	Yes
Building Height	38 feet (28, 48)	As noted in Table Note 48, the proposed building height may be increased one foot for each one foot setback from the front property line, in addition to the required setback (25 feet). Given that the proposed building would be setback approximately 104.5 feet from the front yard property line, the building height is allowed to be 79 feet higher than 38 feet (maximum of 115 feet). The proposed building would be 46 feet in height and all rooftop telecommunications equipment would be screened from public view via parapets.	Yes
Lot Coverage	60%	The entire SoCalGas facility lot is approximately 1,495,849 square feet and existing building footprint areas total approximately 282,067 square feet. The proposed office	Yes

Development Standard	I-L Zone Requirement	Project	Does Project Satisfy Requirement?
		building would have a 45,000-square foot building footprint and thus, would result in a new lot coverage of approximately 22 percent.	
Fences, Hedges and Walls	(32-a, c, d, f, i)	Existing eight-foot tall concrete masonry walls are located along the eastern and southern perimeter of the project site. The project would not alter the existing walls and no additional fencing, hedges, or walls are proposed.	Yes
Other Conditions, Requirements and Use Limitations	(34-39, 44, 45, 50, 53, 57)	The project would be required to comply with the applicable requirements listed, including undergrounding all utilities (34), concealing all building drainage gutters and downspouts (35), enclosing all building mechanical equipment (36), connecting to the City's sewer network (37), constructing any required street improvements (38), and ensuring proper drainage on-site (39). An enclosed trash area would be provided within the proposed surface parking lot for the new office building (44). The new enclosure would be designed and constructed of materials compatible with the main building structure. The office building would be entirely enclosed (45). Construction activities would be limited to the hours of 7:00 a.m. to 7:00 p.m. (50). The proposed landscaping would be required to comply with the City's water efficient landscaping provisions (53). Lastly, the project would be required to pay the applicable fees towards the City's public image enhancement program (57).	Yes

Notes: The numbers provided in parentheses correlate with the table notes in Municipal Code Section 18.42.050, *Special use conditions and chart notes*, as reproduced below. Only table notes applicable to the project are included.

(1) Every lot shall have and maintain frontage along a publicly dedicated and improved street, and shall have unobstructed access to such street or to a publicly dedicated and improved alley.

(3) In the case when development occurs on a corner or reverse corner lot that has frontage along a major, secondary, collector or local street, or any combination thereof, as designated and defined in the Circulation Element of the General Plan, the front lot line and permitted vehicular access to such lot shall be determined by that portion of the lot congruent with the right-of-way of the street designated as having the highest classification of traffic-generating capacity. All other lot lines shall be relative to such determined front lot as set forth herein.

(28) No building or structure shall exceed this maximum building height, except in the case where the architectural design of a roof structure enhances the overall design features, such roof may project above the maximum height not more than six feet. Mechanical equipment, communications antennae or masts, chimneys, plumbing riser pipes, ventilators and similar such facilities located on or extending above the surface of any roof structure shall not be installed, placed, erected or maintained above the maximum building height permitted except for amateur radio/citizen band radio antenna and antenna support structures which shall be regulated by Section 18.40.050(B)(38). Any such facilities located on or extending above the roof surface shall be adequately screened and/or so designed as to present the monolithic visual appearance of being a part or feature of the building or structure that such facilities are intended to serve.

(32) Fences, Hedges and Walls. Fences, hedges and walls may be located anywhere on the lot subject to the following requirements:
a. A non-solid fence or wall not exceeding four and one-half feet in height may be permitted in any required front yard building setback area. Solid fences, walls and solid hedges shall not exceed three and one-half feet in height in the front yard setback. Pilasters of four and one-half feet in height constructed alongside and/or front property lines located adjacent to any driveway shall maintain a ten-foot setback from the front and/or side property line. Pilasters of four and one-half feet in height located along the front property line shall also maintain a ten-foot setback from the outside edge of any driveway. Non-solid walls greater than four and one-half feet in height within any required front yard, shall be subject to a precise plan of design, as set forth in Article I of Chapter 18.48 of this title.

Development Standard	I-L Zone Requirement	Project	Does Project Satisfy Requirement?

c. A fence, hedge or wall not exceeding six feet in height may be permitted anywhere on the lot to the rear of the required front yard building setback area.
d. In the case where a masonry wall is used, the appropriate number of courses necessary for construction thereof may be used for determining the maximum height permitted that would substantially conform with the provisions herein.
f. Whenever a lot located in the R-M zone abuts a lot in the O-S, R-E or S-F zone, a six-foot high, solid masonry wall shall be constructed, installed and erected continuously along all side and/or rear property lines abutting such O-S, R-E or S-F zoned property, except within any required front yard, in which case such wall shall be incrementally reduced to a height of not more than two and one-half feet within the front fifteen feet of the lot. In all cases, a building permit shall be obtained for the design and construction of the wall. If any alley intervenes, the required wall shall be located either on the R-M zoned property contiguous to the alley right-of-way, or on the O-S, R-E or S-F zoned property contiguous to the alley right-of-way.
i. Fence height may be exceeded up to ten feet in any zone provided there is a public safety issue associated with the increase and shall only be approved with a precise plan of design if a conditional use permit is not required as part of a larger development.

(34) Underground Utilities. All utility services and appurtenances, including electrical and communication services, shall be installed and located underground within the boundaries of the subject property, and shall be completely concealed from view. In no case shall there be any new or additional overhead electrical or communication facilities or utility poles placed, installed or erected in order to provide underground utility service facilities. However, when building permits are issued for additions, undergrounding shall be required where practical when the addition exceeds fifty percent of the floor area of the existing residence. The practicality of undergrounding shall be determined by the director of community development or designated representative.

(35) Drainage Gutters and Downspouts. All building drainage gutters and downspouts located on the exterior wall of any building or structure shall be of ornamental design or such gutters and downspouts shall be completely concealed inside the building or structure.

(36) Mechanical Equipment. All mechanical equipment located on rooftop, ground level, or anywhere on the building or structure, shall be completely enclosed so as not to be visible from any public street and/or adjacent property with the exception of subsections a-c below. All other appurtenances of any type whatsoever, including plumbing vents located on the rooftop shall be painted to match the color of the roofing material. Multiple plumbing vents shall be combined wherever possible. Any metal chimney exceeding eight inches in diameter shall require screening designed to be an integral part of the dwelling. Plumbing pipes and vents shall be located within the structure or concealed to appear as part of the main dwelling.
a. Exterior relocation of water heaters may be permitted for single-family residential and single-family residential estate zoned properties provided that the water heater is placed along the rear half of the building and located within a metal or stucco enclosure painted to match their residence. Exposed vent pipes shall be painted to match the dwelling. Residential additions may incorporate water heaters within the structure.
b. Roof-mounted air-conditioning units shall not be permitted for single-family residential and single-family residential estate zoned properties unless the unit is physically unable to be installed in a ground-mounted location as determined by the building official.
c. Residential ground-mounted air-conditioning units shall be installed along the rear building wall or side yard, provided that a three foot side yard setback is maintained and screened from any public right-of-way view of single-family residential estate zoned properties. Exposed heating and air conditioning ducts shall be concealed to appear as part of the main structure.
d. Residential window air-conditioning ducts shall be permitted without screening provisions for single-family residential and single-family residential estate zoned properties
e. New industrial and commercial development must screen roof-mounted equipment by a parapet wall on all sides of the building. Roof mounted equipment change outs must be screened by a parapet wall on all sides of the building unless it is determined by the community and economic development director to be a financial hardship. Accessory equipment such as ground-mounted modular equipment, vent pipes, stacks, catwalks or similar equipment to be painted to match building. Solid architectural or landscape screening may be required if accessory equipment is visible from neighboring residential or commercial property, or public right-of-way, subject to zoning administrator approval.

(37) Sewerage. All property shall be served by and connected to a public sanitary sewer approved by and to the satisfaction of the city engineer.

(38) Street Improvements. Any owner, lessee or agent proposing to develop any lot, or arranging for the construction of a building, dwelling or other structure, or portion thereof, on such lot shall also construct and install or cause to be constructed or installed all off-site improvements, as set forth in Chapter 12.44 of this code.

(39) Drainage. All property shall be graded to drain to such drainage facilities as may be approved by the city engineer. A grading and/or drainage plan shall be prepared, submitted to and approved by the building and safety division of the department of building and planning, and such grading and/or drainage shall take place in accordance with such approved plan. Any change in grading and/or drainage shall first be approved by the director of building and planning and/or the city engineer prior to the commencement of such grading and/or drainage project.

Development Standard	I-L Zone Requirement	Project	Does Project Satisfy Requirement?
(44) Trash Area Requirements. There shall be not less than thirty-six square feet of enclosed trash area for every five thousand square feet of gross building floor area or fraction thereof, and such trash area enclosure shall be designed and constructed of materials compatible with the main building structure. (45) Uses of Land Restricted. Except for off-street parking and loading facilities, every permitted use of land shall be conducted within an entirely enclosed building unless specifically permitted in Section 18.40.040(D) and (E). (48) The building height may be increased one foot for each one foot setback from the front property line, in addition to the required setback. (50) All construction activities on any lot or parcel shall take place only between the hours of seven a.m. and seven p.m. except for purposes of emergencies. (53) Development to comply with water efficient landscaping provisions set forth in Chapter 13.90 of this code. (57) New construction must comply with Article II of this chapter, the public image enhancement program.			
Source: City of Pico Rivera, *Pico Rivera Municipal Code*, current through Ordinance 1147 and the November 2021 code supplement, 2021.			

The existing SoCalGas facility is required to provide 472 spaces and currently provides 674 spaces (surplus of 202 spaces). Per the Municipal Code, implementation of the project is required to provide 175 parking spaces, which would bring the required spaces for the whole facility to 647 spaces (472 existing required spaces plus 175 new required spaces). The project would remove a total of 510 spaces, and construct 219 new parking spaces for the new office building. As shown in Table 2-1, *Proposed Parking*, and as depicted in Exhibit 2-4, *Available Site Parking*, the project also includes the re-striping of existing parking lot and paved areas within the project site to accommodate an additional 312 parking spaces within the project site, which is 48 more parking spaces than the Municipal Code requirement of 647 spaces. Accordingly, the project would meet the City's off-street parking standards.

As described in greater detail in Response 4.17(c), the *Traffic Operations Report*[1] prepared for the project determined that the intersection of Rosemead Boulevard and the SoCalGas Driveway would exceed capacity utilizing standard trip generation rates. This would result in an exceedance of the minimum level of service (LOS) contained within Section 10.20.030 of the Municipal Code, established for the purpose of transportation safety. However, due to the unknown factors surrounding the actual number of employees that would use this intersection during peak hours (e.g., future travel behaviors associated with flexible working hours [employees not working a standard 8 AM to 5 PM shift], telecommuting, compressed work weeks, etc.), the Applicant anticipates that actual trip generation rates for the project would be lower. Therefore, the installation of a traffic signal is not recommended at this time. In addition, there is one right-turn lane and one left-turn lane exiting the site. Exiting the site, the majority of traffic volumes make right turns (77) and the number of left-turn movements (50) do not justify the installation of a signal at this location, as described in more detail in the project's *Traffic Operations Report*.[2] Notwithstanding, in order to ensure an unsafe condition does not arise, implementation of Mitigation Measure TRA-2 would require the project Applicant to retain a qualified Traffic Engineer to evaluate the project driveway to determine if the vehicle queue (at the Rosemead Boulevard and SoCalGas Driveway intersection) has resulted in an unsafe traffic condition. This evaluation would be required to be conducted pursuant to the California Manual on Uniform Traffic Control Devices and approved by the City Engineer. This evaluation, including a review of post-opening crash data and driveway counts, is required to determine if additional safety improvements (e.g., traffic slowing devices, installation of a traffic signal, etc.) are needed to ensure traffic safety. Should the evaluation determine that additional safety improvements are necessary, such improvements are required to be be paid in full by the Applicant. With the implementation of Mitigation Measure TRA-2, the project would have a less than significant impact related to this threshold.

1 Michael Baker International, *Traffic Operations Report SoCalGas – Office Building Project,* July 19, 2022.
2 Ibid.

Mitigation Measures: Refer to Mitigation Measure TRA-2 in Section 4.17, *Transportation*.

This page intentionally left blank.

4.12 MINERAL RESOURCES

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

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

No Impact. The primary focus of the Mineral Resources Project, administered by the California Department of Conservation's California Geological Survey (CGS), is to classify lands throughout the State that contain regionally significant mineral resources as mandated by State law. According to the CGS, the project site is not located within a Mineral Resource Zone or within any areas of the City identified as containing mineral resources of regional significance.[1] In addition, according to the City's General Plan, there are no known mineral resources located within the City. Therefore, no impacts related to the loss of availability of a known mineral resource would occur.

Mitigation Measures: No mitigation is required.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. Refer to Response 4.12(a), above. No known mineral resources are located within the City, and no impacts pertaining to the loss of availability of a locally-important mineral resources recovery site would occur.

Mitigation Measures: No mitigation is required.

[1] California Department of Conservation, *CGS Information Warehouse: Mineral Land Classification*, https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc, accessed April 26, 2022.

This page intentionally left blank.

4.13 NOISE

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		✓		
b. Generation of excessive groundborne vibration or groundborne noise levels?		✓		
e. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓

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

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

There are a number of metrics used to characterize community noise exposure, which fluctuate constantly over time. One such metric, the equivalent sound level (L_{eq}), represents a constant sound that, over the specified period, has the same sound energy as the time-varying sound. Noise exposure over a longer period of time is often evaluated based on the Day-Night Sound Level (L_{dn}). This is a measure of 24-hour noise levels that incorporates a 10-dBA penalty for sounds occurring between 10:00 p.m. and 7:00 a.m. The penalty is intended to reflect the increased human sensitivity to noises occurring during nighttime hours, particularly at times when people are sleeping and there are lower ambient noise conditions. Typical L_{dn} noise levels for light and medium density residential areas range from 55 dBA to 65 dBA. Similarly, Community Noise Equivalent Level (CNEL) is a measure of 24-hour noise levels that incorporates a 5-dBA penalty for sounds occurring between 7:00 p.m. and 10:00 p.m. and a 10-dBA penalty for sounds occurring between 10:00 p.m. and 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively.

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

source closer to the receiver, sound enhancements caused by reflections, and focusing caused by various meteorological conditions.

REGULATORY SETTING

State of California

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

City of Pico Rivera

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

- **Goal 11.1**: An acceptable noise environment for existing and future residents that also meets the business needs of the community.
    - **Policy 11.1-1: Land Use Compatibility**. Strive to achieve and maintain land use patterns that are consistent with the noise compatibility guidelines set forth in [General Plan] Table 11-1 (Table 4.13-1, *City of Pico Rivera Maximum Allowable Environmental Noise Standards*).

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Notes: VdB= Vibration Velocity Level
Vibration levels are measured in or near the vibration-sensitive use.
a. "Frequent Events" is defined as more than 70 vibration events of the same source per day.
b. "Occasional Events" is defined as between 30 and 70 vibration events of the same source per day.
c. "Infrequent Events" is defined as fewer than 30 vibration events of the same source per day.
d. This criterion limit is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes. Vibration-sensitive manufacturing or research will require detailed evaluation to define the acceptable vibration levels.

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

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

Chapter 8.40 Noise

8.40.010 Unnecessary noises prohibited.

> *A. No person shall make, cause or suffer, or permit to be made, upon any premises owned, occupied or controlled by him, any unnecessary noises or sounds which are physically annoying to persons of ordinary sensitiveness, or which are so harsh or so prolonged or unnatural or unusual in their use, time or place as to occasion physical discomfort to the inhabitants of any neighborhood.*

Chapter 18.42 Property Development Regulations

18.42.050 Special use conditions and chart notes.

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

EXISTING CONDITIONS

Existing Mobile Sources

The majority of the existing noise from mobile sources in the project area is generated from vehicle sources along Rosemead Boulevard to the east, Paramount Boulevard to the west, and Slauson Avenue to the north of the project site. Mobile source noise was modeled using the Federal Highway Administration's Highway Noise Prediction Model (FHWA RD-77-108), which incorporates several roadway and site parameters. The model does not account for ambient noise levels. Noise projections are based on modeled vehicular traffic as derived from the *SoCalGas – Office Building Project Vehicle Miles Traveled (VMT) Assessment Memorandum* (VMT Memorandum) prepared by Michael Baker International (Michael Baker) and dated June 8, 2022; refer to Appendix G, Vehicle Miles Traveled Memorandum. As shown in Table 4.13-3, *Existing Traffic Noise Levels*, mobile noise sources in the vicinity of the project site range from 64.3 dBA to 67.1 dBA at 100 feet from roadway centerline. The modeling results are included in Appendix F, *Noise Data*.

Table 4.13-3
Existing Traffic Noise Levels

Roadway Segment	Existing Conditions				
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)		
			70 CNEL Noise Contour	65 CNEL Noise Contour	60 CNEL Noise Contour
Washington Boulevard					
Between Paramount Blvd and Rosemead Blvd	35,552	66.2	-	120	258
East of Rosemead Blvd	35,704	66.2	-	120	259
Slauson Avenue					
Between Telegraph Rd and Paramount Blvd	31,723	65.4	-	106	228
Between Paramount Blvd and Rosemead Blvd	29,909	65.4	-	106	229
East of Rosemead Blvd	33,670	65.9	-	115	248
Telegraph Road					
Between Slauson Avenue and Paramount Blvd	33,003	67.0	63	135	292
Between Paramount Blvd and Rosemead Blvd	21,853	65.2	-	103	221
East of Rosemead Blvd	28,357	65.2	-	103	222
Paramount Boulevard					
Between Washington Blvd and Slauson Ave	24,811	65.6	-	110	237
Between Slauson Ave and Telegraph Rd	18,839	64.3	-	90	194
Between Telegraph Rd and I-5 Westbound Ramps	36,043	67.1	64	138	298
Rosemead Boulevard					
Between Washington Ave and Slauson Ave	27,822	64.8	-	97	210
Between SoCalGas Driveway and Telegraph Rd	27,161	64.7	-	96	207

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

Source: Based on traffic data within the *SoCalGas – Office Building Project Traffic Operations Report (TOR)*, prepared by Michael Baker, dated July 19, 2022.

Existing Stationary Sources

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

Noise Measurements

In order to quantify existing ambient noise levels in the project area, Michael Baker conducted three short-term noise measurements on November 4, 2021; refer to Table 4.13-4, *Noise Measurements*. The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the project site. The ten-minute measurements were taken between 9:00 a.m. and 10:30 a.m. Exhibit 4.13-1, *Noise Measurement Locations*, depicts the location of the noise measurements.

Source: Google Earth Pro, September 2021

NOT TO SCALE

Michael Baker INTERNATIONAL

01/2022 JN 181857

SOCALGAS OFFICE BUILDING PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Noise Measurement Locations

Exhibit 4.13-1

Table 4.13-4
Noise Measurements

Site No.	Location	L_{eq} (dBA)	L_{min} (dBA)	L_{max} (dBA)	Peak (dBA)	Time
1	Intersection of Maxine Street and Manzanar Avenue, the corner of 8254 Manzanar Avenue.	56.6	44.9	72.0	91.1	10:03 a.m.
2	Cul-de-sac of Maxine Street, in front of the residence at 8201 Birchbark Ave.	53.4	43.8	65.9	84.1	10:20 a.m.
3	Bus stop near the intersection of Aero Drive and Rosemead Boulevard.	75.1	53.1	93.2	116.0	9:28 a.m.
Source: Michael Baker, November 4, 2021.						

Meteorological conditions when the measurements were taken were cloudy skies, cool temperatures, with moderately light wind speeds (less than five miles per hour), and low humidity. Measured noise levels during the daytime measurements ranged from 53.4 to 75.1 dBA L_{eq}. The sources of peak noise are aircraft and traffic along Rosemead Boulevard. Noise monitoring equipment used for the ambient noise survey consisted of a Brüel & Kjær Hand-held Analyzer Type 2250 equipped with a Type 4189 pre-polarized microphone. The monitoring equipment complies with applicable requirements of the American National Standards Institute (ANSI) for Type I (precision) sound level meters. The results of the field measurements are included in Appendix F.

Sensitive Receptors

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

IMPACT ANALYSIS

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

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

SHORT-TERM NOISE IMPACTS

Construction activities generally are temporary and have a short duration, resulting in periodic increases in the ambient noise environment. Construction activities would include demolition, grading, building construction, paving, and architectural coating. Ground-borne noise and other types of construction-related noise impacts typically occur during the initial demolition and earthwork phase. This phase of construction has the potential to create the highest levels of

noise. Typical noise levels generated by construction equipment are shown in Table 4.13-5, *Maximum Noise Levels Generated by Construction Equipment*. It should be noted that the noise levels identified in Table 4.13-5 are maximum sound levels (L_{max}), which are the highest individual sound occurring at an individual time period. Operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be due to random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts).

Table 4.13-5
Maximum Noise Levels Generated by Construction Equipment

Type of Equipment	Acoustical Use Factor[1]	L_{max} at 50 Feet (dBA)	L_{max} at 20 Feet (dBA)
Concrete Saw	20	90	98
Crane	16	81	89
Concrete Mixer Truck	40	79	87
Backhoe	40	78	86
Dozer	40	82	90
Excavator	40	81	89
Forklift	40	78	86
Paver	50	77	85
Roller	20	80	88
Tractor	40	84	92
Water Truck	40	80	88
Grader	40	85	93
General Industrial Equipment	50	85	93

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

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

Construction noise is difficult to quantify because of the many variables involved, including the specific equipment types, size of equipment used, percentage of time each piece is in operation, condition of each piece of equipment, and number of pieces that would operate on the site. The potential for construction-related noise to affect nearby sensitive receptors would depend on the location and proximity of construction activities to these receptors. The closest sensitive receptors to the project site are the single-family residential uses immediately to the south of the project site. There would be a 20 foot side yard setback between the project site and southern sensitive receptors. As shown in Table 4.13-5, the noise would be as loud as 98 dBA during project construction, which could result in a potentially significant impact. However, the City's Municipal Code Section 18.42.050 exempts construction activities from the noise standard providing that such activities take place between the hours of 7:00 a.m. to 7:00 p.m. except for purposes of emergencies, of which the project would adhere. Thus, construction activities would be conducted during allowable hours, per the Municipal Code. These permitted hours of construction are required in recognition that construction activities undertaken during permitted hours are a typical part of living in an urban environment and do not cause a significant disruption. In compliance with General Plan Policy 11.3-1 and in order to ensure that noise generated during construction of the project would be lessened to the furthest extent possible, the project would be required to implement Mitigation Measure NOI-1. Mitigation Measure NOI-1 would require the project applicant to prepare a construction noise mitigation plan that incorporates best management practices during construction and ensure nuisances do not occur. Implementation of Mitigation Measure NOI-1 would further minimize impacts from construction noise as it requires construction equipment to be equipped with properly operating and maintained mufflers and other State-required noise attenuation devices such as noise shielding device. The installation of muffler and noise shielding equipment would reduce the construction noise to 93 dBA as the combination of muffling devices and noise shielding shall be capable of reducing noise by at least 5 dBA from non-muffled and shielded noise level. Thus, with implementation of Mitigation Measure NOI-1, impacts would be reduced to less than significant levels.

CONSTRUCTION TRUCK NOISE IMPACTS

In addition to construction noise on-site, construction activities would also cause increased noise along access routes to and from the site due to movement of equipment and workers, as well as haul trips. There would be a relatively high single-event noise exposure potential at a maximum level of 87 dBA L_{max} with trucks passing at 50 feet from receptors along roadway segments leading to the project site. The City would attempt to balance earthwork on the site to the greatest extent practical to minimize the offsite importation of soil. However, the current estimate of 7,000 cubic yards of soil would require 1,122 trucks-loads to the site from offsite. According to the CalEEMod Output, it is anticipated that project construction would generate a maximum of 51 hauling trips per day, 171 worker trips per day, and 39 vendor trips per day. As a result, mobile source noise would increase along access routes to and from the project site during construction, mainly Rosemead Boulevard.

Based on traffic data provided in *SoCalGas – Office Building Project Traffic Operations Report* (TOR), prepared by Michael Baker, dated July 19, 2022, existing traffic in the project vicinity consists of 27,822 average daily trips along Rosemead Boulevard (between Washington Avenue and Slauson Avenue), 27,161 average daily trips along Rosemead Boulevard (between SoCalGas Driveway and Telegraph Road). Therefore, existing traffic in the project vicinity ranges from 27,161 to 27,822 average daily trips along Rosemead Boulevard. The project would result in a maximum of 261 total trips per day (i.e., hauling, worker, and vendor trips) due to the overlap in the demolition and grading phases. Per Caltrans Technical Noise Supplement, a doubling of traffic volumes would result in a 3 dB increase in traffic noise levels, which is barely detectable by the human ear.[1] Thus, the project's construction trips would not double existing traffic volumes and any increase in traffic noise levels would be imperceptible. Further, City's Municipal Code Section 18.42.050 exempts construction activities from the noise standard providing that such activities take place between the hours of 7:00 a.m. to 7:00 p.m. except for purposes of emergencies, of which the project would adhere. Therefore, upon compliance with the City's allowable construction hours (Municipal Code Section 18.42.050). Therefore, short-term haul truck noise impacts from construction traffic would be less than significant.

LONG-TERM NOISE IMPACTS

Off-Site Mobile Noise

Future development generated by the project would result in additional traffic on adjacent roadways, thereby increasing vehicular noise in the vicinity of existing and proposed land uses. According to the *Highway Traffic Noise Analysis and Abatement Policy and Guidance*, a doubling of traffic volumes would result in a 3 dB increase in traffic noise levels, which is barely detectable by the human ear.[2] According to the VMT Memorandum, the project would generate approximately 1,146 total daily trips, including 150 trips during the a.m. peak hour and 148 trips during the p.m. peak hour.

Existing Conditions

According to Table 4.13-6, *Existing Conditions Traffic Noise Levels*, under the "Existing" scenario, noise levels at a distance of 100 feet from the roadway centerline would range from approximately 64.3 dBA to 67.1 dBA, with the highest noise levels occurring along Paramount Boulevard between Telegraph Road and I-5 Westbound Ramps. The "Existing With Project" scenario noise levels at a distance of 100 feet from the roadway centerline would also range from approximately 64.3 dBA to 67.1 dBA, with the highest noise occurring along the same roadway segment. As shown in Table 4.13-6, the noise levels would result in a maximum increase of 0.1 dBA as a result of the project. This increase in noise would occur along Rosemead Boulevard between SoCalGas Driveway and Telegraph Road. As this noise level increase is below 3.0 dBA[3], a less than significant mobile noise impact would occur.

[1] California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013.

[2] U.S. Department of Transportation, *Highway Traffic Noise Analysis and Abatement Policy and Guidance, updated August 24, 2017*, https://www.fhwa.dot.gov/environMent/noise/regulations_and_guidance/polguide/polguide02.cfm, accessed December 7, 2021.

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

Table 4.13-6
Existing Conditions Traffic Noise Levels

Roadway Segment	Existing					Existing With Project					Difference in dBA @ 100 Feet from Roadway
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)			ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)			
			70 CNEL Noise Contour	65 CNEL Noise Contour	60 CNEL Noise Contour			70 CNEL Noise Contour	65 CNEL Noise Contour	60 CNEL Noise Contour	
Washington Boulevard											
Between Paramount Blvd and Rosemead Blvd	35,552	66.2	-	120	258	35,609	66.2	-	120	258	0.0
East of Rosemead Blvd	35,704	66.2	-	120	259	35,761	66.2	-	120	259	0.0
Slauson Avenue											
Between Telegraph Rd and Paramount Blvd	31,723	65.4	-	106	228	31,792	65.4	-	106	228	0.0
Between Paramount Blvd and Rosemead Blvd	29,909	65.4	-	106	229	30,024	65.4	-	107	230	0.0
East of Rosemead Blvd	33,670	65.9	-	115	248	33,842	65.9	-	115	249	0.0
Telegraph Road											
Between Slauson Avenue and Paramount Blvd	33,003	67.0	63	135	292	33,060	67.0	63	135	292	0.0
Between Paramount Blvd and Rosemead Blvd	21,853	65.2	-	103	221	21,910	65.2	-	103	222	0.0
East of Rosemead Blvd	28,357	65.2	-	103	222	28,472	65.2	-	103	223	0.0
Paramount Boulevard											
Between Washington Blvd and Slauson Ave	24,811	65.6	-	110	237	24,834	65.6	-	110	237	0.0
Between Slauson Ave and Telegraph Rd	18,839	64.3	-	90	194	18,862	64.3	-	90	194	0.0
Between Telegraph Rd and I-5 Westbound Ramps	36,043	67.1	64	138	298	36,066	67.1	64	138	298	0.0
Rosemead Boulevard											
Between Washington Ave and Slauson Ave	27,822	64.8	-	97	210	27,994	64.9	-	98	211	0.0
Between SoCalGas Driveway and Telegraph Rd	27,161	64.7	-	96	207	27,849	64.8	-	97	210	0.1

Notes: ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level; - = Contour located within the roadway right of way.
Source: Based on traffic data within the *SoCalGas – Office Building Project Traffic Operations Report (TOR)*, prepared by Michael Baker, dated July 19, 2022.

Opening Year Conditions

The "Opening Year Without Project" and "Opening Year With Project" scenarios were compared (opening year has been analyzed as 2023). According to Table 4.13-7, *Opening Year Conditions Traffic Noise Levels*, under the "Opening Year Without Project" scenario, the noise levels would range from approximately 64.4 dBA to 67.1 dBA, with the highest noise levels occurring along Paramount Boulevard between Telegraph Road and I-5 Westbound Ramps. Under the "Opening Year With Project" scenario, the noise levels would also range from approximately 64.4 dBA to 67.1 dBA, with the highest noise levels occurring along the same roadway segment. As shown in Table 4.13-7, the noise levels would result in a maximum increase of 0.1 dBA as a result of the project. This increase in noise would occur along Rosemead Boulevard between SoCalGas Driveway and Telegraph Road. As this noise level increase is below 3.0 dBA, a less than significant mobile noise impact would occur in opening year.

Table 4.13-7
Opening Year Conditions Traffic Noise Levels

Roadway Segment	Opening Year Without Project					Opening Year With Project					Difference in dBA @ 100 Feet from Roadway
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)			ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)			
			70 CNEL Noise Contour	65 CNEL Noise Contour	60 CNEL Noise Contour			70 CNEL Noise Contour	65 CNEL Noise Contour	60 CNEL Noise Contour	
Washington Boulevard											
Between Paramount Blvd and Rosemead Blvd	35,836	66.2	-	120	259	35,894	66.2	-	121	260	0.0
East of Rosemead Blvd	35,990	66.2	-	121	260	36,047	66.2	-	121	260	0.0
Slauson Avenue											
Between Telegraph Rd and Paramount Blvd	31,977	65.4	-	106	229	32,046	65.4	-	106	229	0.0
Between Paramount Blvd and Rosemead Blvd	30,148	65.4	-	107	230	30,263	65.4	-	107	231	0.0
East of Rosemead Blvd	33,939	65.9	-	116	249	34,111	66.0	-	116	250	0.0
Telegraph Road											
Between Slauson Avenue and Paramount Blvd	33,267	67.0	63	136	293	33,324	67.0	63	136	293	0.0
Between Paramount Blvd and Rosemead Blvd	22,028	65.2	-	103	223	22,085	65.2	-	104	223	0.0
East of Rosemead Blvd	28,584	65.2	-	104	223	28,698	65.2	-	104	224	0.0
Paramount Boulevard											
Between Washington Blvd and Slauson Ave	25,009	65.6	-	110	238	25,032	65.7	-	111	238	0.0
Between Slauson Ave and Telegraph Rd	18,990	64.4	-	91	195	19,013	64.4	-	91	195	0.0
Between Telegraph Rd and I-5 Westbound Ramps	36,331	67.1	64	139	299	36,354	67.1	64	139	299	0.0
Rosemead Boulevard											
Between Washington Ave and Slauson Ave	28,045	64.9	-	98	211	28,216	64.9	-	98	212	0.0
Between SoCalGas Driveway and Telegraph Rd	27,378	64.8	-	96	208	28,066	64.9	-	98	211	0.1

Notes: ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level; - = Contour located within the roadway right of way.
Source: Based on traffic data within the *SoCalGas – Office Building Project Traffic Operations Report (TOR)*, prepared by Michael Baker, dated July 19, 2022.

Cumulative Mobile Source Impacts

A project's contribution to a cumulative traffic noise increase would be considered significant when the combined effect exceeds perception level (i.e., auditory level increase) threshold. The combined effect compares the "Forecast Cumulative With Project" condition to "Existing" conditions. This comparison accounts for the traffic noise increase generated by a project combined with the traffic noise increase generated by related projects in the project vicinity. The following criterion has been utilized to evaluate the combined effect of the cumulative noise increase.

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

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

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

A significant impact would result only if both the combined and incremental effects criteria have been exceeded. Noise by definition is a localized phenomenon, and reduces as distance from the source increases. Consequently, only the project and growth due to development in the project site's general vicinity would contribute to cumulative noise impacts. Table 4.13-8, *Cumulative Traffic Noise Levels*, provides traffic noise effects along roadway segments in the project vicinity for "Existing," "Forecast Cumulative Without Project," and "Forecast Cumulative With Project" conditions, including incremental and net cumulative impacts. As indicated in Table 4.13-8, noise levels would not exceed the combined effects criterion of 3.0 dBA or the incremental effects criterion of 1.0 dBA. Therefore, there would not be any roadway segments that would be subject to significant cumulative impacts, as they would not exceed both the combined and incremental effects criteria. Therefore, the project, in combination with cumulative background traffic noise levels, would result in less than significant cumulative impacts.

Table 4.13-8
Cumulative Traffic Noise Levels

Roadway Segment	Existing	Forecast Cumulative Without Project	Forecast Cumulative With Project	Combined Effects	Incremental Effects	Cumulatively Significant Impact?
	dBA @ 100 Feet from Roadway Centerline	dBA @ 100 Feet from Roadway Centerline	dBA @ 100 Feet from Roadway Centerline	Difference In dBA Between Existing and Cumulative With Project	Difference in dBA Between Cumulative Without Project and Cumulative With Project	
Washington Boulevard						
Between Paramount Blvd and Rosemead Blvd	66.2	66.3	66.3	0.2	0.0	***No***
East of Rosemead Blvd	66.2	66.3	66.3	0.1	0.0	***No***
Slauson Avenue						
Between Telegraph Rd and Paramount Blvd	65.4	65.4	65.4	0.0	0.0	***No***
Between Paramount Blvd and Rosemead Blvd	65.4	65.4	65.4	0.1	0.0	***No***
East of Rosemead Blvd	65.9	65.9	66.0	0.1	0.0	***No***
Telegraph Road						
Between Slauson Avenue and Paramount Blvd	67.0	67.0	67.0	0.0	0.0	***No***
Between Paramount Blvd and Rosemead Blvd	65.2	65.2	65.2	0.0	0.0	***No***
East of Rosemead Blvd	65.2	65.2	65.2	0.1	0.0	***No***
Paramount Boulevard						
Between Washington Blvd and Slauson Ave	65.6	65.7	65.7	0.1	0.0	***No***
Between Slauson Ave and Telegraph Rd	64.3	64.4	64.4	0.1	0.0	***No***
Between Telegraph Rd and I-5 Westbound Ramps	67.1	67.2	67.2	0.1	0.0	***No***
Rosemead Boulevard						
Between Washington Ave and Slauson Ave	64.8	64.9	65.0	0.1	0.0	***No***
Between SoCalGas Driveway and Telegraph Rd	64.7	64.8	64.9	0.2	0.1	***No***

Notes: ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level.
Source: Based on traffic data within the *SoCalGas – Office Building Project Traffic Operations Report (TOR)*, prepared by Michael Baker, dated July 19, 2022.

Stationary Noise Impacts

The project proposes construction of an office building. Stationary noise sources associated with the project would include mechanical equipment, outdoor gathering area activities, and parking activities. A discussion of the project's stationary noise sources is provided below.

Mechanical Equipment. HVAC systems typically result in noise levels that average 55 dBA at 50 feet from the source.[4] The nearest sensitive receptors, single-family residential uses, are located approximately 250 feet south of the proposed roof-mounted HVAC units for the office building. At a distance of 250 feet, HVAC noise levels would attenuate to 41 dBA. In addition, the HVAC units would be surrounded by parapet walls that would further reduce the noise level. Therefore, HVAC noise levels would not exceed the City's exterior noise standard of 65 dBA for residential uses; refer to Table 4.13-1. Furthermore, HVAC noise levels would be much lower than the existing ambient noise within the project vicinity (53.4 to 75.1 dBA) as shown in Table 4.13-4. Thus, the project would not result in noise impacts to nearby receptors from HVAC units, and the nearest receptors would not be directly exposed to substantial noise from on-site mechanical equipment. As such, proposed mechanical equipment-related noise impacts would be less than significant.

Outdoor Gathering Area. The project would include two outdoor patios to the east and west of the proposed office building. The outdoor patios have the potential to be accessed by groups of people intermittently. Noise generated by groups of people (i.e., crowds) is dependent on several factors including vocal effort, impulsiveness, and the random orientation of the crowd members. Crowd noise is estimated at 60 dBA at one meter (3.28 feet) away for raised normal speaking.[5] This noise level would have a +5 dBA adjustment for the impulsiveness of the noise source, and a -3 dBA adjustment for the random orientation of the crowd members.[6] Therefore, crowd noise would be approximately 62 dBA at one meter from the source (i.e., the outdoor patios).

The closest sensitive receptors are the single-family residential uses located approximately 150 feet to the east of the outdoor patio located to the east of the proposed office building. At the distance of 150 feet, crowd noise would be reduced to approximately 29 dBA, which would not exceed the City's exterior noise standard of 65 dBA for residential uses; refer to Table 4.13-1. Furthermore, crowd noise levels would be much lower than the existing ambient noise within the project vicinity (53.4 to 75.1 dBA) as shown in Table 4.13-4. Thus, the project would not result in noise impacts to nearby receptors from outdoor gathering activities. As such, proposed outdoor gathering area related noise impacts would be less than significant.

Parking Areas. Traffic associated with parking lots is typically not of sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the CNEL scale. However, the instantaneous maximum sound levels generated by a car door slamming, engine starting up, and car pass-bys may be an annoyance to adjacent noise-sensitive receptors. Estimates of the maximum noise levels associated with some parking lot activities are presented in Table 4.13-9, *Typical Noise Levels Generated by Parking Lots*.

Table 4.13-9
Typical Noise Levels Generated by Parking Lots

Noise Source	Maximum Noise Levels at 50 Feet from Source
Car door slamming	61 dBA L_{eq}
Car starting	60 dBA L_{eq}
Car idling	53 dBA L_{eq}
Source: Kariel, H. G., *Noise in Rural Recreational Environments*, Canadian Acoustics 19(5), 3-10, 1991.	

It should be noted that parking lot noises are instantaneous noise levels compared to noise standards in the CNEL scale, which are averaged over time. As a result, actual noise levels over time resulting from parking lot activities would be far lower than what is identified in Table 4.13-9. Parking lot noise would occur within the on-site surface parking lot adjacent to sensitive receptors to the south. The nearest surface parking lot would be approximately 10 feet from the sensitive receptors. At this distance, parking noise levels would range from 67 to 75 dBA, based on data provided in Table 4.13-9 and considering distance attenuation. In addition, there is an approximate eight-foot wall between the

4 U.S. Environmental Protection Agency, *Community Noise*, 1971.
5 M.J. Hayne, et al, *Prediction of Crowd Noise*, Acoustics, November 2006.
6 Ibid.

project site and the nearest sensitive receptors, which would provide a minimum attenuation of 8 dBA, reducing the parking noise levels to 59 to 67 dBA.[7] While parking lot noise may be as loud as 67 dBA, parking lot noise currently exists within the existing surface parking lot on-site. Therefore, the proposed parking activities would not result in substantially greater noise levels than existing conditions in the project vicinity. Thus, noise generated from parking lots near the sensitive receptors would be short-term and would not introduce a new noise source compared to existing conditions. A less than significant impact would occur.

Mitigation Measures:

NOI-1 Prior to issuance of any grading or building permit, the project applicant shall prepare a construction mitigation plan and demonstrate, to the satisfaction of the City of Pico Rivera Public Works Department, that the project complies with the following:

- The construction contractor shall ensure that power construction equipment (including combustion or electric engines), fixed or mobile, shall be equipped with noise shielding and muffling devices (consistent with manufacturers' standards) during the entirety of construction of the project. The combination of muffling devices and noise shielding shall be capable of reducing noise by at least 5 dBA from non-muffled and shielded noise levels. Prior to initiation of construction the contractor shall demonstrate to the city that equipment is properly muffled, shielded and maintained. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

- The construction mitigation plan shall 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.

- Property owners and occupants located within 100 feet of the new office building grading limits shall be sent a notice, at least 15 days prior to commencement of construction, regarding the construction schedule of the project. A sign, visible to the public, shall also be posted at the project construction site. All notices and signs shall be reviewed and approved by the City of Pico Rivera Public Works Department prior to mailing or posting and shall indicate the dates and duration of construction activities, as well as provide a contact name and a telephone number where residents can inquire about the construction process and register complaints.

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

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

[7] Federal Highway Administration, *Roadway Construction Noise Model User's Guide Appendix A*, January 2006.

- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers.
- To the extent feasible, haul routes shall be designed such that the routes do not pass sensitive land uses or residential dwellings.
- In compliance with Pico Rivera Municipal Code Section 18.42.050, construction activities and haul truck deliveries shall only occur between the hours of 7:00 a.m. to 7:00 p.m.

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

Less Than Significant Impact With Mitigation Incorporated.

CONSTRUCTION VIBRATION IMPACTS

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

The types of construction vibration impact include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. The Federal Transit Administration's (FTA) *Transit Noise and Vibration Impact Assessment Manual* identifies various vibration damage criteria for different building classes. This evaluation uses the FTA architectural damage threshold for continuous vibrations at engineered concrete and masonry buildings of 0.2 inch/second PPV. As the nearest structures to project construction areas are residential structures, this threshold is considered appropriate. In addition, the City's General Plan established vibration impact criteria. The construction activities would not be concentrated in one area and cause for more than 30 vibration events per day in the same location. Therefore, the infrequent events vibration impact criteria apply. For residences and buildings where people normally sleep, the infrequent events criteria is 80 VdB; refer to Table 4.13-2. Typical vibration produced by construction equipment is illustrated in Table 4.13-10, *Typical Vibration Levels for Construction Equipment*.

Table 4.13-10
Typical Vibration Levels for Construction Equipment

Equipment	Approximate peak particle velocity at 25 feet (inch/sec)	Approximate peak particle velocity at 100 feet (inch/sec)[1]	Approximate velocity level at 25 feet (VdB)	Approximate velocity level at 100 feet (VdB)[2]
Vibratory Roller	0.210	0.026	94	76
Large bulldozer	0.089	0.011	87	69
Loaded trucks	0.076	0.010	86	68
Jackhammer	0.035	0.004	79	61
Small bulldozer	0.003	<0.001	58	40

Equipment	Approximate peak particle velocity at 25 feet (inch/sec)	Approximate peak particle velocity at 100 feet (inch/sec)[1]	Approximate velocity level at 25 feet (VdB)	Approximate velocity level at 100 feet (VdB)[2]

Notes:
1. Calculated using the following formula:
PPV $_{equip}$ = PPV $_{ref}$ x $(25/D)^{1.5}$
where: PPV $_{equip}$ = the peak particle velocity in in/sec of the equipment adjusted for the distance
PPV $_{ref}$ = the reference vibration level in in/sec from Table 7-4 of the FTA *Transit Noise and Vibration Impact Assessment Guidelines*
D = the distance from the equipment to the receiver
2. Calculated using the following formula:
L $_{v.distance}$ = L $_{vref}$ – 30log(D/25)
where: L $_{v.distance}$ = the root mean square velocity level adjusted for distance
L $_{vref}$ = the source reference vibration level at 25 ft from Table 7-4 of the FTA *Transit Noise and Vibration Impact Assessment Guidelines*
D = the distance from the equipment to the receiver

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual, Table 7-4 Vibration Source Levels for Construction Equipment*, September 2018.

Groundborne vibration decreases rapidly with distance. As indicated in Table 4.13-10, based on the FTA data, vibration velocities from typical heavy construction equipment operations that would be used during project construction range from 0.003 to 0.210 inch/second PPV and from 58 to 94 VdB at 25 feet from the source of activity. Although the nearest structures are single-family residences located approximately 12 feet to the south of the project, most of the construction activities would occur across the northern side of the project site, at least 100 feet from the nearest structures to the south. As shown in Table 4.13-10, the vibration velocities at 100 feet would range from less than 0.001 to 0.026 inch/second PPV and 40 to 76 VdB, which would not exceed the FTA significance threshold for building damage and human annoyance or the City's vibration impact criteria for residences. However, loaded trucks may operate near the southern boundary of the project site, and therefore the vibration velocities at the nearest residential structures may exceed the FTA significance threshold and the City's vibration impact criteria. Such construction-related vibration impacts from trucks could result in a potentially significant impact. As such, Mitigation Measure NOI-2 would be required to reduce vibration impacts to a less than significant level. Mitigation Measure NOI-2 requires that the Construction Traffic Management Plan (TMP) prepared for the project, as required by Mitigation Measure TRA-2, shall include measures to direct construction hauling routes away from the southern boundary of the project site and the loaded trucks shall be at least 45 feet from the nearest structures. At the distance of 45 feet, vibration velocities would be 0.032 inch/second PPV and 78 VdB, which would not exceed the FTA significance threshold for building damage and human annoyance or the City's vibration impact criteria for residences. Therefore, with implementation of Mitigation Measure NOI-2, groundborne vibration impacts would be reduced to less than significant levels.

OPERATIONAL VIBRATION IMPACTS

Operation of the project would not include or require equipment, facilities, or activities that would result in perceptible groundborne vibration. Heavy duty trucks would travel to and from the project site on surrounding roadways. According to the FTA, it is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads.[8] As such, it can be reasonably inferred that the operations of the project would not create perceptible vibration impacts to the nearest sensitive receptors. A less than significant impact would occur pertaining to vibration impacts from operation of the project.

Mitigation Measures:

NOI-2 The following measure shall be incorporated in the Construction Traffic Management Plan (TMP), referenced as Mitigation Measure TRA-2, which is subject to approval by the City of Pico Rivera Public Works Department prior to issuance of a demolition or grading permit (whichever occurs first):

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

- The developer shall ensure construction hauling routes are directed away from the residential structures along the project's southern project boundary, and loaded trucks shall not operate within 45 feet of the residential structures. This measure shall be in enforced around the existing residential structures between the hours of 7:00 a.m. and 7:00 p.m. pursuant to Municipal Code Section 18.42.050.

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

No Impact. The project site is not located within an airport land use plan and there are no public or private airports or airstrips within two miles of the project site. The nearest airport to the project site is the San Gabriel Valley Airport, located at 4233 Santa Anita Avenue in the City of El Monte, approximately 8.7 miles to the northeast. Therefore, project implementation would not expose people residing or working in the project area to excessive airport noise levels. No impact would occur.

Mitigation Measures: No mitigation is required.

This page intentionally left blank.

4.14 POPULATION AND HOUSING

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

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

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

The project would involve the construction of an office building on an existing paved surface parking lot within the existing SoCalGas facility. Employment opportunities resulting from the project could directly increase the City's population, as employees (and their families) may choose to relocate to the City. Estimating the number of future employees who may choose to relocate to the City would be highly speculative, since many factors influence personal housing location decisions (e.g., family income levels and the cost and availability of suitable housing in the local area). Further, many project employees could already live in the City.

The project would employ approximately 259 people. Based on a conservative estimate of 259 employees relocating to Pico Rivera and the City's average household size of 3.76, project implementation could result in a population increase of approximately 973 persons.[1] Based on this information, population growth associated with the project would represent only a 1.5 percent increase above the City's estimated 2021 population of 63,157 persons.[2]

Potential population growth impacts are also assessed based on a project's consistency with adopted plans that have addressed growth management from a local and regional standpoint. The Southern California Association of Governments (SCAG) growth forecasts estimate the City's population to reach 69,100 persons by 2040, representing a total increase of 5,700 between 2016 and 2040.[3] SCAG's regional growth forecasts are based upon long-range development assumptions (i.e., general plans) of the relevant jurisdiction. The project's anticipated population increase (973 persons) would represent approximately 17 percent of the City's anticipated population growth between 2016 and 2040, or 1.4 percent of the City's projected population by the year 2040.

Although the project would result in direct population growth through the provision of new jobs, the project would not induce substantial population growth that would notably exceed existing local conditions (1.5 percent increase over the

1 California Department of Finance Demographic Research Unit, *Report E-5 Population and Housing Estimates for Cities, Counties, and the State*, January 1, 2011-2021, with 2010 Benchmark, Sacramento, California, May 1, 2021.

2 Ibid.

3 Southern California Association of Governments, *2025-2040 RTP/SCS Technical Report, Demographics and Growth Forecast,* September 3, 2020.

City's 2021 population) or regional projections (1.4 percent of the total projected 2040 population of the City). The project would not indirectly lead to substantial unplanned population growth. The project complies with the City's planned growth, since it is consistent with the General Plan land use designation and Municipal Code zoning. As such, the project would result in less than significant impacts pertaining to the potential to induce substantial unplanned population growth in the area.

Mitigation Measures: No mitigation is required.

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

No Impact. There is no existing housing on-site. The project would be constructed on a surface parking lot within the existing SoCalGas facility. Project implementation would not displace any existing housing or persons. Thus, the project would not necessitate the construction of replacement housing elsewhere an no impacts related to substantial housing displacement would occur.

Mitigation Measures: No mitigation is required.

4.15 PUBLIC SERVICES

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

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

1) Fire protection?

Less Than Significant Impact. The Los Angeles County Fire Department (LACoFD) provides fire prevention, protection, and control services to the City of Pico Rivera and the project site. There are three LACoFD stations located in the City.[1] The nearest station to the project site is Fire Station 25, located at 9209 East Slauson Avenue, located approximately 0.46 mile northeast of the site. According to the City's General Plan, the expected average response time for the first arriving LACoFD station is four minutes for 90 percent of incidents.

The project proposes to construct an office building, expanding the existing SoCalGas facility and providing additional planned employment opportunities within the City. However, the potential nominal population growth would not require new or physically altered fire protection facilities, as the proposed use was planned as part of buildout of the General Plan. The project would be subject to payment of development fees to the City and site plan review by both the City and LACoFD. Additionally, the overall project design would be subject to compliance with the requirements set forth in the 2019 California Fire Code (CFC), CBC, and Los Angeles County Code Title 32, *Fire Code*. The project would include features such as fire-resistant construction materials, fire alarm/sprinkler systems, hydrants, and adequate fire access for emergency vehicles. Upon payment of development fees, site plan review, and adherence to local and State regulations, impacts to fire protection services would be less than significant.

Mitigation Measures: No mitigation is required.

2) Police protection?

Less Than Significant Impact. The Los Angeles County Sheriff's Department (LASD) provides law enforcement services to the City. The Sherriff's Department provides one station for the City of Pico Rivera at 6631 Passons

[1] City of Pico Rivera, *Fire Department*, http://www.pico-rivera.org/residents/fire.asp, accessed December 2,2021.

Boulevard, which is approximately 1.48 miles northeast of the project site.[2] According to the General Plan, the expected average response time for LASD is four minutes for 90 percent of incidents.

The project proposes to construct an office building, expanding on the existing SoCalGas facility. The project would provide additional planned employment opportunities within the City. However, the potential nominal population growth would not require new or physically altered police protection facilities. The project would be subject to development fees and site plan review by the City to ensure that it meets City and LASD safety requirements provided under Municipal Code Title 15, *Buildings and Construction*, including unobstructed emergency access and security lighting to minimize potential concerns regarding public safety. Thus, impacts pertaining to police protection would be less than significant.

Mitigation Measures: No mitigation is required.

3) Schools?

Less Than Significant Impact. The area surrounding the project site is served by the El Rancho Unified School District, which includes 14 public schools and two magnet schools in the City of Pico Rivera.[3] Rivera Middle School is located at 7200 Citronell Avenue, approximately 0.8 miles northeast of the project site. Rio Honda Elementary School is located at 8809 Coffman and Pico Road, approximately 1.7 miles north or the project site. The two magnet schools are within a 0.5-mile proximity to the project site: Ellen Ochoa Academy is located at 8110 Paramount Boulevard, situated adjacent to, and west of, the existing SoCalGas facility, and the Magee Academy of Arts and Sciences is located at 8200 Serapis Avenue, approximately 0.32 mile southeast of the project site.

The project proposes to construct an office building, expanding the existing SoCalGas facility, which could result in direct population growth, through employment generation, within the City. However, the project would be subject to the requirements of AB 2926 and SB 50, which allows school districts to collect development impact fees to minimize potential impacts to school districts as a result of new development. Thus, upon payment of development fees by the project Applicant consistent with existing State requirements, impacts to police protection services would be less than significant.

Mitigation Measures: No mitigation is required.

4) Parks?

Less Than Significant Impact. The project does not propose new or physically altered parks or recreational facilities. According to the City of Pico Rivera Parks and Facilities Department, the City maintains eight parks and five community centers, among other recreational programs and services.[4] The nearest park to the project site is Rivera Park, located at 9530 Shade Lane, approximately 0.58 mile east of the project site. The project is not expected to substantially impact the City's existing parks or recreational facilities. Although the project could directly increase population growth, through employment generation, within the project vicinity, the potential increase is not anticipated to generate substantial demands for parkland or other recreational facilities. Less than significant impacts related to park services and facilities would occur.

Mitigation Measures: No mitigation is required.

---

[2] Los Angeles County Sherriff's Department, *Pico Rivera Sherriff's Station,* https://lasd.org/pico-rivera/, accessed December 6,2021.

[3] El Rancho Unified School District, *Our Schools* – El Rancho Unified School District, https://www.erusd.org/apps/pages/index.jsp?uREC_ID=1473231&type=d&pREC_ID=1625802, accessed December 6,2021.

[4] City of Pico Rivera, Parks and Facilities website, http://www.pico-rivera.org/depts/parks/facilities/default.asp, accessed December 6,2021.

5) Other public facilities?

Less Than Significant Impact. Other public services that could potentially be impacted by the project include public libraries. Library services for the City of Pico Rivera are provided by the Pico Rivera Public Library and the Rivera Library. The closest public library to the project site is the Pico Rivera Public Library, located at 9001 Mines Avenue, approximately two miles north of the site. The project is industrial in nature and would not result in substantial impacts to public libraries. As noted above, the project would provide additional planned employment opportunities and could result in direct population growth, through employment generation, within the City. This direct growth could result in additional demand for library services. However, it is not anticipated that long-term operation of the project would require new or physically altered library facilities, the construction of which could cause significant environmental impacts. Therefore, less than significant impacts related to other public facilities (such as library services) would occur.

Mitigation Measures: No mitigation is required.

This page intentionally left blank.

4.16 RECREATION

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

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

Less Than Significant Impact. Refer to Response 4.15(a)(4). The project would not result in a substantial increase in demand for parks or other recreational facilities. The project would lead to an increase in employment and population within the City; however, as concluded in Response 4.14(a), unplanned direct and indirect population growth impacts would be less than significant. As such, impacts related to neighborhood and regional parks or other recreational facilities would be less than significant.

Mitigation Measures: No mitigation is required.

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

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

Mitigation Measures: No mitigation is required.

This page intentionally left blank.

4.17 TRANSPORTATION

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

This section is based upon the *SoCalGas – Office Building Project Vehicle Miles Traveled (VMT) Assessment Memorandum* (VMT Memorandum) prepared by Michael Baker, dated June 8, 2022. The VMT Memorandum is provided as part of Appendix G, *Vehicle Miles Traveled Memorandum*).

EXISTING CONDITIONS

Existing Roadway Network

The following is a description of the major roadways surrounding the project site and the SoCalGas facility:

- Rosemead Boulevard: Rosemead Boulevard is a divided roadway within the City that travels north to south from the northern city limits, near Gallatin Road, to the southern city limits, near Telegraph Road. The roadway is a four-lane divided roadway within the project vicinity, with two travel lanes in each direction. Under the General Plan Circulation Element, Rosemead Boulevard is classified as a Major Arterial roadway. The posted speed limit is 40 mile per hour (mph). On Rosemead Boulevard, from the project driveway to Manzanar Avenue, there is a 100-foot section that permits parking with restrictions, the remainder prohibits parking via red curb. The parking restrictions along the project frontage includes "No Parking" of vehicles over 6 feet in height and "No Parking" from 1:00 a.m. to 5:00 a.m. on Mondays and Thursdays.

- Manzanar Avenue: Manzanar Avenue is a two-lane roadway within the City that connects with Shade Lane and travels north to south into the City of Downey (just north of Interstate 5 [I-5]). The roadway has one lane in each direction. Under the General Plan Circulation Element, Manzanar Avenue is classified as a Collector Street. The posted speed limit is 25 mph. On Manzanar Avenue along the project frontage, parking is permitted except on Fridays from 10:00 a.m. to 3:00 p.m. for street sweeping.

- Maxine Street: Maxine Street is a two-lane roadway within the City that travels east to west. The roadway has one lane in each direction. Under the General Plan Circulation Element, Maxine Street is classified as a Collector Street. The posted speed limit is 25 mph.

- Paramount Boulevard: Paramount Boulevard is a four-lane roadway within the City. It travels north to south from the northern city limits, near Whittier Boulevard to the south near I-5. The roadway has two travel lanes in each direction. Under the General Plan Circulation Element, Paramount Boulevard is classified as a Major

Arterial roadway. The posted speed limit is 40 mph within the study area. Parking is allowed along Paramount Boulevard at various locations within the study area.

- Washington Boulevard: Washington Boulevard is a six-lane roadway within the project vicinity. The roadway travels east to west from Paramount Boulevard to the I-605 interchange. Under the General Plan Circulation Element, Washington Avenue is classified as a Major Arterial roadway. The posted speed limit is 40 mph.

- Slauson Avenue: Slauson Avenue is a six-lane roadway within the project vicinity. It travels east to west from the western City limit, near Paramount Boulevard in the west, to the San Gabriel River in the east. The roadway has three travel lanes in each direction. Under the General Plan Circulation Element, Washington Avenue is classified as a Major Arterial roadway. The posted speed limit is 40 mph.

- Interstate 5 (I-5): I-5 is an interstate highway that runs northwest and southeast along the southern border of the City connecting to the Interstate 710 further north and connecting to the Interstate 605 to the south. Within the project vicinity, the Lakewood Boulevard interchange provides access to the project site to the north. The posted speed limit is 65 mph.

- Interstate 605 (I-605): I-605 is an interstate highway that runs north-south within Southern California from the City of Irwindale in the north to the City of Seal Beach in the south. Within the project vicinity, I-605 is 10-lane facility with 5 lanes in each direction. Interchange access to/from I-605 northbound is provided via hook ramps on Slauson Avenue that connects with Rosemead Boulevard near the project site. The posted speed limit is 65 mph.

Existing Transit Facilities

Public transit access to the project site is provided by the Montebello Bus Lines (MBL) and the Los Angeles Metro (LA Metro). The MBL provides service via bus route 50 at the intersection of Rosemead Boulevard and Washington Boulevard. The LA Metro provides service via bus route 266 (Route 266) near the project site along Rosemead Boulevard. There are two Route 266 transits stops near the main entrance to the project site. The closest Route 266 service bus stop is located on the west side of Rosemead Boulevard, approximately 70 feet south of the SoCalGas main driveway. The second Route 266 transit stop is located on the east side of Rosemead Boulevard approximately 50 feet north of Aero Drive.

Existing Pedestrian and Bicycle Facilities

Non-buffered sidewalks are provided on both sides of Rosemead Boulevard within the project vicinity. According to the *Los Angeles County Bicycle Master Plan* (Bicycle Master Plan) and the General Plan, there are no dedicated bicycle routes within the project area. However, General Plan Circulation Element Figure 5-6, *Existing and Proposed Trail Facilities*, lists Rosemead Boulevard as a proposed Class II Bike Lane.

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

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

Roadways

Refer to Response 4.17 (b) for an analysis of project impacts to roadway capacities.

Transit Facilities

Transit service near the project site is provided by Los Angeles Metro Route 266 and MBL. Metro rail service does not exist in proximity to the project site. General Plan Policy 5.1-6 aims to expand the City's transit system and increase efficiency within the City by requiring new development to contribute funds to area-wide transit improvements. Additionally, the project would not interfere or conflict with Los Angeles Metro or MBL transit service or stops within the site vicinity. As such, the project would remain consistent with local and regional programs and policies pertaining to public transit. A less than significant impact to transit facilities would result.

Bicycle and Pedestrian Facilities

The General Plan Circulation Element Policies 5.4-1 and 5.4-4 aim to encourage safe and continuous bicycle and pedestrian facilities/networks and provide parking to promote active transportation in the City. The project would not result in direct impacts to bicycle and pedestrian facilities on or surrounding the project site. Rather the project would provide improvements to existing bicycle and pedestrian facilities within the project site. A pedestrian sidewalk would be constructed along the building perimeter, three new pedestrian crossings would be installed in the proposed parking lot, and existing pedestrian crossings at the internal access road would be restriped to connect to the project. These improvements would provide a continuous pedestrian network on-site and within the SoCalGas facility. The project would also provide 164 square feet of on-site bicycle storage. Accordingly, the project would remain consistent with City policies pertaining to pedestrian and bicycle facilities. A less than significant impact to bicycle and pedestrian facilities would result.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact With Mitigation Incorporated. The VMT Memorandum prepared for the project follows the CEQA guidance for determining transportation impacts in accordance with SB 743. The City has not yet established VMT analysis procedures at this time; therefore, this analysis was conducted consistent with the approach provided in the *Los Angeles County Public Works Transportation Impact Guidelines*, dated July 23, 2020 (County Guidelines). The *Governor's Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA*, December 2018 (Technical Advisory) was also used as a secondary resource during the preparation of the VMT Memorandum.

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

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

Screening Criteria	OPR Recommended Screening Criteria	Project Evaluation	Result
3.1.2.1 – Non-Retail Project Trip Generation Screening Criteria	Does the development project generate a net increase of 110 or more daily vehicle trips?	Project is anticipated to generate approximately 1,146 daily trips.	Does Not Meet Criteria
3.1.2.2 – Retail Project Site Plan Screening Criteria	Does the project contain retail uses that exceed 50,000 square feet of gross floor area?	The project includes an office use and no retail uses are proposed.	Does Not Meet Criteria
3.1.2.3 – Proximity to Transit Based Screening Criteria	Is the project located within a one-half mile radius of a major transit stop or an existing stop along a high-quality transit corridor?	*Exhibit 3* of the VMT Memorandum shows that the project is located within a Transit Priority Area. However, the Project has a FAR less than 0.75 and will provide more parking (48+) than required by City Code.	Does Not Meet Criteria
3.1.2.4 – Residential Land Use Based Screening Criteria	Are 100 percent of the units, excluding manager's units, set aside for lower income households?	Project does not include any residential housing.	Does Not Meet Criteria

Source: Michael Baker International, *SoCalGas – Office Building Project Vehicle Miles Traveled (VMT) Assessment*, June 8, 2022; refer to Appendix G.

PROJECT TRIP GENERATION

The number of project site trips was estimated using the Institute of Transportation Engineers' (ITE) Trip Generation Manual (10th Edition). Table 4.17-2, *Trip Generation Rates*, provides the trip generation rates and Table 4.17-3, *Project Trip Generation*, shows the trip generation calculations for the project assuming 259 employees.

Table 4.17-2
Trip Generation Rates

Land Use	Daily Trip Rate	AM Peak Hour		PM Peak Hour	
		Total	In/Out	Total	In/Out
Single Tenant Office Building	4.42 / employee	0.58/employee	89% / 11%	0.57/employee	15% / 85%

Source: Michael Baker International, *SoCalGas – Office Building Project Vehicle Miles Traveled (VMT) Assessment*, June 8, 2022; refer to Appendix G.

Table 4.17-3
Project Trip Generation

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Volume	In	Out	Volume	In	Out
Single Tenant Office Building	259 employees	1,146	150	133	17	148	22	126
Total:		**1,146**	**150**	**133**	**17**	**148**	**22**	**126**

Source: Michael Baker International, *SoCalGas – Office Building Project Vehicle Miles Traveled (VMT) Assessment*, June 8, 2022; refer to Appendix G.

VMT THRESHOLD OF SIGNIFICANCE

Table 4.17-4, *County Guidelines Impact Thresholds*, shows the thresholds of significance per the County Guidelines. As shown, the project would be most applicable to the "Office" Project Type. As such, the applicable Threshold of Significance the project to meet a VMT per employee that does not exceed 16.8 percent.

Table 4.17-4
County Guidelines Impact Thresholds

Project Type	VMT Metric	Threshold of Significance
Residential	VMT/Capita	The project's residential VMT per capita would not be 16.8% below the existing residential VMT per capita for the Baseline Area in which the project is located.
Office	**VMT/Employee**	**The project's employment VMT per employee exceeding would not be 16.8 percent below the existing employment VMT per employee for the Baseline Area in which the project is located.**
Regional Service Retail	Total VMT	The project would result in a net increase in existing total VMT.
Land Use Plans	VMT/Service Population	The plan total VMT per service population (residents and employees) would not be 16.8% below the existing VMT per service population for the Baseline Area in which the plan is located.
Other Land Use Types	Varies based on land use type	Contact Public Works to determine which of the above area an appropriate threshold of significance to be utilized.
Source: Michael Baker International, *SoCalGas – Office Building Project Vehicle Miles Traveled (VMT) Assessment Memorandum*, June 8, 2022; refer to Appendix G.		

Table 4.17-5, *Baseline Impact Criteria*, shows the impact thresholds as provided in the County Guidelines. The project is located within the South County area. As shown, the impact metric for the South County Area for the project is 16.8 percent below the baseline, or 15.3 VMT per employee.

Table 4.17-5
Baseline Impact Criteria

Baseline VMT for North and South County			
Baseline Area	**Residential VMT per Capita**	**Employment VMT per Employee**	**Total VMT per Service Population**
North County	22.3	19.0	43.1
South County	12.7	**18.4**	31.1
VMT Impact Criteria (16.8% Below Area Baseline)			
Baseline Area	**Residential VMT per Capita**	**Employment VMT per Employee**	**Total VMT per Service Population**
North County	18.6	15.8	35.9
South County	10.6	**15.3**	25.9
Source: Michael Baker International, *SoCalGas – Office Building Project Vehicle Miles Traveled (VMT) Assessment Memorandum*, June 8, 2022; refer to Appendix G.			

PROJECT LEVEL VMT ANALYSIS

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

This analysis used the SCAG Regional TDM toto conduct project-specific travel demand modeling. The 2016 SCAG RTP model with 2020 SED was used for the evaluation of project and background VMT.

As stated previously, the impact threshold for the project is assumed to be based on employment. As discussed in Section 2.0, *Project Description*, the project would generate approximately 259 additional employees. As shown in Table 4.17-6, *Project VMT Summary*, the project is estimated to generate a daily total VMT of 4,375. The resulting VMT per Employee is 16.89. A comparison of the resulting Project VMT per Employee to the South County Baseline shows that the project VMT per Employee is anticipated to be 91.8 percent of the Baseline VMT per Service Population, The required reduction threshold is 15.31 VMT per Employee. As such, the project does not meet the required reduction. Accordingly, without implementation of reduction strategies, the project would result in a significant transportation impact. Therefore, the project would be required to reduce VMT by 9.3 percent, or 1.58 VMT per Employee, in order to reduce the project's VMT per Employee to a level of insignificance.

Table 4.17-6
Project VMT Summary

Description	Year 2020	
	South County Baseline	Year 2020 Project
Total Employment	--	259
Daily Total PA VMT	--	4,375
VMT/Service Population	**18.40**	**16.89 (91.8% of the Baseline)**
Notes: PA = Production Attraction; VMT = Vehicle Miles Traveled 1. Impact threshold is 16.8 percent below the South County Baseline, or 18.40 VMT per Employee, which equals 15.31 VMT per Employee Population.		
Source: Michael Baker International, *SoCalGas – Office Building Project Vehicle Miles Traveled (VMT) Assessment Memorandum*, June 8, 2022; refer to Appendix G.		

Mitigation Measure TRA-1 would require the project Applicant to prepare and submit a Transportation Demand Management (TDM) Plan to the City. The TDM Plan would include strategies identified in the County Guidelines, that would reduce impacts to less than significant levels. At a minimum, Mitigation Measure TRA-1 requires that the TDM Plan include two TDM strategies: TDM Strategy #1 (Promotions and Marketing) which involves the use of marketing and promotional tools to educate and inform travelers about site specific transportation options and the effects of their travel choices, and TDM Strategy #2 (Alternative Work Schedules and Telecommuting Program) which encourages employees to work alternative schedules or to telecommute (i.e., staggered start times, flexible schedules, or compressed work weeks). The County guidelines assigns each strategy an estimated VMT reduction percentage. According to the County Guidelines, TDM Strategy #1 would result in a 4.0 percent VMT reduction, and TDM Strategy #2 would result in a 5.5 percent VMT reduction. Incorporation of both strategies would exceed the project's overall VMT reduction requirement of 9.3 percent, resulting in a VMT reduction of 9.5 percent. Thus, with the implementation of Mitigation Measure TRA-1, impacts pertaining to an increase in VMT would be reduced to less than significant levels.

Mitigation Measures:

TRA-1 A Transportation Demand Management (TDM) Plan shall be prepared by the project applicant and approved by the City of Pico Rivera Public Works Department prior to issuance of a Certificate of Occupancy. The project applicant shall incorporate the TDM strategies provided below in accordance with *Attachment G* of the *Los Angeles County Public Works Transportation Impact Guidelines* reducing the project's overall vehicle miles traveled (VMT) impact to a less than significant level.

At minimum, the TDM Plan shall incorporate the following strategies:

- TDM Strategy #1 (Promotions and Marketing): This strategy shall involve the use of marketing and promotional tools to educate and inform travelers about site specific transportation options and the effects of their travel choices. This strategy shall include passive educational and promotional materials, such as posters, info boards, or a website with information that a traveler could choose to read at their own leisure.

- TDM Strategy #2 (Alternative Work Schedules and Telecommuting Program): This strategy shall encourage employees to work alternative schedules or telecommute, including staggered start times, flexible schedules, or compressed work weeks.

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

Less Than Significant Impact With Mitigation Incorporated. Pedestrian and vehicular access to the project site would be restricted to employees and visitors (as authorized by SoCalGas) at existing facility entrances, similar to existing conditions. Once inside the facility, ingress/egress to the new building would be accommodated by the internal access road north of the building. Two new driveways would be constructed at the internal access road, both providing two-way ingress/egress to the new building. Additionally, a pedestrian sidewalk would be constructed along the building perimeter, three new pedestrian crossings would be installed in the proposed parking lot, and existing pedestrian crossings at the internal access road would be restriped to connect to the project.

The project proposes appropriate internal circulation that would be compatible with the facility's existing internal roadway circulation system, and truck turning movements on-site; refer to Exhibit 2-3, *Conceptual Site Plan*. Additionally, the project would be consistent with City standards including Municipal Code Title 15, *Buildings and Construction*, which adopts the California Building Code standards and regulations related to access and circulation. To affirm the feasibility of the proposed internal circulation, the City would conduct a Precise Plan Review prior to issuing any permits per City standards.

Pursuant to the *City of Pico Rivera Traffic Impact Analysis Guidelines*, the intersection capacity utilization (ICU) method based on a volume-to-capacity ratio (v/c) was utilized to conduct the operations analysis for signalized intersections in the project vicinity.[1] All unsignalized intersections were evaluated using the *Highway Capacity Manual, 6th Edition (HCM 6)* methodology using a computer program, Synchro 10. This analysis included consideration of whether or not the project's resulting traffic queue could impact the project driveway at Rosemead Boulevard, resulting in a potentially unsafe traffic condition. The analysis determined that the intersection of Rosemead Boulevard and the SoCalGas Driveway would exceed capacity utilizing standard trip generation rates. However, due to the unknown factors surrounding the actual number of employees that would use this intersection during peak hours (e.g., future travel behaviors associated with flexible working hours [employees not working a standard 8 AM to 5 PM shift], telecommuting, compressed work weeks, etc.), the Applicant anticipates that actual trip generation rates for the project would be lower. Therefore, the installation of a traffic signal is not recommended at this time. In addition, there is one right-turn lane and one left-turn lane exiting the site. Exiting the site, the majority of traffic volumes make right turns (77) and the number of left-turn movements (50) do not justify the installation of a signal at this location, as described in more detail in the project's *Traffic Operations Report*.[2] Notwithstanding, in order to ensure an unsafe condition does not arise, implementation of Mitigation Measure TRA-2 would require the project Applicant to retain a qualified Traffic Engineer to evaluate the project driveway to determine if the vehicle queue (at the Rosemead Boulevard and SoCalGas Driveway intersection) has resulted in an unsafe traffic condition. This evaluation would be required to be conducted pursuant to the California Manual on Uniform Traffic Control Devices and approved by the City Engineer. This evaluation, including a review of post-opening crash data and driveway counts, is required to determine if additional

[1] Michael Baker International, *Traffic Operations Report SoCalGas – Office Building Project,* July 19, 2022.
[2] Ibid.

safety improvements (e.g., traffic slowing devices, installation of a traffic signal, etc.) are needed to ensure traffic safety. Should the evaluation determine that additional safety improvements are necessary, such improvements must be paid in full by the Applicant and installed within one year of the evaluation. With the implementation of Mitigation Measure TRA-2, impacts related to roadway hazards would be reduced to less than significant levels.

Mitigation Measures:

TRA-2 After one year of project operations, the project Applicant shall retain a qualified Traffic Engineer to evaluate the project driveway to determine if the vehicle queue (at the Rosemead Boulevard and SoCalGas Driveway intersection) has resulted in an unsafe traffic condition. This evaluation shall be conducted pursuant to the California Manual on Uniform Traffic Control Devices and shall be reviewed and approved by the City Engineer. This evaluation, including a review of post-opening crash data and driveway counts, shall determine if additional safety improvements (e.g., traffic slowing devices, installation of a traffic signal, etc.) are needed to ensure traffic safety. Should the evaluation determine that additional safety improvements are necessary, such improvements shall be paid in full by the Applicant and installed within one year of the evaluation.

d) Result in inadequate emergency access?

Less Than Significant Impact. The project site is accessed via private internal roads within the SoCalGas facility. Emergency vehicles currently access SoCalGas facility through the main entrance of the SoCalGas facility at Rosemead Boulevard.

As detailed above in Response 4.17(c), the project would construct two new driveways to serve the new office building, which would also accommodate emergency access. The proposed access and circulation improvements would meet fire and other emergency access requirements, as the City would conduct a Precise Plan Review prior to issuing any permits per City standards. Also, the project would not result in any partial or full roadway closures. Thus, impacts related to inadequate emergency access would be less than significant.

Mitigation Measures: No mitigation is required.

4.18 TRIBAL CULTURAL RESOURCES

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

The analysis of cultural resources is partially based upon the *Cultural and Paleontological Resources Identification Memorandum for the Southern California Gas Office Building Project, Pico Rivera, Los Angeles County, California* (Cultural Assessment) prepared by Michael Baker International (dated November 2021); refer to Appendix B, *Cultural Assessment*.

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

As required under AB 52, the City distributed letters on September 29, 2021 notifying each tribe that requested to be on the City's list for the purposes of AB 52 of the opportunity to consult with the City regarding the project. The letters provided a description of the project, and notified each tribe of the opportunity to consult with the City regarding the project. No tribal responses were received by the City during the 30-day tribal response period.

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

No Impact. Refer to Response 4.5(a). According to the Cultural Assessment prepared for the project, no historical resources were identified within the project site. Similarly, the cultural records research conducted for the project did not identify any historic resources within the project site. The nearest historic built environment resource is located approximately 0.20 miles northeast of the project site. As such, no resources within the project site or in the project vicinity were listed in a local register of historical resources, as defined in Public Resources Code section 5020.1(k) and no impact would occur.

Mitigation Measures: No mitigation is required.

2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less Than Significant Impact With Mitigation Incorporated. As noted above, the City solicited consultation with potentially affected Native American tribes regarding the project in accordance with AB 52. No tribes responded to the City's solicitation for consultation. Based on the results of the Cultural Assessment, no archaeological resources were identified within the project area.

According to the Cultural Assessment, the project site has low sensitivity to potentially significant cultural deposits, such as prehistoric or historic period archaeology resources. Nonetheless, should archaeological resources be uncovered during grading activities, a potentially significant impact could result. As such, in the event that unknown tribal cultural resources are encountered during earth disturbing activities, Mitigation Measure CUL-1 would require that all work be halted in the vicinity of the find (within 100 feet of discovery) until the resource can be properly evaluated by a qualified archaeologist, defined as an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards for archaeology. In the event that an identified cultural resource is of Native American origin, the qualified archaeologist would be required to consult with the project applicant and City of Pico Rivera Planning Division to implement Native American consultation procedures. Construction in the affected area would not be permitted to resume until the qualified archaeologist states in writing that the proposed construction activities would not significantly damage any tribal cultural resources. Upon implementation of Mitigation Measure CUL-1, potential impacts to unknown tribal cultural resources that may underlie the project site would be reduced to less than significant levels.

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

4.19 UTILITIES AND SERVICE SYSTEMS

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

The information presented in this analysis is based on utility correspondence conducted for the project; refer to Appendix H, *Utilities Correspondence*.

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

Less Than Significant Impact. Implementation of the project would require utilities services, including water, wastewater treatment, storm water infrastructure, electrical, natural gas, and telecommunications facilities. As such the following analysis is provided.

WATER

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

According to the UWMP, the City's projected water demand by 2035 would be 5,412 acre-feet per year (AFY)[1] in a normal year and 4,936 AFY in both a single dry year and multiple dry year scenarios. The UWMP includes an analysis of water supply reliability projected through 2035. Based on the analysis, the City would be capable of providing adequate water supply to its service area under a normal supply and demand scenario, single dry-year supply and demand scenario, and multiple dry-year supply and demand scenario through 2035. Thus, the PRWA UWMP accounts for increased demand as growth within the City occurs.

The project is consistent with the City's planned growth within the project area and, as such, would be consistent with the assumptions of the UWMP for the project site. The project would entail the construction of an office building on an existing paved surface parking lot within the existing SoCalGas facility. According to the City Public Works Department, the project would use approximately 2.5-acre feet (or 814,627 gallons) of potable water per year (or 2,232 gallons per day [gpd]), including landscape irrigation; refer to Appendix H. The project would require construction of new utility connections to accommodate the new development and increased water demand on-site. As such, the project would install a new two-inch water service lateral connection on-site to connect to an existing eight-inch cast iron pipe (CIP) on-site that connects to the City's existing water infrastructure; refer to Exhibit 6a, *Proposed Utility Connections*. The City has provided a "Will Serve" letter, stating that the PRWA would have a sufficient water supply to serve the project site; refer to Appendix H. Payment of standard water connection and user fees to PRWA would ensure that potential impacts to existing water facilities are adequately offset. As such, it is not anticipated that project implementation would require construction of new or expanded water facilities that could result in substantial environmental impacts, and impacts would be less than significant.

WASTEWATER

Wastewater services for the project site is provided by the Los Angeles County Sanitation Districts (LACSD); refer to Appendix H. The LACSD oversees treatment facilities that serve the City of Pico Rivera.[2] Wastewater generated by the project would be discharged to a local sewer line for conveyance to LACSD's Old River School Road Trunk Sewer Sections 1 and 2, located in Paramount Boulevard (north of Maxine Street). The LACSDs 15-inch diameter sewer trunk has a capacity of 1.8 million gallons per day (mgd) and conveys a peak flow of 0.08 mgd. Ultimately, generated waste would be conveyed to, and treated at, the Joint Water Pollution Control Plant (JWPCP). JWPCP is located in the City of Carson, and provides primary, secondary, and tertiary treatment at a capacity of 400 mgd and currently process an average flow of 249.8 mgd.

As mentioned above, the project would entail the construction and development of an office building on an existing paved surface parking lot, resulting in an increase in wastewater generation and requiring new utility connections to accommodate the new office building within the existing SoCalGas facility. As such, the project would install a new six-inch sewer lateral connection on-site to connect to an existing eight-inch vitrified clay pipe (VCP) sewer line that connects to the City's existing wastewater infrastructure and ultimately conveyed to LACSD's Old River School Road Trunk Sewer Sections 1 and 2; refer to Exhibit 6a. LACSD has provided a "Will Serve" letter, stating that the LACSD would provide wastewater services to the project; refer to Appendix H. According to LACSD, an estimated increase of average water waste flow from the project site would be approximately 14,000 gpd (less than 1 percent of the remaining capacity for the sewer trunk and less than 0.1 percent of the remaining capacity for the JWPC); refer to Appendix H. As such, the existing treatment facilities under LACSD would have sufficient capacity to serve the project. New wastewater treatment facilities or expansion of existing facilities would not be necessary as a result of the project.[3] In addition, the project would be required to pay standard wastewater connection fees and ongoing user fees to LACSD to ensure that sufficient wastewater treatment capacity is available. With payment of required fees, project implementation would not require the construction of new or the expansion of existing wastewater facilities that would

1 City of Pico Rivera, *Pico Rivera Water Authority 2015 Urban Water Management Plan*, June 2016.
2 City of Pico Rivera, *Utilities Division*. http://www.pico-rivera.org/depts/pw/utilities.asp. accessed January 4, 2022.
3 Los Angeles County Sanitation Districts. *Table 1: Loadings for Each Class of Land Use*. https://www.lacsd.org/civicax/filebank/blobdload.aspx?blobid=3531, accessed January 4, 2022.

result in a substantial environmental impact. Less than significant impacts to wastewater treatment facilities would occur.

STORMWATER

As discussed in to Section 4.10, *Hydrology and Water Quality*, the overall drainage patterns within the project site would remain similar to existing conditions. However, development of the project would include the construction of a new drainage system within the project site to collect and convey stormwater, including the installation of an infiltration system; refer to Exhibit 6b, *Proposed Storm Drain Infrastructure*. Also, the project would install a roof drain would for the proposed office building to collect rainwater and runoff. Catch basin inlets would be installed on-site to collect and convey flows to a new underground infiltration chamber (located west of the new building). Should overflow occur, stormwater would flow to the existing SoCalGas facility retention basin in the southwest corner of the property, similar to existing conditions. No off-site stormwater infrastructure would be required as part of the project. Therefore, other than those on-site facilities proposed as part of the project, no other construction of new or expanded stormwater facilities that could result in substantial environmental impacts would result. Impacts related to stormwater facilities would be less than significant.

DRY UTILITIES

The General Plan indicates that SoCalGas and Southern California Edison (SCE) provide natural gas and electric services within the City, respectively. Existing on-site utilities for natural gas services would be protected in place. This includes underground natural gas utility line located at the at the northern perimeter of the project site, and an overhead utility line located at the eastern perimeter of the project site. The project proposes connections from the new office building to these existing on-site utilities; refer to Exhibit 6a. The project would underground on-site electrical conduit from the northern boundary of the SoCalGas facility to the proposed equipment yard; refer to Exhibit 6a. The project would require installation of new telecommunications equipment on the rooftop. Construction of the project's dry utilities would be subject to compliance with all applicable building and construction requirements identified in Municipal Code Title 15, *Buildings and Construction*. Payment of standard utility connection fees and ongoing user fees would be required to ensure these utility services would be able to accommodate the proposed development. As such, with compliance with the Municipal Code, project impacts to electrical, natural gas, and telecommunication facilities would be less than.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. Refer to Response 4.19(a). Based on the UWMP, the City would be capable of providing adequate water supply to its service area under a normal supply and demand scenario, single dry-year supply and demand scenario, and multiple dry-year supply and demand scenario through 2035; refer to Tables 4.19-1, *Normal Year Supply and Demand Comparison*, through 4.19-3, *Multiple Dry Year Supply and Demand Comparison*. The UWMP projections are based upon growth and buildout as provided within the City's General Plan, and the project is consistent with the site's land use designation of General Industrial.

Table 4.19-1
Normal Year Supply and Demand Comparison

	2025	2030	2035
Supply Totals	5,779	5,779	5,779
Demand Totals	5,364	5,388	5,412
Difference	415	391	367
Notes: Units are in acre-feet. (AF)			
Source: City of Pico Rivera, *Pico Rivera Water Authority 2015 Urban Water Management Plan*, June 2016.			

Table 4.19-2
Single Dry Year Supply and Demand Comparison

	2025	2030	2035
Supply Totals	5,779	5,779	5,779
Demand Totals	4,703	4,818	4,936
Difference	1,076	961	843
Notes: Units are in acre-feet. (AF)			
Source: City of Pico Rivera, *Pico Rivera Water Authority 2015 Urban Water Management Plan*, June 2016.			

Table 4.19-3
Multiple Dry Year Supply and Demand Comparison

		2025	2030	2035
First Year	Supply Totals	5,779	5,779	5,779
	Demand Totals	4,703	4,818	4,936
	Difference	1,076	961	843
Second Year	Supply Totals	5,779	5,779	5,779
	Demand Totals	4,703	4,818	4,936
	Difference	1,076	961	843
Third Year	Supply Totals	5,779	5,779	5,779
	Demand Totals	4,703	4,818	4,936
	Difference	1,076	961	843
Notes: Units are in acre-feet. (AF)				
Source: City of Pico Rivera, *Pico Rivera Water Authority 2015 Urban Water Management Plan*, June 2016.				

As stated above, the PRWA would have a sufficient water supply to serve the project site. Further, the project would be required to comply with water efficiency standards in the 2019 California Building Energy Efficiency Standards and CALGreen. As such, impacts related to water supply in this regard would be less than significant.

Mitigation Measures: No mitigation is required.

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

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

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. Nasa Services collects all solid waste generated in the City.[4] In 2019, a total of 75,100 tons of solid waste were disposed in the 14 permitted landfills serving the City.[5] Among the sites, Olinda Alpha Landfill, El Sobrante Landfill, Frank R. Bowerman Sanitary Landfill, Simi Valley Landfill & Recycling Center, and the Azusa Land Reclamation admitted the majority of the City's waste.[6]

CONSTRUCTION

All construction activities would be subject to conformance with relevant Federal, State, and local requirements related to solid waste disposal. Specifically, the project would be required to demonstrate compliance with the California Integrated Waste Management Act of 1989 (AB 939), which requires all California cities to "reduce, recycle, and re-use solid waste generated in the State to the maximum extent feasible." AB 939 requires that at least 50 percent of waste produced is recycled, reduced, or composted. Local jurisdictions, including the City of Pico Rivera, are monitored by the State (CalRecycle) to verify if waste disposal rates set by CalRecycle are being met that comply with the intent of AB939. As of the latest data available (2019), the City has met the target rates set by CalRecycle.[7]

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

OPERATION

Based on the project's air quality and greenhouse gas emissions modeling, project operations are expected to generate approximately 327 tons of waste per year, or approximately 5.3 tons per day (tpd); refer to Appendix A, *Air Quality/Greenhouse Gas/Energy Data*. This represents less than one percent of the daily permitted throughput capacities identified in Table 4.19-4, *Landfills Serving the City*. As such, the project is not anticipated to generate solid waste in excess of State or local standards (such as waste disposal targets established under AB 939), or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Long-term operational impacts to solid waste generation would be less than significant.

[4] City of Pico Rivera, *Trash and Sweeper Services*. http://www.pico-rivera.org/depts/pw/sweeper.asp, accessed December 15, 2021.

[5] CalRecycle, *Jurisdiction Disposal and Alternative Daily Cover (ADC) Tons by Facility,* https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Destination/DisposalByFacility, accessed December 15, 2021.

[6] CalRecycle, *Transported Solid Waste*, https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Statewide/TransportedSolid Waste, accessed December 15, 2021.

[7] CalRecycle, *Jurisdiction Diversion/Disposal Rate Summary (2007-Curremt),* https://www2.calrecycle.ca.gov/LGCentral/DiversionProgram/JurisdictionDiversionPost2006, accessed December 15, 2021.

Table 4.19-4
Landfills Serving the City

Landfill/Location	Amount Disposed by City in 2019 (tons/day)	Maximum Daily Throughput (tons per day)	Remaining Capacity (cubic yards)	Anticipated Closure Date
Olinda Alpha Landfill 1942 North Valencia Avenue, Brea, CA 92823	48,698	8,000	148,800,000	12/31/2036
El Sobrante Landfill 10910 Dawson Canyon Road Corona, CA 91719	11,651	16,054	143,977,170	01/01/2051
Frank R. Bowerman Sanitary Landfill 11002 Bee Canyon Access Road Irvine, CA 92618	10,783	11,500	205,000,000	12/31/2053
Simi Valley Landfill & Recycling Center 2801 Madera Road, Simi Valley, CA 93065	2,465	64,750	82,954,873	3/31/2063
Azusa Land Reclamation 1211 West Gladstone Street, Azusa, CA 91702	864	N/A	N/A	Ceased Operation 12/31/2009
Notes: Antelope Valley Public Landfill, Chiquita Canyon Sanitary Landfill, Clean Harbors Buttonwillow LLC, Lancaster Landfill and Recycling Center, McKittrick Waste Treatment Site, Mid-Valley Sanitary Landfill, Prima Deshecha Landfill, Simi Valley Landfill & Recycling Center, Southeast Resource Recovery Facility, and Sunshine Canyon City/County Landfill are excluded from Table 4.19-4 as these facilities accepted less than one percent of the City's solid waste in 2018 (the last available reporting year).				
Source: CalRecycle, *SWIS Facility/Site Search*. https://www2.calrecycle.ca.gov/SolidWaste/Site/Search. accessed December 15, 2021.				

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. Refer to Response 4.19(d). The project would comply with all Federal, State, and local statutes (including AB 939) and regulations related to solid waste management and reduction during construction and operations. As such, the project would comply with Federal, State, and local management and reduction statutes and regulations related to solid waste, and impacts would be less than significant.

Mitigation Measures: No mitigation is required.

4.20 WILDFIRE

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

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

No Impact. According to the California Department of Forestry and Fire Protection's *Los Angeles County Fire Hazard Severity Zones in SRA Map*, the project site and entire City of Pico Rivera are not located in or near a State Responsibility Area, nor is the City designated as a very high fire hazard severity zone.[1] Accordingly, no impact would occur to an adopted emergency response plan or emergency evacuation plan.

Mitigation Measures: No mitigation is required.

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

No Impact. Refer to Response 4.20(a).

Mitigation Measures: No mitigation is required.

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

No Impact. Refer to Response 4.20(a).

Mitigation Measures: No mitigation is required.

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

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

No Impact. As noted in Response 4.20(a), the project is not located within a State Responsibility Area or very high fire hazard severity zone. Given the low fire risk, the relatively flat topography, and high developed nature of the project site and surrounding area, the risks of post-fire flooding, runoff, slope instability, and drainage changes are considered low. As such, no impacts related to exposure to downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes would occur.

Mitigation Measures: No mitigation is required.

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

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

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

Less Than Significant Impact With Mitigation Incorporated. As discussed in Section 4.4, *Biological Resources*, no special-status plant species or vegetation communities occur within the project site. Additionally, the project site does not as a wildlife corridor or nursery site, nor would the project conflict with the provisions of an adopted Habitat Conservation Plan or Natural Community Conservation Plan. As such, the project would not impact existing biological resources.

As described within Sections 4.5, *Cultural Resources*, and Section 4.18, *Tribal Cultural Resources*, there are no known historical, archaeological, or tribal cultural resources within the project site. However, should an unexpected resource be uncovered during the grading and excavation process, potentially significant impacts could result. As such, implementation of Mitigation Measure CUL-1 would reduce potential impacts to unknown archaeological and/or tribal cultural resources to less than significant levels.

As discussed within Section 4.7, *Geology and Soils*, no previous fossil localities have been recorded within the project site, and no paleontological resources are known to occur within the project site. However, the project site may contain sediments with a higher sensitivity for paleontological resources at a relatively shallow depth, resulting in the potential for fossils to be discovered during ground disturbing activities. In the event that a paleontological resource is encountered during ground-disturbing activities, a potentially significant impact could result. As such, Mitigation Measure GEO-1 would be implemented, which requires that all work within 100 feet of the discovery halt until a qualified professional paleontologist is retained and until an evaluation of the find is conducted. With implementation of Mitigation Measure GEO-1, potential impacts to paleontological resources would be reduced to less than significant levels.

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

Less Than Significant Impact With Mitigation Incorporated. The project would not have adverse environmental impacts at a significant level for any resource topics. All potentially significant impacts would be reduced to less than significant levels with implementation of mitigation measures. No significant cumulative effects are anticipated because no resources would be adversely affected by the project, or the project effects would be localized and of limited extent. A less than significant impact would occur in relation to cumulatively considerable effects.

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

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

4.22 REFERENCES

The following references were utilized during preparation of this Initial Study. These documents are available for review at the City of Pico Rivera Community and Economic Development Department, located at 6615 Passons Boulevard, Pico Rivera, California 90660, and on the associated website as indicated below, if applicable.

1. California Air Resources Board, *California Greenhouse Gas Emissions for 2000 to 2019*, https://ww3.arb.ca.gov/cc/inventory/pubs/reports/2000_2019/ghg_inventory_trends_00-19.pdf, accessed November 4, 2021.

2. California Air Resources Board, *2017 Scoping Plan*, November 2017.

3. California Department of Conservation, *California Important Farmland* Finder, https://maps.conservation.ca.gov/dlrp/ciff/, accessed September 21, 2021.

4. California Department of Conservation, *Earthquake Zones of Required Investigation*, https://maps.conservation.ca.gov/cgs/EQZApp/App/, accessed April 25, 2022.

5. California Department of Conservation, *Landslide Inventory*, https://maps.conservation.ca.gov/cgs/lsi/, accessed April 25, 2022.

6. California Department of Conservation, *CGS Information Warehouse: Mineral Land Classification*, https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc, accessed April 26, 2022.

7. California Department of Finance Demographic Research Unit, *Report E-5 Population and Housing Estimates for Cities, Counties, and the State*, January 1, 2011-2021, with 2010 Benchmark, Sacramento, California, May 1, 2021.

8. California Department of Fish and Wildlife, *California Regional Conservation Plans Map*, April 2019.

9. California Department of Fish and Wildlife, *RareFind 5*, https://apps.wildlife.ca.gov/rarefind/view/RareFind.aspx, accessed April 26, 2022.

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

11. California Department of Transportation, *Scenic Highways*, https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways, accessed November 3, 2021.

12. California Energy Commission, *2019 Building Energy Efficiency Standards, dated March 2018.*

13. California Energy Commission, *Electricity Consumption by County*, http://www.ecdms.energy.ca.gov/elecbycounty.aspx, accessed December 14, 2021.

14. California Energy Commission, *Gas Consumption by County*, http://www.ecdms.energy.ca.gov/gasbycounty.aspx, accessed December 14, 2021.

15. California Energy Commission, *2019 Building Energy Efficiency Standards*, dated March 2018.

16. California Energy Commission, *California Energy Demand 2020-2030 Revised Forecast*, February 2020.

17. California Energy Commission, *2020 Integrated Energy Policy Report Update Schedule*, March 25, 2021, https://www.energy.ca.gov/sites/default/files/2021-03/Workshop%20Schedule%20for%20Web%203.25.21_Updated_ADA.pdf.

18. California Energy Commission, *Final 2020 Integrated Energy Policy Report Update, Volume I: Blue Skies, Clean Transportation*, March 2021, https://www.energy.ca.gov/data-reports/reports/integrated-energy-policy-report/2020-integrated-energy-policy-report-update-0.

19. California Energy Commission, *Southern California Edison 2019 Power Content Label*, version October 2020.

20. California Environmental Protection Agency, *Cortese List Data Resources*, https://calepa.ca.gov/SiteCleanup/CorteseList/, accessed on December 21, 2021.

21. California Geologic Survey, *CGS Information Warehouse: Tsunami*, https://maps.conservation.ca.gov/cgs/informationwarehouse/ts_evacuation/, accessed on December 22, 2021.

22. California Natural Resources Agency, *Final Statement of Reasons for Regulatory Action*, pp. 11-13, 14, 16, December 2009, https://resources.ca.gov/CNRALegacyFiles/ceqa/docs/Final_Statement_of_Reasons.pdf, accessed November 4, 2021.

23. CalRecycle, *Jurisdiction Diversion/Disposal Rate Summary (2007-Curremt)*, https://www2.calrecycle.ca.gov/LGCentral/DiversionProgram/JurisdictionDiversionPost2006, accessed December 15, 2021.

24. CalRecycle, *SWIS Facility/Site Search*. https://www2.calrecycle.ca.gov/SolidWaste/Site/Search, accessed December 15, 2021.

25. Campos EPC, *Geotechnical Engineering Report Southern California Gas Company New Office Building 8101 Rosemead Boulevard Pico Rivera, California*, January 24, 2022.

26. City of Pico Rivera, *Disaster Route Map,* dated June 25, 2008.

27. City of Pico Rivera, *Fire Department*, http://www.pico-rivera.org/residents/fire.asp, accessed December 2,2021.

28. City of Pico Rivera, Parks and Facilities website, http://www.pico-rivera.org/depts/parks/facilities/default.asp, accessed December 6,2021.

29. City of Pico Rivera, *Pico Rivera Water Authority 2015 Urban Water Management Plan*, June 2016.

30. City of Pico Rivera, *Trash and Sweeper Services*. http://www.pico-rivera.org/depts/pw/sweeper.asp. accessed December 15, 2021.

31. City of Pico Rivera, *Utilities Division*. http://www.pico-rivera.org/depts/pw/utilities.asp, accessed January 4, 2022.

32. El Rancho Unified School District, *Our Schools – El Rancho Unified School District*, https://www.erusd.org/apps/pages/ index.jsp?uREC_ID=1473231&type=d&pREC_ID=1625802, accessed December 6,2021.

33. Federal Emergency Management Agency, Flood *Insurance Rate Map # 06037C1830F*, https://msc.fema.gov/portal/search?AddressQuery=8101%20Rosemead%20Boulevard%2C%20Pico%20Rivera, accessed December 2, 2021.

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

35. Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.

36. Geosyntec Consultants, *Environmental Assessment Report, Proposed New Office Building Location, Southern California Gas Company, Pico Rivera, California*, January 31, 2022.

37. Kariel, H. G., *Noise in Rural Recreational Environments*, Canadian Acoustics 19(5), 3-10, 1991.

38. Los Angeles County Sanitation District. *Table 1: Loadings for Each Class of Land Use*. https://www.lacsd.org/civicax/ filebank/blobdload.aspx?blobid=3531, accessed January 4, 2022.

39. Los Angeles County Sherriff's Department, *Pico Rivera Sherriff's Station*, https://lasd.org/pico-rivera/, accessed December 6,2021.

40. Los Angeles Regional Water Quality Control Board, *Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties*, https://www.waterboards.ca.gov/losangeles/water_issues/programs/basin_plan/basin_plan_documentation.html, accessed January 3, 2022.

41. Michael Baker International, *Cultural and Paleontological Resources Identification Memorandum for the Southern California Gas Office Building Project, Pico Rivera, Los Angeles County, California*, dated November 29, 2021.

42. Michael Baker International, *Drainage and Hydrology Study for Office Building Improvements in SoCalGas Pico Rivera Base, Pico Rivera, CA*, November 2021.

43. Michael Baker International, *Low Impact Development (LID) Plan for SoCalGas Office Building*, December 2021.

44. Michael Baker International, *SoCalGas – Office Building Project Vehicle Miles Traveled (VMT) Assessment Memorandum*, June 8, 2022.

45. Michael Baker International, *Traffic Operations Report SoCalGas – Office Building Project*, July 19, 2022.

46. M.J. Hayne, et al, *Prediction of Crowd Noise*, Acoustics, November 2006.

47. Scripps Institution of Oceanography, *Carbon Dioxide Concentration at Mauna Loa Observatory*, https://scripps.ucsd.edu/ programs/keelingcurve/, accessed November 4, 2021.

48. State of California Governor's Office of Planning and Research, *Transmittal of the Governor's Office of Planning and Research's Proposed SB97 CEQA Guidelines Amendments to the Natural Resources Agency*, April 13, 2009, https://planning.lacity.org/eir/CrossroadsHwd/deir/files/references/C01.pdf, accessed November 4, 2021.

49. South Coast Air Quality Management District, *AB2588 and Rule 1402 Supplemental Guidelines – page 16*, July 2018.

50. South Coast Air Quality Management District, *CEQA Air Quality Handbook*, November 1993.

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

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

53. Southern California Association of Governments, *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy Demographics & Growth Forecast Appendix*, April 2016.

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

55. State Water Resources Control Board, *2010 Integrated Report (Clean Water Act Section 303(d) List / 305(b) Report) — Statewide Maps*, https://www.waterboards.ca.gov/water_issues/programs/tmdl/integrated2010.shtml?tab=map, accessed April 26, 2022.

56. The Natelson Company, Inc, *Employment Density Study Summary Report*, October 31, 2001.

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

58. U.S. Environmental Protection Agency, *Greenhouse Gas Equivalencies Calculator*, http://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator, accessed December 2021.

59. U.S. Department of Transportation, *Highway Traffic Noise Analysis and Abatement Policy and Guidance, updated August 24, 2017*, https://www.fhwa.dot.gov/environMent/noise/regulations_and_guidance/polguide/polguide02.cfm, accessed December 7, 2021.

60. United States Environmental Protection Agency, *Carbon Monoxide Emissions*, https://cfpub.epa.gov/roe/indicator_pdf.cfm?i=10#:~:text=Almost%20the%20entire%20emissions%20reduction,nation's%20total%20anthropogenic%20CO%20emissions, accessed by December 6, 2021.

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

62. United States Fish and Wildlife, *National Wetlands Inventory*, https://www.fws.gov/wetlands/data/Mapper.html, accessed November 8, 2021.

4.23 REPORT PREPARATION PERSONNEL

LEAD AGENCY

CITY OF PICO RIVERA
6615 Passons Boulevard
Pico Rivera, CA 90660

Hector Hernandez, Planner

PROJECT APPLICANT TEAM

SOUTHERN CALIFORNIA GAS COMPANY (APPLICANT)
8101 Rosemead Boulevard
Pico Rivera, CA 90660

Chris Parsons, Project Manager

DGA CONSULTING (APPLICANT REPRESENTATIVE)
2550 Fifth Avenue, Suite 115
San Diego, California 92103

Carlos Ortuno, Senior Project Manager
Trey Post, Senior Project Manager

MICHAEL BAKER INTERNATIONAL, INC. (GRADING PLAN)
5 Hutton Centre Drive, Suite 500
Santa Ana, California 92707

David Hoopfer, P.E.

PREPARERS OF THE CEQA DOCUMENT

MICHAEL BAKER INTERNATIONAL
5 Hutton Centre Drive, Suite 500
Santa Ana, California 92707

Alan Ashimine, Quality Assurance/Quality Control
Kristen Bogue, Environmental Task Manager
Jessica Ditto, Senior Environmental Analyst
Frances Yau, Senior Environmental Analyst
Eleni Getachew, Environmental Analyst
Winnie Woo, Environmental Analyst
Tina Yuan, Air Quality/GHG/Noise
Danielle Regimbal, Air Quality/GHG/Noise
Zhe Chen, Air Quality/GHG/Noise
Margo Nayyar, Senior Cultural Resources Manager

Susan Zamudio-Gurrola, Senior Architectural Historian
Kholood Abdo, Senior Archaeologist
Jacob Swim, Traffic Engineer
Dawn Wilson, Traffic Engineer
Steven Switzer, Senior Surface Water Engineer
Mujahid Chandoo, Senior Surface Water Engineer
Rianne Okamoto, Surface Water Engineer

TECHNICAL CONSULTANTS

GEOSYNTEC CONSULTANTS
2355 Northside Drive, Suite 250
San Diego, CA 92108

Dennis Kilian, PG, CEG, Project Engineering Geologist
Ryan Gray, PG, Senior Geologist

CAMPOS EPC
2400 Katella, Suite 600
Anaheim, CA 92806

Eric Backlund, PE, Senior Geotechnical Engineer
Romeo Shiplee, PE, Engineering Manager

5.0 CONSULTANT RECOMMENDATION

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

8/23/22
Date

Kristen Bogue, Environmental Task Manager
Michael Baker International

This page intentionally left blank.

6.0 LEAD AGENCY DETERMINATION/MITIGATED NEGATIVE DECLARATION

On the basis of this initial evaluation:

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

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

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

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

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

Signature: 

Title: Planner

Printed Name: Hector Hernandez

Agency: City of Pico Rivera

Date: 8/23/2022

This page intentionally left blank.

7.0 MITIGATION MONITORING AND REPORTING PROGRAM

CEQA requires that when a public agency completes an environmental document which includes measures to mitigate or avoid significant environmental effects, the public agency must adopt a reporting or monitoring plan. This requirement ensures that environmental impacts found to be significant will be mitigated. The reporting or monitoring plan must be designed to ensure compliance during project implementation (*Public Resources Code* Section 21081.6).

In compliance with *Public Resources Code* Section 21081.6, the attached *Mitigation Monitoring and Reporting Program* has been prepared for the SoCalGas Office Building Project. This *Mitigation Monitoring and Reporting Program* is intended to provide verification that all mitigation measures identified in the Initial Study prepared for the project are monitored and reported. Monitoring will include 1) verification that each mitigation measure has been implemented; 2) recordation of the actions taken to implement each mitigation; and 3) retention of records in the project file.

This *Mitigation Monitoring and Reporting Program* delineates responsibilities for monitoring the project, but also allows the City of Pico Rivera and discretion in determining how best to monitor implementation. Monitoring procedures will vary according to the type of mitigation measure. Adequate monitoring consists of demonstrating that monitoring procedures took place and that mitigation measures were implemented.

Reporting consists of establishing a record that a mitigation measure is being implemented, and generally involves the following steps:

- The City distributes reporting forms to the appropriate entities for verification of compliance.
- Departments/agencies with reporting responsibilities will review the Initial Study, which provides general background information on the reasons for including specified mitigation measures.
- Problems or exceptions to compliance will be addressed to the City as appropriate.
- Periodic meetings may be held during project implementation to report on compliance of mitigation measures.
- Responsible parties provide the City with verification that monitoring has been conducted and ensure, as applicable, that mitigation measures have been implemented. Monitoring compliance may be documented through existing review and approval programs such as field inspection reports and plan review.
- The City prepares a reporting form periodically during the construction phase and an annual report summarizing all project mitigation monitoring efforts.
- Appropriate mitigation measures will be included in construction documents and/or conditions of permits/approvals.

Minor changes to the *Mitigation Monitoring and Reporting Program*, if required, would be made in accordance with CEQA and would be permitted after further review and approval by the City. Such changes could include reassignment of monitoring and reporting responsibilities, plan redesign to make any appropriate improvements, and/or modification, substitution, or deletion of mitigation measures subject to conditions described in *CEQA Guidelines* Section 15162. No change will be permitted unless the *Mitigation Monitoring and Reporting Program* continues to satisfy the requirements of *Public Resources Code* Section 21081.6.

This page intentionally left blank.

MITIGATION MONITORING AND REPORTING CHECKLIST

Mitigation Number	Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
CULTURAL RESOURCES							
CUL-1	If previously unidentified cultural resources are encountered during ground-disturbing activities, work within 100 feet of the discovery shall halt and a qualified archaeologist, defined as an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards for archaeology, shall be retained by the Applicant immediately to evaluate the significance of the discovery. The City of Pico Rivera Planning Division shall be notified immediately. If the discovery proves to be significant under the California Environmental Quality Act (CEQA), additional work such as data recovery excavation may be warranted to mitigate any significant impacts. In the event that an identified cultural resource is of Native American origin, the qualified archaeologist shall consult with the project Applicant and City of Pico Rivera Planning Division to implement Native American consultation procedures. Construction shall not resume until the qualified archaeologist states in writing that the proposed construction activities would not significantly damage any archaeological and/or tribal cultural resources.	During Construction Activities	During Construction, in the Event Archaeological Resources are Encountered	City of Pico Rivera; Project Archaeologist; Los Angeles County Archaeological Society; Applicable Native American Tribes (as applicable); Construction Contractor			
GEOLOGY AND SOILS							
GEO-1	In the event a potentially significant paleontological resource is encountered during ground-disturbing activities, work within 100 feet of the discovery shall halt and a professional paleontologist who meets the qualification standards of the Society of Vertebrate Paleontology shall be retained by the Applicant immediately to evaluate the significance of the	Review and approval of Paleontological Resource Mitigation and Monitoring Plan	During Construction, Excavation and Other Construction Activity	City of Pico Rivera; Project Paleontologist; Construction Contractor			

Mitigation Number	Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
	discovery. The City of Pico Rivera Planning Division shall be notified immediately. If the resource is found to be significant, the professional paleontologist shall systematically remove it from the site for laboratory preparation, which may entail the stabilization of the resource with glues and consolidates, as needed, and separation from sedimentary matrix, if necessary. Following laboratory preparation, the resource would be identified to the lowest taxonomic level, cataloged, and inventoried in anticipation of curation. All collected and prepared resources would be curated and stored in an accredited repository, such as the Natural History Museum of Los Angeles County.						
NOISE							
NOI-1	Prior to issuance of any grading or building permit, the project applicant shall prepare a construction mitigation plan and demonstrate, to the satisfaction of the City of Pico Rivera Public Works Department, that the project complies with the following: • The construction contractor shall ensure that power construction equipment (including combustion or electric engines), fixed or mobile, shall be equipped with noise shielding and muffling devices (consistent with manufacturers' standards) during the entirety of construction of the project. The combination of muffling devices and noise shielding shall be capable of reducing noise by at least 5 dBA from non-muffled and shielded noise levels. Prior to initiation of construction the contractor shall demonstrate to the city that equipment is properly muffled, shielded and maintained. All equipment shall be properly maintained to assure that no additional noise, due to worn	Review and Approval of Grading Plan	Prior to Issuance of Grading or Building Permit	City of Pico Rivera City Engineer; Construction Contractor			

Mitigation Number	Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
	or improperly maintained parts, would be generated. • The construction mitigation plan shall 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. • Property owners and occupants located within 100 feet of the new office building grading limits shall be sent a notice, at least 15 days prior to commencement of construction, regarding the construction schedule of the project. A sign, visible to the public, shall also be posted at the project construction site. All notices and signs shall be reviewed and approved by the City of Pico Rivera Public Works Department prior to mailing or posting and shall indicate the dates and duration of construction activities, as well as provide a contact name and a telephone number where residents can inquire about the construction process and register complaints. • The construction contractor shall provide evidence that a construction staff member is designated as a Noise Disturbance Coordinator and shall be present on-site during construction activities. The Noise Disturbance Coordinator shall be responsible for responding to any local complaints about construction noise. When a complaint is received, the Noise						

Mitigation Number	Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
	Disturbance Coordinator shall notify the City within 24-hours of the complaint and determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall implement reasonable measures to resolve the complaint, as deemed acceptable by the City of Pico Rivera Public Works Department. All notices that are sent to residential units immediately surrounding the construction site and all signs posted at the construction site shall include the contact name and the telephone number for the Noise Disturbance Coordinator. • The project applicant shall demonstrate to the satisfaction of the City of Pico Rivera Public Works Department that construction noise reduction methods shall be used, including but not limited to, shutting off idling equipment, maximizing the distance between construction equipment staging areas and occupied residential areas, and the use of electric air compressors and similar power tools, to the extent feasible. • During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers. • To the extent feasible, haul routes shall be designed such that the routes do not pass sensitive land uses or residential dwellings. • In compliance with Pico Rivera Municipal Code Section 18.42.050, construction						

Mitigation Number	Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
	activities and haul truck deliveries shall only occur between the hours of 7:00 a.m. to 7:00 p.m.						
NOI-2	The following measure shall be incorporated in the Construction Traffic Management Plan (TMP), referenced as Mitigation Measure TRA-2, which is subject to approval by the City of Pico Rivera Public Works Department prior to issuance of a demolition or grading permit (whichever occurs first): • The developer shall ensure construction hauling routes are directed away from the residential structures along the project's southern project boundary, and loaded trucks shall not operate within 45 feet of the residential structures. This measure shall be in enforced around the existing residential structures between the hours of 7:00 a.m. and 7:00 p.m. pursuant to Municipal Code Section 18.42.050.	Review Transportation Management Plan	Prior to Initiation of Construction; During Construction Activities	City of Pico Rivera City Engineer; Construction Contractor			
TRANSPORTATION							
TR-1	A Transportation Demand Management (TDM) Plan shall be prepared by the project applicant and approved by the City of Pico Rivera Public Works Department prior to issuance of a Certificate of Occupancy. The project applicant shall incorporate the TDM strategies provided below in accordance with *Attachment G* of the *Los Angeles County Public Works Transportation Impact Guidelines* reducing the project's overall vehicle miles traveled (VMT) impact to a less than significant level. At minimum, the TDM Plan shall incorporate the following strategies:	Review Transportation Demand Management Plan	Prior to Certificate of Occupancy	City of Pico Rivera; Project Applicant			

Mitigation Number	Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
	• TDM Strategy #1 (Promotions and Marketing): This strategy shall involve the use of marketing and promotional tools to educate and inform travelers about site specific transportation options and the effects of their travel choices. This strategy shall include passive educational and promotional materials, such as posters, info boards, or a website with information that a traveler could choose to read at their own leisure. • TDM Strategy #2 (Alternative Work Schedules and Telecommuting Program): This strategy shall encourage employees to work alternative schedules or telecommute, including staggered start times, flexible schedules, or compressed work weeks.						
TRA-2	After one year of project operations, the project Applicant shall retain a qualified Traffic Engineer to evaluate the project driveway to determine if the vehicle queue (at the Rosemead Boulevard and SoCalGas Driveway intersection) has resulted in an unsafe traffic condition. This evaluation shall be conducted pursuant to the California Manual on Uniform Traffic Control Devices and shall be reviewed and approved by the City Engineer. This evaluation, including a review of post-opening crash data and driveway counts, shall determine if additional safety improvements (e.g., traffic slowing devices, installation of a traffic signal, etc.) are needed to ensure traffic safety. Should the evaluation determine that additional safety improvements are necessary, such improvements shall be paid in full by the Applicant and installed within one year of the evaluation.	Review of Project Driveway Evaluation	One Year After Issuance of Certificate of Occupancy	City of Pico Rivera; Project Applicant; Traffic Engineer			