

Draft

Pico Urban Greening Master Plan

EIR Addendum

Prepared for
City of Pico Rivera

August 2018



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PICO URBAN GREENING MASTER PLAN

EIR Addendum

I. Introduction/Background

This document is an Addendum to the Certified Final Program Environmental Impact Report (Certified PEIR) (SCH #2014041021) prepared for the City of Pico Rivera General Plan Update (General Plan Update), which was approved by City Council on October 28, 2014. The Certified PEIR analyzes environmental impacts of implementation of the General Plan Update. In accordance with the California Environmental Quality Act (CEQA), this Addendum analyzes the proposed Urban Greening Plan (UGP) for the City of Pico Rivera (City) to determine whether the proposed UGP would result in any new significant environmental impacts or a substantial increase in the severity of impacts identified in the Certified PEIR.

The City's Certified PEIR analyzes the environmental impacts related to implementation of the Pico Rivera General Plan Update and zoning amendments. As no specific developments were proposed as part of the General Plan Update, the Certified PEIR was prepared on a programmatic level with a maximum development potential of approximately 18,308 residential units in the Planning Area. Approximately 22,513,076 square feet (sf) of commercial, industrial, public facility, and mixed use development was considered at buildout of properties citywide, pursuant to the proposed land use policy. The Certified PEIR considered buildout of the General Plan Update over a 20-year planning period.

On July 2014, the City was awarded a grant in the amount of \$250,000 by the Strategic Growth Council (SGC) to develop the UGP, a part of the Strategic Growth Council Urban Greening Program. The SGC Urban Greening Program is a competitive grants program created under the Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006 (Proposition 84), administered by the California Natural Resources Agency, on behalf of the Strategic Growth Council. The SGC is composed of agency secretaries from the Business Transportation and Housing Agency, the California Health and Human Services Agency, the director of the Governor's Office of Planning and Research, and a public member appointed by the Governor. One of the SGC's many objectives is managing and awarding financial assistance to cities, counties, and nonprofit organizations for the preparation, planning, and implementation of urban greening projects and plans.

As discussed further below, the City's UGP builds on the goals and policies of the General Plan Update that direct bike and pedestrian network improvements, improved energy conservation and efficiency and sustainable development practices by providing a master plan that identifies specific projects to achieve these goals and policies. Specifically, the UGP identifies projects that provide

a safe and connected bicycle network and pedestrian improvements, creates a unifying street tree canopy for more walkable and bikeable neighborhoods, and identifies prospective green spaces and hydrology improvements (Pico Rivera Urban Greening Plan, 2018). In addition, the UGP provides recommendations on how to implement and maintain the improvements in a successful manner.

II. CEQA Authority for an Addendum

As indicated above, this document is an Addendum to the Certified PEIR (SCH #2014041021) and addresses the proposed UGP. The Certified PEIR included all statutory sections required by CEQA, comments received on the Draft EIR, responses to comments on the Draft EIR, and supporting technical appendices. CEQA establishes the type of environmental documentation required when changes to a project occur after an EIR is certified. Specifically, CEQA Guidelines Section 15164(a) states that:

The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.

CEQA Guidelines Section 15162 requires a Subsequent EIR when an MND has already been adopted or an EIR has been certified and one or more of the following circumstances exist:

- Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- Substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment. but the project proponents decline to adopt the mitigation measure or alternative.

Likewise, California Public Resources Code (PRC) Section 21166 states that unless one or more of the following events occur, no subsequent or supplemental environmental impact report shall be required by the lead agency or by any responsible agency:

1. Substantial changes are proposed in the project which will require major revisions of the environmental impact report;
2. Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report; or
3. New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.

As demonstrated by the analysis herein, implementation of the UGP would not result in any additional significant impacts, nor would it substantially increase the severity of previously anticipated significant impacts. Rather, all of the impacts associated with the implementation of the UGP would be within the envelope of impacts addressed in the Certified PEIR and would not constitute a new or substantially increased significant impact. Based on this determination, the UGP does not meet the requirements for preparation of a Subsequent EIR pursuant to Section 15162 of the CEQA Guidelines.

III. Project Description

A. Project Location and Setting

The City of Pico Rivera is located on the southern edge of the San Gabriel Valley in southeastern Los Angeles County, approximately ten miles southeast of downtown Los Angeles. Pico Rivera is situated north of the Interstate 5 freeway (I-5) and west of the Interstate 605 freeway (I-605). Pico Rivera is surrounded by the City of Downey to the south, the City of Montebello to the west, and the cities of Whittier and Santa Fe Springs to the east.

Pico Rivera occupies a fairly narrow area of land between Rio Hondo and San Gabriel River. It is approximately 6 miles long along the north-south axis and is approximately 2.4 miles wide along its east-west axis. The two rivers and their spreading grounds generally form the western and eastern boundaries of the city. Telegraph Road forms the city's southern boundary and the Whittier Narrows Regional Park borders the city on the north. The City's Sphere of Influence (SOI) roughly matches that of the city limits except on the eastern edge of the city where the SOI extends beyond the city limits east of the San Gabriel River as far as the I-605, roughly between Washington and Beverly boulevards into unincorporated Los Angeles County.

The Planning Area, which includes the city and its SOI, has a total land area of approximately 5,670 acres or 8.9 square miles within an urbanized portion of Los Angeles County. The Planning Area is approximately 99 percent built-out with a majority of the Planning Area devoted to residential uses. The area within the Rio Hondo and San Gabriel River and their associated spreading grounds accounts for the next largest land use followed by industrial uses, while commercial land uses account for a relatively small portion of the Planning Area's land area. The remaining area is devoted to parks, public facilities and roadways.

B. General Plan and Certified PEIR

As indicated above, the Certified PEIR analyzed the adoption of the 2014 Pico Rivera General Plan Update (General Plan Update). The General Plan Update is a comprehensive update of the 1993 General Plan, and is a long-range plan for the physical development of the incorporated City and its SOI. While the General Plan Update may contain similar goals, policies, or other components of the previous plan, this Plan was updated to meet the needs and issues of the City at the present time and foreseeable future. The purpose of the General Plan Update is to provide the City Council, Planning Commission, Staff, and the entire community with a comprehensive and internally consistent plan to guide the City's decision-making and development processes through to the General Plan Horizon Year (2035).

The General Plan Update begins with a statement of the core values and guiding principles that informed the development of the land use plan, the identification of Opportunity Areas, and the creation of the goals and policies included in the updated General Plan Update. The General Plan Update is comprised of the following nine elements:

- **Land Use Element** – The Land Use Element focuses on the organization of the community's physical environment into logical, functional, and visually pleasing patterns, consistent with local values. Of primary concern are the *type, intensity, location, and character* of land uses desired for the future. The Land Use Element provides appropriate land for each of the variety of activities associated with a successful community, and guides the manner in which this land will be developed and used. The Land Use Map that is included within the Land Use Element establishes the desired pattern of growth in the City of Pico Rivera and its SOI. It provides guidance to achieve the community's vision for how lands are to be used, the intensity and physical form of growth, and key design expectations. The permitted density and intensity of each land use designation is also defined in the Land Use Element.
- **Housing Element** (*adopted in October 2013*) – The Housing Element identifies strategies to conserve, rehabilitate, and provide housing to meet the existing and projected needs of all economic segments of the community.
- **Circulation Element** – The Circulation Element presents the City's policies for achieving and maintaining the safe, efficient and reliable mobility of residents, visitors, goods, and services throughout the community.
- **Community Facilities Element** – This element addresses the community's existing and future facility and service needs including general government, law enforcement, fire protection, water, wastewater, and energy. It is intended to provide for a fiscally sound community that maintains appropriate service and facilities standards, delivers services in an efficient and effective manner, meets the expectations of its constituents, and consistently aims to be better and more productive.
- **Economic Prosperity Element** – The Economic Prosperity Element aims at enhancing Pico Rivera's economic well-being and sustainability. It provides a strategic approach to economic development that reflects the community's unique opportunities and challenges. The intent of this element of the General Plan is to further elevate Pico Rivera as a great place to live, work, and do business.

- **Environmental Resources Element** – The Environmental Resources Element addresses the long-term management of Pico Rivera’s environmental resources including air quality, greenhouse gas emissions, water resources, biological resources, mineral resources, and cultural resources.
- **Safety Element** – The Safety Element addresses seismic and geological hazards, flood hazards, hazardous materials, and emergency preparedness. Related law enforcement and fire protection policies are included in the Community Facilities Element.
- **Healthy Community Element** – Recognizing that planning decisions can have a strong impact on our transportation choices, housing, and social interactions, this Element recognizes that proper planning can improve our residents’ physical and mental health by providing opportunities for physical activity like walking, providing easier access to nutritious food, and facilitating the ability of neighbors to interact with each other on a regular basis.
- **Noise Element** – This element examines noise sources in Pico Rivera with a view toward identifying and evaluating the potential for noise conflicts, and identifies ways to reduce existing and potential noise impacts. This element addresses noise that affects the community at large, rather than noise associated with site-specific conditions. It contains goals, policies, and implementation programs to achieve and maintain noise levels compatible with various land uses.

The Certified PEIR analyzes the environmental impacts related to implementation of the General Plan Update and zoning amendments. As no specific developments were proposed as part of the General Plan Update, the Certified PEIR was prepared on a programmatic level with a maximum development potential of approximately 18,308 residential units in the Planning Area. Approximately 22,513,076 sf of commercial, industrial, public facility, and mixed use development was considered at buildout of properties citywide, pursuant to the proposed land use policy. The Certified PEIR considered buildout of the General Plan over a 20-year planning period.

The issue areas evaluated under the Certified PEIR include:

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

The Certified PEIR determined the General Plan Update would cause significant and unavoidable impacts to air quality (construction) and noise (construction noise and vibration). All other resources areas were determined to have impacts that were either less than significant or less than significant with mitigation. Table 1, *Certified PEIR Impacts and Mitigation Measures*, includes a list of the impact statements the Certified PEIR determined required mitigation measures.

TABLE 1
CERTIFIED PEIR IMPACTS AND MITIGATION MEASURES

Impact	Mitigation Measures
Air Quality	
<p>Impact AQ-1: Implementation of the proposed General Plan Update would result in construction-related emissions that exceed SCAQMD's regional thresholds of significance for criteria pollutants.</p>	<p>MM-AQ-1: The following mitigation measures shall be incorporated for all discretionary projects in the Planning Area associated with implementation of the proposed General Plan Update to minimize pollutant emissions associated with construction activities:</p> <ul style="list-style-type: none"> Construction activities shall require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export) to the extent feasible. Under conditions where it is determined that 2010 model year or newer diesel trucks are not readily available or obtainable for a project, the applicant shall be required to provide this evidence to the City and shall instead use trucks that meet USEPA 2007 model year emissions requirements. Prior to January 1, 2015, all off-road diesel-powered construction equipment greater than 50 horsepower shall meet Tier 3 off-road emissions standards. In addition, all stationary construction equipment shall be outfitted with the BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. A copy of each equipment unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided to the City at the time of mobilization of each applicable unit of equipment. Post January 1, 2015, all off-road diesel-powered construction equipment greater than 50 horsepower shall meet Tier 4 emission standards, where available. In addition, all stationary construction equipment shall be outfitted with the BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. A copy of each equipment unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided to the City at the time of mobilization of each applicable unit of equipment. <p>MM-AQ-2: For all future discretionary projects in the Planning Area associated with implementation of the proposed General Plan Update, the applicant for each individual development project shall require by contract specifications that construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than five minutes. Contract specification language shall be reviewed by the City prior to issuance of a grading permit.</p> <p>MM-AQ-3: For all future discretionary projects in the Planning Area associated with implementation of the proposed General Plan Update, the applicant for each individual development project shall require by contract specifications that construction operations rely on the electricity infrastructure surrounding the construction site rather than electrical generators powered by internal combustion engines to the extent feasible. Contract specification language shall be reviewed by the City prior to issuance of a grading permit.</p> <p>MM-AQ-4: For all future discretionary projects in the Planning Area associated with implementation of the proposed General Plan Update, the applicant for each individual development project shall require by contract specifications that all off-road construction equipment engines shall be maintained in good condition and in proper tune per manufacturer's specifications, to the satisfaction of the City Engineer. Equipment maintenance records and equipment design specifications data sheets shall be kept onsite during construction for periodic review by the City Inspector. Contract specification language shall be reviewed by the City prior to issuance of a grading permit.</p> <p>MM-AQ-5: Future project-level development shall document project construction emissions prior to City approval of a project. If it is shown that a development would generate construction-related VOC emissions exceeding SCAQMD's</p>

TABLE 1
CERTIFIED PEIR IMPACTS AND MITIGATION MEASURES

Impact	Mitigation Measures
	<p>threshold, the architectural coatings phase for that project shall use coatings and solvents with a VOC content lower than that required under SCAQMD Rule 1113.</p> <p>MM-AQ-6: The City shall encourage all construction contractors to apply for SCAQMD “SOON” funds, which provides funds to accelerate clean up of off-road diesel vehicles such as heavy-duty construction equipment.</p>
<p>Impact AQ-2: Implementation of the proposed General Plan Update would result in a cumulatively considerable contribution to air quality impacts associated with construction-related pollutant emissions.</p>	<p>Implement Mitigation Measures MM-AQ-1 through MM-AQ-6.</p>
<p>Impact AQ-3: Implementation of the proposed General Plan Update could result in localized construction-related emissions that exceed the most stringent applicable federal and state ambient air quality standards at nearby sensitive receptors.</p>	<p>MM-AQ-7: All future discretionary projects in the Planning Area subject to CEQA environmental review shall conduct a project-specific localized emissions analysis that identifies the project's construction emissions using either SCAQMD's LST screening tables (for projects that are less than five acres) or dispersion modeling (for projects that exceed five acres in size). Where it is determined that construction emissions would exceed the applicable LSTs or the most stringent applicable federal or state ambient air quality standards, the project shall reduce its daily construction intensity (e.g., reducing the amount of equipment used daily, reducing the amount of soil graded/excavated daily, etc.) and/or use off-road construction equipment outfitted with the most stringent emissions control technology (e.g., equipment meeting Tier 4 emissions standards) such that the project's resulting construction emissions would no longer exceed SCAQMD's LSTs or result in pollutant emissions that would cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards.</p>
<p>Impact AQ-4: Implementation of the proposed General Plan Update could result in the exposure of existing and new sensitive land uses to localized TAC emissions from industrial uses.</p>	<p>MM-AQ-8: New sensitive land uses occurring in the Planning Area under the proposed General Plan Update shall not be located within a 1,000-foot distance from any existing or proposed distribution center/warehouse facility that generates more than 100 trucks per day, more than 40 trucks with operating TRUs per day, or where TRU unit operations exceed 300 hours per week. Under conditions where the 1,000-foot siting distance cannot be met, a health risk assessment (HRA) shall be conducted to evaluate the health risks to the new sensitive land uses from the TAC emissions generated from the mobile sources associated with the distribution center/warehouse facility. Based on the findings in the HRA, appropriate measures shall be taken, if necessary, to reduce the cancer risk resulting from TAC-exposure from mobile sources to below 10 in one million for the maximally-exposed individual. These measures may include, but are not limited to, implementation of appropriate Minimum Efficiency Reporting Value (MERV) filters at the new sensitive land use development.</p>
<p>Impact AQ-5: Implementation of the proposed General Plan Update would result in cumulative air quality impacts associated with construction-related pollutant emissions.</p>	<p>Implement Mitigation Measures MM-AQ-1 through MM-AQ-6.</p>
<p>Hydrology and Water Quality</p>	
<p>Impact GRW-1: Implementation of the proposed General Plan Update could result in an exceedance of PRWA and PWD allowable pumping allocation rights from the Central Basin and could result in a water supply shortfall within the Planning Area.</p>	<p>MM-GRW-1: The City shall not approve development beyond anticipated 2025 growth projections until securing additional water supplies or demonstrating in the UWMPs or project-specific Water Supply Assessment that water supply amounts are available to meet existing and project water demand.</p>

TABLE 1
CERTIFIED PEIR IMPACTS AND MITIGATION MEASURES

Impact	Mitigation Measures
Noise	
<p>Impact NOI-1: New development occurring under implementation of the proposed General Plan Update could exceed City noise standards under operational conditions.</p>	<p>MM-NOI-1: The City shall consider all future developments within the Planning Area to ensure their compliance with Policies 11.1-1 through 11.2-6 in the Noise Element of the General Plan and determine if operational noise levels generated by the development would exceed the City's permissible noise standards for transportation and stationary noise sources established in the Noise Element. If City noise standards would be exceeded, design measures shall be taken to ensure that operational noise levels would be reduced to levels that comply with the permissible City noise standards to the extent feasible. These measures may include, but are not limited to, the erection of noise walls, use of landscaping, and/or the design of adequate setback distances for the new developments.</p> <p>MM-NOI-2: Approval of development permits shall ensure that the operating hours of all future industrial-related developments that are located adjacent to residential properties within the Planning Area be restricted from 6 A.M. to 6 P.M., Monday through Friday, and that noise levels generated by the industrial operation be prohibited from exceeding 65 dBA at all times when measured from an adjacent residential property line pursuant to Section 18.40.050 of the City's Municipal Code.</p>
<p>Impact NOI-2: New development occurring as part of implementation of the proposed General Plan Update could result in excessive groundborne vibration levels at sensitive receptors during construction activities.</p>	<p>MM-NOI-3: Approval of development permits shall ensure that the operation of construction equipment that generates high levels of vibration, such as large bulldozers, loaded trucks, and caisson drills, shall be prohibited within 45 feet of residential structures and 35 feet of institutional structures during construction of any project-specific development in the Planning Area to the extent feasible. Small, rubber-tired construction equipment shall be used within this area during demolition and/or grading operations to reduce vibration effects, where feasible.</p> <p>MM-NOI-4: Approval of development permits shall ensure that the operation of jackhammers shall be prohibited within 25 feet of existing residential structures and 20 feet of institutional structures during construction activities associated with any project-specific development in the Planning Area, to the extent feasible.</p> <p>MM-NOI-5: Approval of development permits shall ensure that where pile driving activities are required during the construction of any project-specific development that is located adjacent to a sensitive receptor (e.g., residence, school, hospital, etc.) in the Planning Area, alternative installation methods that generates less vibration levels (e.g., use of sonic/vibratory pile drivers, screw piles, cast-in-place systems, pre-loading, etc.) shall be used where possible.</p> <p>MM-NOI-6: Approval of development permits shall ensure that where a new development would be constructed adjacent to an existing historic building within the Planning Area, the project developer shall require by contract specifications that a certified structural engineer be retained to submit evidence that the operation of vibration-generating equipment associated with the new development would not result in any structural damage to the adjacent historic building. Contract specifications shall be included in the construction documents for the new development, which shall be reviewed by the City prior to issuance of a construction permit.</p>

TABLE 1
CERTIFIED PEIR IMPACTS AND MITIGATION MEASURES

Impact	Mitigation Measures
<p>Impact NOI-3: Implementation of the proposed General Plan Update could result in substantial temporary or periodic increases in ambient noise levels in the project vicinity above existing levels during construction activities.</p>	<p>MM-NOI-7: The City shall ensure that project approvals within the Planning Area require that construction activities whose specific location on a construction site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) be conducted as far as possible from the nearest noise-sensitive land uses.</p> <p>MM-NOI-8: The City shall ensure that project approvals within the Planning Area require that the use of construction equipment or construction methods with the greatest peak noise generation potential will be minimized. Examples include the use of drills and jackhammers. When impact tools (e.g., jack hammers, pavement breakers, and caisson drills) are necessary, they shall be hydraulically or electrically powered wherever possible.</p> <p>MM-NOI-9: The City shall ensure that project approvals within the Planning Area require that stationary construction noise sources be located as far from adjacent receptors as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or other measures to the extent feasible.</p> <p>MM-NOI-10: The City shall ensure that project approvals within the Planning Area require that all construction truck traffic be restricted to routes approved by the City of Pico Rivera, which shall avoid residential areas and other sensitive receptors to the extent feasible.</p> <p>MM-NOI-11: The City shall ensure that project approvals within the Planning Area require project applicants to designate a construction relations officer to serve as a liaison with surrounding residents and property owners who is responsible for responding to any concerns regarding construction noise and vibration. The liaison's telephone number(s) shall be prominently displayed at construction locations.</p> <p>MM-NOI-12: The City shall ensure that project approvals within the Planning Area require a preconstruction meeting with the City's job inspector(s) and the general contractor or onsite project manager to confirm that noise and vibration mitigation and practices (including construction hours, sound mufflers on equipment, neighborhood notification, posted signs, etc.) are implemented.</p>
<p>Impact NOI-4: Implementation of the proposed General Plan Update could expose sensitive receptors to excessive noise under operational conditions.</p>	<p>MM-NOI-13: Approval of development permits shall ensure that individual developments occurring within the Planning Area shall minimize noise impacts from mechanical equipment, such as ventilation and air conditioning units, by locating equipment away from receptor areas, installing proper acoustical shielding for the equipment, and incorporating the use of parapets into building design to ensure that noise levels shall not exceed the noise level standards for stationary noise sources in the Noise Element of the General Plan Update.</p> <p>MM-NOI-14: All new commercial and industrial uses occurring within the Planning Area shall locate, to the extent feasible, their respective loading areas on the opposite side of the building where an adjacent noise-sensitive land use (e.g., residential, school, hospital, etc.) is located in order to direct the truck-related noise levels away from these uses.</p> <p>MM-NOI-15: All loading docks associated with the new commercial and industrial uses occurring in the Planning Area that are located adjacent to noise-sensitive uses shall be designed with proper and sufficient shielding to ensure that truck-related noise levels shall not exceed the ambient noise level on the premises of adjacent residential properties by more than five decibels.</p>

TABLE 1
CERTIFIED PEIR IMPACTS AND MITIGATION MEASURES

Impact	Mitigation Measures
Public Services	
<p>Impact PS-1: Implementation of the proposed General Plan Update could result in increased demands for police resources, including additional patrol deputies, other sworn personnel, support staff, and attendant equipment, which would exceed the capacity of the existing Pico Rivera Sheriff Station requiring new or expanded facilities for police protection.</p>	<p>MM-PS-1: The City shall explore the feasibility of adopting development impact fees that require new development to fund its fair share of improvements that are needed to maintain law enforcement service standards, facilities, and equipment.</p> <p>MM-PS-2: City staff shall coordinate with LASD to plan upgrades and expansion of their existing facility, or to identify sites for a new facility, in order to accommodate the additional police protection resources that will be required to adequately meet the demand generated by the proposed General Plan Update.</p>
Traffic and Circulation	
<p>Impact CIRC-1: Implementation of the General Plan Update would result in unsatisfactory levels of service at the following intersections:</p> <ol style="list-style-type: none"> 4. Paramount Boulevard/Washington Boulevard (A.M. and P.M. peak hours); 8. Rosemead Boulevard/Gallatin Road (P.M. peak hour); 9. Rosemead Boulevard/Beverly Boulevard (P.M. peak hour); 10. Rosemead Boulevard/Whittier Boulevard (P.M. peak hour); 12. Rosemead Boulevard/Washington Boulevard (P.M. peak hour); 14. Rosemead Boulevard/Slauson Avenue (P.M. peak hour); 15. Rosemead Boulevard/Telegraph Road (A.M. and P.M. peak hours); and 24. San Gabriel River Parkway/Beverly Boulevard (A.M. peak hour). 	<p>MM-CIRC-1: Upon adoption of the proposed General Plan Update, the City shall pursue funding options, such as transportation and growth management grants, to implement the system-wide signal timing improvements at all intersections within the city.</p> <p>MM-CIRC-2: The City shall monitor the performance of the intersections listed below on an on-going basis and ensure that the specified improvements occur at these intersections prior to or concurrent with development occurring under the General Plan Update that would increase the peak-hour delay and cause the intersection LOS to deteriorate to unsatisfactory levels:</p> <ol style="list-style-type: none"> 4. Paramount Boulevard/Washington Boulevard: Convert the eastbound and westbound left turn signal phases to protected-permitted phasing. 8. Rosemead Boulevard/Gallatin Road: Convert one receiving lane on the west leg to a second left turn lane. The resulting intersection geometry west of Rosemead Boulevard will include one westbound lane, two eastbound left turn lanes (of 100 feet of storage or more), one eastbound through lane, and an eastbound right turn lane. 9. Rosemead Boulevard/Beverly Boulevard: Convert signal phasing to provide protected left turns for eastbound and westbound left turns. Prohibit U-turns for the southbound and westbound directions and provide right turn overlap phases for the westbound and northbound right turns. 10. Rosemead Boulevard/Whittier Boulevard: Convert signal phasing to provide permitted-protected phasing for all left turns. Provide right turn overlap phase for the westbound right turn and prohibit U-turns in the southbound direction. 12. Rosemead Boulevard/Washington Boulevard: Convert the northbound and westbound left turn signal phases to protected-permitted phasing. 14. Rosemead Boulevard/Slauson Avenue: Convert the eastbound and westbound left turn signal phases to protected-permitted phasing. 15. Rosemead Boulevard/Telegraph Road: Convert signal phasing to provide permitted-protected phasing for all left turns. Provide right turn overlap phase for the northbound right turn and prohibit U-turns in the westbound direction. Restripe to provide an eastbound right turn lane. 24. San Gabriel River Parkway/Beverly Boulevard: Convert the eastbound and westbound left turn signal phases to protected-permitted phasing. Convert the westbound right turn lane to a shared through-right turn lane and convert the southbound free right-turn lane to provide a right turn overlap phasing. The receiving lane for the southbound free right turn will become the receiving lane for the additional westbound through lane.

TABLE 1
CERTIFIED PEIR IMPACTS AND MITIGATION MEASURES

Impact	Mitigation Measures
Utilities	
Impact Util-1: Implementation of the proposed General Plan Update could result in an exceedance of PRWA and PWD allowable pumping allocation rights from the Central Basin and could result in a water supply shortfall within the Planning Area.	Implement Mitigation Measure MM-GRW-1.
Impact Util-2: Without demonstration of adequate water supply, implementation of the proposed General Plan Update could result cumulatively considerable water supply and infrastructure impacts.	Implement Mitigation Measure MM-GRW-1.

C. Urban Greening Plan

As a means to implement the goals and policies of the General Plan, the City has prepared an Urban Greening Plan (UGP) that establishes a refined plan focused primarily on bike and pedestrian network improvements with co-benefit elements to address improved energy conservation and efficiency and sustainable development practices. The UGP presents specific projects to provide a safe and connected bicycle network and pedestrian improvements, to create a unifying street tree canopy for more walkable and bikeable neighborhoods, and identifies prospective green spaces and hydrology improvements (Pico Rivera Urban Greening Plan, 2018). Major themes of the UGP include:

- Creating opportunities for walking, biking, open space, and street trees by reclaiming excess street width;
- Connecting community destinations through safe walking and biking facilities;
- Incorporating pedestrian and bicycle facilities such as marked crosswalks, bike lanes and clearly identified bike routes into the city's existing roadway network;
- Reducing speeding and enhance bicyclist and pedestrian safety through traffic calming;
- Identifying opportunities for urban open space and stormwater management to reduce water discharge into the storm drain system; and
- Develop a unifying street tree palette that improves aesthetics, shade, and air quality.

As part of the UGP, no change to the General Plan Update would occur. The General Plan Update would remain the same as approved under the Certified PEIR and would continue to provide a framework for future development and redevelopment within the City's Planning Area. The Pico Rivera UGP focuses on four separate elements, including:

Bicycle Facilities

The goal of this component of the UGP is to provide safe bicycle facilities throughout Pico Rivera and connections to existing facilities. Based on analysis of existing conditions, previous planning efforts, public input, and GIS data, specific recommendations for bicycle facilities and a complete bikeway system were developed for the City of Pico Rivera. The potential for non-motorized travel and bicyclists' needs were determined by analyzing existing and planned land use, current and projected traffic levels, and the unique needs of the population.

The UGP identifies existing and potential bicycle and pedestrian activity areas in Figures 2-11 through 2-14 of the UGP (Attachment A), and identifies 34 bicycle improvement projects that could be implemented citywide, as described in Table 2, *Recommended Bicycle Improvement Projects*.

TABLE 2
RECOMMENDED BICYCLE IMPROVEMENT PROJECTS

Project Number	Recommended Bicycle Facility	Length (Miles)	Street Name	From Street	To Street
1	Bike Lanes	4.85	Durfee Ave	City Limits	Class I
	Bicycle Boulevard			Class I	Kruse Rd
				Kruse Rd	Friendship Ave
				Friendship Ave	Gallatin Rd
			Gallatin Rd	Harrell St	
	Harrell St				
	Harrell St			Beverly Blvd	
	Beverly Blvd			Bartolo Ave	
	Bike Lanes		Jackson St	Bartolo Ave	Beverly Rd
				Beverly Rd	Driveway
				Driveway	Verner St
				Verner St	Passons Blvd
	Bicycle Boulevard		Passons Blvd	Jackson St	Loch Lomond Dr
				Loch Lomond Dr	Balfour St
				Driveway	Marjorie St
				Marjorie St	Haney St
				Haney St	Driveway
				Homebrook St	Wampler St
				Wampler St	Goodbee St
				Goodbee St	Washington Blvd
				Washington Blvd	Lochinvar Dr
				Lochinvar Dr	Nan St
				Nan St	Bert St
				Bert St	Canford St
				Canford St	Danbridge St
				Danbridge St	Rex Rd
				Rex Rd	Rivera Rd
				Slauson Ave	Burke St
				Burke St	Midblock
				Midblock	Myron St
				Myron St	Aero Dr
				Aero Dr	Shade Ln
				Shade Ln	Shade Ln
				Shade Ln	La Docena Ln
				La Docena Ln	Charlesworth
				Charlesworth Rd	Buhman
				Sunglow St	Claymore St
				Claymore St	Telegraph Rd

TABLE 2
RECOMMENDED BICYCLE IMPROVEMENT PROJECTS

Project Number	Recommended Bicycle Facility	Length (Miles)	Street Name	From Street	To Street
2	Bike Lanes	4.97	Rosemead Blvd	City Limits	Gallatin Rd
				Gallatin Rd	Beverly Blvd
				Beverly Blvd	Beverly Rd
				Beverly Rd	Olympic Blvd
				Olympic Blvd	Speedway
				Speedway	Whittier Blvd
				Whittier Blvd	Havenwood St
				Havenwood St	Mines Ave
				Mines Ave	Balfour St
				Balfour St	Coffman Pico Rd
				Coffman Pico Rd	Carron Dr
				Carron Dr	Washington Blvd
				Washington Blvd	Danbridge St
				Danbridge St	Rex Rd
				Rex Rd	Bermudez St
				Bermudez St	Slauson Ave
				Slauson Ave	Burke St
				Burke St	Aero Dr
				Aero Dr	Shade Ln
				Shade Ln	Maxine St
				Maxine St	Terradell St
				Terradell St	Alley
				Alley	Telegraph Rd
				Telegraph Rd	City Limits
3	Bike Lane or Bike Route	4.2	Gallatin Rd Paramount Blvd	Paramount Blvd	Calico Ave
				Gallatin Rd	Isora St
				Isora St	Cope Dr
				Cope Dr	Ibsen St
				Ibsen St	Colmere Ave
				Colmere Ave	Beverly Blvd
	Bike Lanes		Beverly Blvd	Beverly Park Pl	
			Beverly Park Pl	Elba St	
			Elba St	Olympic Blvd	
			Olympic Blvd	Lexington Rd	
			Lexington Rd	Whittier Blvd	
	Multi-use Path or Bike Lanes		Whittier Blvd	Holbrook St	
			Multi-use Path or Bike Lanes	Holbrook St	Fishman Rd
	Fishman Rd			Loch Lomond Dr	

TABLE 2
RECOMMENDED BICYCLE IMPROVEMENT PROJECTS

Project Number	Recommended Bicycle Facility	Length (Miles)	Street Name	From Street	To Street
	Bike Lanes			Loch Lomond Dr	Rosehedge Dr
				Rosehedge Dr	Dunlap Crossing Rd
				Dunlap Crossing Rd	Unser St
				Unser St	Haney St
				Haney St	Glendola Dr
				Glendola Dr	Goodbee St
				Goodbee St	Washington
				Washington Blvd	
				Canford St	Parking
				Parking Lot	Rex Rd
				Rex Rd	Warvale St
				Warvale St	Trojan St
				Trojan St	Slauson Ave
				Slauson Ave	Driveway
				Driveway	Maxine St
				Maxine St	Telegraph Rd
				Telegraph Rd	Telegraph Rd
4	Bike Lanes	1.84	Beverly Blvd	City Limits	Class I
				Class I	Paramount Blvd
				Paramount Blvd	Tobias Ave
				Tobias Ave	City Limits
5	Multi-use path	2.17	Proposed Facility	Pico Rivera Trail	City Limits
6	Bicycle Boulevard	1.19	Beverly Rd	Class I	Paramount Blvd
	Bike Lanes			Paramount Blvd	Olympic Way
				Olympic Way	Deland Ave
				Deland Ave	Durfee Ave
				Tobias Ave	City Limits
7	Separated Bike Lane/Cycle Track	1.48	Mines Ave	Paramount Blvd	Calico Ave
				Calico Ave	Manzanar Ave
				Manzanar Ave	Rosemead Blvd
	Bike Route			Rosemead Blvd	Lindsey Ave
	Separated Bike Lane/Cycle Track			Lindsey Ave	Passons Blvd
				Passons Blvd	Rimbank Ave
	Multi-use path		Dunlap Crossing Rd	Midblock	Midblock
8	Multi-use path	1.59	Existing Rail Corridor	San Gabriel River Trail	Van Norman Rd

TABLE 2
RECOMMENDED BICYCLE IMPROVEMENT PROJECTS

Project Number	Recommended Bicycle Facility	Length (Miles)	Street Name	From Street	To Street
9	Bicycle Boulevard	0.84	Serapis Ave	Slauson Ave	Alley
				Alley	Burke St
				Burke St	Myron St
				Myron St	Aero Dr
				Aero Dr	La Docena Ln
				La Docena Ln	Terradell St
				Terradell St	Sunglow St
				Sunglow St	Claymore St
				Claymore St	Alley
				Alley	Telegraph Rd
10	Bicycle Boulevard	1.08	Acacia Ave	Gallatin Rd	Las Posas St
			Acacia Ave	Las Posas St	Tilmont Ave
			Acacia Ave	Tilmont Ave	Beverly Blvd
			Acacia Ave	Beverly Blvd	Arma St
			Arma St	Acacia Ave	Los Toros Ave
			Los Toros Ave	Arma St	Beverly Rd
11	Bicycle Boulevard	0.47	Danbridge St	Rosemead Blvd	Blossom Ct
				Blossom Ct	Bequette St
				Bequette St	
				Cravell Ave	Loch Alene
				Loch Alene Ave	Citronell Ave
				Citronell Ave	Kilgarry Ave
				Kilgarry Ave	Passons Blvd
12	Bike Lanes	1.69	Rex Rd	Crider Ave	Paramount Blvd
				Paramount Blvd	Driveway
				Driveway	Rosemead Blvd
	Bicycle Boulevard		Eglise Ave	Rosemead Blvd	Cravell Ave
				Cravell Ave	Eglise Ave
				Rex Rd	Lundahl Dr
			Lundahl Dr	Eglise Ave	Pico Vista Rd
			Connection	Pico Vista Rd	Dead End
13	Multi-Use Path	0.18	Holbrook St Multi-Use Bridge	San Gabriel River Trail West	San Gabriel River Trail East
14	Multi-Use Path	1.4	Proposed Facility	Whittier Blvd	San Gabriel River Pkwy

TABLE 2
RECOMMENDED BICYCLE IMPROVEMENT PROJECTS

Project Number	Recommended Bicycle Facility	Length (Miles)	Street Name	From Street	To Street
15	Bicycle Boulevard	0.44	Olympic Blvd	Paramount Blvd	Acacia Ave
				Acacia Ave	Rosemead Blvd
				Rosemead Blvd	Walnut Ave
				Walnut Ave	Olympic Way
				Olympic Blvd	Beverly Rd
16	Bicycle Boulevard	0.84	Holbrook St	Paramount Blvd	Bridgeview Ave
			Bridgeview Ave	Bridgeview Ave	Maris Ave
			Maris Ave	Bexley Dr	Manzanar Ave
			Manzanar Ave	Maris Ave	Coolhurst Dr
			Coolhurst Dr	Manzanar Ave	Maris Ave
			Maris Ave	Coolhurst Dr	Coffman Pico Rd
			Coffman Pico Rd	Maris Ave	Winodee Dr
			Coffman Pico Rd	Winodee Dr	Crossway Dr
			Crossway Dr	Coffman Pico Rd	Carron Dr
			Crossway Dr	Carron Dr	Washington Blvd
17	Bicycle Boulevard	1.08	Balfour St	Passons Blvd	Loch Alene Ave
			Loch Alene Ave	Balfour St	Nan St
			Nan St	Loch Alene Ave	Bequette St
			Bequette St	Nan St	Nan St
			Bequette St	Nan St	Danbridge St
18	Bicycle Boulevard	0.58	Gallatin Rd	Calico Ave	Acacia Ave
				Acacia Ave	Rosemead Blvd
				Rosemead Blvd	Berkshire Rd
				Berkshire Rd	Durfee Ave
19	Multi-Use Path	2	Proposed Facility	Rio Hondo River Trail	Dead End
20	Bicycle Boulevard	0.82	Havenwood St	Manzanar Ave	Lindsey Ave
				Alley	Citronell Ave
			Citronell Ave	Havenwood St	Parking Lot
				Havenwood St	Loch Lomond Dr
			Loch Lomond Dr	Citronell Ave	Passons Blvd
				Passons Blvd	Pico Vista Rd
21	Bicycle Boulevard	0.57	Pico Vista Rd	Loch Lomond Dr	Pico Rivera Trail
			Serapis Ave		
			Rivera Rd	Serapis	Lemoran A
22	Bicycle Boulevard	0.19	Tobias Ave	Lemoran Ave	Passons Blvd
				Beverly Blvd	Beverly Rd

TABLE 2
RECOMMENDED BICYCLE IMPROVEMENT PROJECTS

Project Number	Recommended Bicycle Facility	Length (Miles)	Street Name	From Street	To Street
23	Bicycle Boulevard	0.78	Friendship Ave Melita St	Durfee Ave Amistad Ave	Melita St San Gabriel River Pkwy
24	Bicycle Boulevard	0.5	Harrell St	Layman Ave Sandoval Ave	Sandoval Ave Amistad Ave
25	Bicycle Boulevard	0.51	Marjorie St Pico Vista Rd Connection	Passons Blvd Millux Ave Marjorie St Pico Vista Rd	Marjorie St Pico Vista Rd Carron Dr Pico Rivera Trail
26	Multi-Use Path	0.53	Whittier Greenway Connection	San Gabriel River Trail	Whittier Greenway Trail
27	Bicycle Boulevard	0.97	Orange Ave Orange Ave Orange Ave Klinedale Ave Florpark St Clarinda Ave Whiteland St True Avenue	Shade Ln La Docena Ln Sunglow St Florpark St Klinedale Ave Florpark St Clarinda Ave Whiteland St	La Docena Ln Sunglow St Florpark St Florpark St Clarinda Ave Whiteland St True Avenue Telegraph Rd
28	Bike Route	1.53	Woodford St Banta Rd Cate Rd Durfee Ave Kruse Road Narrows Dr	San Gabriel River Pkwy Woodford St Greenglade Ave Cate Rd Durfee Ave Kruse Rd	Greenglade Ave Friendship Ave Durfee Ave Kruse Rd Narrows Dr Sandoval Ave
	Bicycle Boulevard		Sandoval Ave	Narrows Dr	Woodford St
29	Bicycle Boulevard	1	Maxine St Fernadel Ave Terradell St Birchleaf Ave Maxine St Manzanar Ave Terradell St	Paramount Blvd Elmont Ave Fernadel Ave Birchleaf Av Maxine St Manzanar Ave Arrington Ave	Elmont Ave Terradell St Birchleaf Ave Manzanar Terradell St Arrington Ave Serapis Ave

TABLE 2
RECOMMENDED BICYCLE IMPROVEMENT PROJECTS

Project Number	Recommended Bicycle Facility	Length (Miles)	Street Name	From Street	To Street
30	Bicycle Boulevard	0.73	Claymore St	Serapis Ave	Passons Blvd
				Passons Blvd	Songfest Dr
			Songfest Dr	Claymore St	Hamden St
				Hamden St	Florpark St
			Florpark St	Songfest Dr	Klinedale Ave
31	Bicycle Boulevard	0.66	Shade Ln	Passons Blvd	Orange Ave
				Orange Ave	Masoncrest Dr
			Masoncrest Dr	Masoncrest Dr	Dead End
32	Bicycle Boulevard	0.22	La Docena Ln	Serapis Ave	Chaney Ave
				Chaney Ave	Passons Blvd
33	Bike Route	1.09	Pico Rivera Bicentennial Park	Pico Rivera Bicentennial Park	Rooks Rd
			Rooks Rd	Pico Rivera Bicentennial Park	Rose Hill Rd
			Rose Hill Rd	Rooks Rd	San Gabriel River Pkwy
34	Bike Lanes	1.3	Rose Hill Rd	San Gabriel River Pkwy	Shepherd St
				Shepherd St	Workman Mill Rd

Pedestrian Facilities

The goal of this element of the UGP is to provide safe pedestrian improvements near schools and parks throughout Pico Rivera. A Safe Routes to School (SR2S) study was completed for Pico Rivera in 2015. The UGP builds upon the recommendations from the SR2S study and identifies Safe Routes to Parks (SRTP), which includes identifying pedestrian facilities in the areas around parks which will make it safer and easier for residents to access their local park on foot. The UGP recommends a total of 33.56 miles of pedestrian projects (sidewalk completion) and 143 curb ramp improvements. All of the recommendations were developed using public input, on-site investigation, and GIS analysis. Recommended pedestrian improvement projects are identified in in Figures 3-3 through 3-13 of the UGP (Attachment A) and in Table 3, *Recommended Pedestrian Improvement Projects*, below.

TABLE 3
RECOMMENDED PEDESTRIAN IMPROVEMENT PROJECTS

Name	Missing Sidewalks (LF)	Improvements
Gallatin/Rosemead Pocket Park	1,673	Curb extensions Curb Ramps Zebra Crosswalks
Obregon Park	4,087	Curb Ramps
Paramount/Mines Parkway, Rio Vista Park & William A Smith	30,247	Curb Ramps Zebra Crosswalks
Pico Park	6,824	Curb Ramps Gateway Amenities Widen Sidewalks Zebra Crosswalks
Pico Rivera Bicentennial Park North	11,627	Install Sidewalks
Pico Rivera Bicentennial Park South	5,285	Install Sidewalks
Pio Pico Park & Amigo Park	4,796	Widen Sidewalks
Rio Hondo Park & Colmere Pocket Park	4,145	Curb Ramps Install RRFB or PHB Zebra Crosswalks
Rivera Park & Serapis	3,707	Curb Ramps Gateway Amenities Zebra Crosswalks
Streamland Park	4,354	Curb Ramps Zebra Crosswalks
Veterans and Ladies Auxiliary Park	2,613	Curb Ramps Zebra Crosswalks

Urban Runoff & Open Space

The goal of this component of the UGP is to increase permeable areas that can decrease stormwater runoff, increase opportunities for green space, and recharge of the local groundwater aquifer that supplies drinking water for the region's communities.

Urban Runoff

Due to the many impervious surfaces built in urban areas (roads, parking lots, sidewalks), rainwater is carried over these surfaces rather than being allowed to percolate into the soil. Unfortunately, water flowing on the surface of a street can pick up trash, oil, chemicals, and other contaminants. This contaminated water is known as urban runoff. In Pico Rivera, urban runoff can flow untreated into surrounding water sources such as the San Gabriel River. Additionally, neighborhoods throughout the city are at risk of flooding during major storm events.

The City can minimize the negative impacts of urban runoff by implementing various strategies known as low impact design (LID). LID addresses stormwater using small, cost-effective landscape

features that can be incorporated into both new and existing developments. These planning and engineering strategies help mitigate urban runoff by slowing, filtering, and absorbing runoff into permeable surfaces. LID creates functional and appealing stormwater storage and site drainage techniques that regards stormwater as a resource rather than a waste product. Since Pico Rivera is located on an important local groundwater aquifer that supplies drinking water to the region, the City can play an important role in reducing imported water and improving water quality in the San Gabriel River and the Rio Honda Channel, while also reducing local flooding.

The UGP recommends LID strategies, including rain gardens, bioretention areas, bioswales, pervious pavement, curb cuts, green roofs, and rain barrels. Each LID strategy can be used alone or in conjunction with others to mitigate the negative impacts of urban runoff. By incorporating LID strategies in development throughout the city, Pico Rivera can create a network of natural areas that provide flood protection and cleaner water by retaining and filtering urban runoff, increasing the local water supply. The UGP identifies two streets within the City that could be considered for stormwater LID as a part of an overall green infrastructure plan, including: Washington Boulevard and Parsons Boulevard. Mines Avenue is also described in the UGP, but it is acknowledged as an already funded project for stormwater treatment infrastructure. A description of these potential projects, including a description of what could be improved, is included below in Table 4, *Potential Stormwater LID Projects*. In addition, locations for these projects are shown in Figures 4-2 through 4-3 in the UGP (Appendix A).

TABLE 4
POTENTIAL STORMWATER LID PROJECTS

Project No.	Project Location	Description
1	Washington Boulevard	Regrade existing greenway with bio-retention cells or in bio-retention strips along pedestrian walkways, replacement of concrete walkways with porous blocks or asphalt, and replacement of existing catchments with bio-filtration units.
2	Parsons Boulevard	Coordinate with schools to accommodate bio-retention strips that provide wider and safer sidewalks and improved landscaping. Move existing fencing adjacent next to the narrow sidewalk. Add information signage. If feasible, a larger underground stormwater capture and infiltration vault could be installed in one of the ball fields.

Reclaimed Water Opportunities

Currently, there are three water districts serving the City of Pico Rivera, including: Pico Water District (PWD) (26 percent); San Gabriel Valley Water (SGWA) (4 percent); and the Pico Rivera Water Authority (PRWA) (70 percent). The UGP identifies opportunities for increasing the use of reclaimed water within Pico Rivera. Specifically, reclaimed water can be used for irrigation of the landscaped areas and stormwater LID elements proposed in the UGP. The UGP identifies three areas within the City that could be considered for reclaimed water use, including Rosemead

Boulevard, from Gallatin Road to Beverly Boulevard, San Gabriel River Parkway, and the Rosemead Boulevard center median, from Whittier Boulevard to Washington Boulevard. A description of these projects, including a description of what could be improved, is included below in Table 5, *Potential Reclaimed Water Opportunities Projects*.

TABLE 5
POTENTIAL RECLAIMED WATER OPPORTUNITIES PROJECTS

Project No.	Project Location	Description
1	Rosemead Boulevard from Gallatin to Beverly	Good candidates for reclaimed water that could be pulled from nearby existing infrastructure
2	San Gabriel River Parkway	Good candidates for reclaimed water that could be pulled from nearby existing infrastructure
3	Rosemead Boulevard center median from Whittier to Washington	Good candidates for reclaimed water that could be pulled from nearby existing infrastructure

Open Space

The UGP provides an overview of the city's existing open space areas while also identifying opportunities for new open spaces. Although open space most often refers to parks or programmed recreational uses, the term can also include unprogrammed recreation space and natural open space. In some cases, open space can also provide opportunities for managing urban runoff. The City of Pico Rivera currently has 16 parks, providing a combined total of 236 acres of parkland. Developing additional parks in Pico Rivera is challenging due to the limited amount of available land. However, the city can take advantage of unused or vacant parcels to convert them into spaces known as mini or pocket parks. Pocket parks are small-scale urban open spaces, usually smaller than 0.25 acre, and can include a variety of open space facilities and amenities for the surrounding neighborhoods. The City of Pico Rivera has a variety of both publicly and privately owned vacant parcels that could be converted to pocket parks. Specific Pocket Park project opportunities are identified in Table 6, *Open Space Park Project Opportunities*.

Urban Forestry

The goal of this component of the UGP is to increase the quantity and quality of plants and trees to provide a variety of benefits, including shade and improved air quality. The term Urban Forestry pertains to the care and management of tree populations in urban settings for the purpose of securing environmental and social benefits for its inhabitants. The Sustainable Cities Institute defines Urban Forestry as the art, science and technology of managing trees and natural systems in and around urban areas for the health and well-being of communities. Although an urban forest includes trees on both public and private property, the City is only responsible for those trees within the public right-of-way. These trees located within the right-of-way, also known as street trees, can create a multitude of benefits for the City's residents and should be carefully selected to ensure maximum results.

TABLE 6
OPEN SPACE POCKET PARK PROJECT OPPORTUNITIES

Project No.	Location	Size (acres)	Owner	Parcel No.	Surrounding Land Uses	Potential Amenities
1	Along Kruse Road between Durfee Avenue and Narrows Drive	15	Kenny Mary A. Trust	8123-013-025,	Low Density Residential and Park / Open Space	Playground, Community Garden, Bike Racks, Picnic Area, Benches, Lighting, Ball Field, Multi-Use Path, Connections to Existing Paths, Tree Box Filters, Rain Garden/Bioswales, Detention Basins, Permeable Pavers
			Norm D & Sue Foster Trust	8123-013-026, 8123-013-027		
			B&R MacIntosh Trust	8123-013-039, 8123-301-040, 8123-014-050		
			Wesley Kruse	8123-014-054		
2	Corner of Bradgate Drive and Fairway Drive between the Pico Rivera Municipal Golf Course and Obregon Park	0.2	City of Pico Rivera	N/A (right-of-way)	Low Density Residential and Park / Open Space	Playground, Community Garden, Bike Racks, Picnic Area, Benches, Lighting, Tree Box Filters, Rain Garden/Bioswales
3	Approximately 250 feet west of the intersection of Paramount Boulevard and Beverly Boulevard	0.1	US Army Corps	8123-022-903	High Density Residential, Low Density Residential, Commercial, and Park / Open Space	Tot Lot, Benches, Bike Racks, Picnic Area, Lighting, Tree Box Filters, Permeable Pavers, Rain Garden/Bioswales
4	Corner of San Luis Potosi and Fir Street	12.9	City of Pico Rivera		Low Density Residential and Rio Hondo Channel	Community Garden, Bike Racks, Picnic Area, Rain Garden/Bioswales, Tree Box Filters

TABLE 6
OPEN SPACE POCKET PARK PROJECT OPPORTUNITIES

Project No.	Location	Size (acres)	Owner	Parcel No.	Surrounding Land Uses	Potential Amenities
5	Approximately 180 feet east of the intersection of Shade Lane and Passons Boulevard	17.3	City of Pico Rivera		Low Density Residential and Public Facilities	Bike Racks, Soccer Field, Permeable Pavers, Rain Gardens/Bioswales, Tree Box/Filters

The UGP proposes to increase the number of street trees in Pico Rivera in order to create a canopy that would maximize the positive benefits of urban forestry. The street tree plan presented in the UGP identifies a range of tree species appropriate for the City's unique conditions and provides recommendations for the location of each species. The street tree plan is intended to assist the City in selecting trees that help reinforce community character while reducing future problems and expense. The UGP establishes a street tree palette and recommendations for future plantings or future replacement of planting within Pico Rivera; however, specific planting/construction projects have not been identified in the UGP.

Street Design Toolbox

The Pico Rivera Street Design Toolbox is a tool that can be used to build a desirable street and attractive public realm. The Toolbox is organized by the four design elements, including: Bicycle Facilities Element, Pedestrian Facilities Element, Urban Runoff and Open Space Element, and Urban Forestry Element. The Toolbox is a matrix provided in the UGP that includes the physical elements of a street and where these improvements should take place.

Green Streets

Streets are typically thought of as a route for vehicle traffic only. A "Green Street" combines the concept of Complete Streets with stormwater management and urban forestry to design streets that enable safe and attractive access throughout the city by foot, transit, bicycle, and car. Green Streets consider the street as a public space that enhances multi-modal connectivity, sustainability, and design for pedestrians, bicyclists, transit riders, and motorists.

With this comprehensive approach to street design, Green Streets accomplish a number of positive outcomes including:

- Better Stormwater and Urban Runoff Management
- Local Water Resource Management
- Increased Pedestrian and Bicycle Routes
- Improved Traffic Safety
- Increased Property Values

- Better Image and Community Marketing
- Upgraded Development

The streets in Pico Rivera were analyzed based on their functions, surrounding land uses, and community prioritized use of the streets. In addition, streets were evaluated for street use and right-of way width. The UGP identified potential green streets and specific pilot projects that could be implemented as a part of this plan. Specific pilot projects are described in Table 7, *Pilot Projects*.

**TABLE 7
PILOT PROJECTS**

Project No.	Project Location	Overview	Improvements			
			Bicycle	Pedestrian	Urban Runoff/ Open Space	Urban Forestry
1	Durfee Avenue between Beverly Boulevard and Whittier Boulevard (bike lane and bike route)	Multi-modal green street project: Uses the existing excess right-of-way to incorporate buffered bike lanes, bulb-outs, enhanced crosswalks and wider sidewalks. Other amenities include additional street trees and conflict zone striping at intersections. The northern and southern edges of the corridor will be transformed into shared facilities with special wayfinding and markings. Parallel parking will remain at these two locations. Travel lanes will stay in place. Green infrastructure will be implemented throughout the entire corridor and will consist of gardens, bioswales, curb cuts and permeable paving. The Speedway alleyway connecting Durfee Avenue and San Gabriel Place, will be transformed into a green alley. Street improvements include stop sign reversal, changing configuration to one directional traffic and placing a multi-use path on the north side that will include bioswales, permeable paving, permeable asphalt, curb cuts and street trees.	Conflict zone striping	Multi-use path	Bioswales (used in parkways)	Street Trees
			Separation between bicyclists and vehicles	Wider parkways	Rain gardens at curb extensions	
			Bicycle signage and markings	Separation between pedestrians and vehicles	Curb openings	
				Curb extensions	Permeable paving in sidewalk and multi-use path	
2	Beverly Road at the Intersection of Olympic Way (bike lane and bike route)	Project reconfigures the street to provide sidewalks, enhanced crosswalks, bicycle lanes and conflict zone striping. The excess right of-way is converted into rain gardens and open space which also provide traffic calming benefits. Both travel lanes and parallel parking remain in place.	Buffered and standard bicycle lanes	New sidewalks and parkways	Bioswales (designed into parkways)	Street Trees
			Conflict zone striping	Separation between pedestrians and vehicles	Rain gardens at curb extensions	
			Separation between bicyclist and vehicles	Curb extensions	Curb openings	
			Bicycle signage and markings	Enhanced crosswalks	Permeable paving in sidewalk	

**TABLE 7
PILOT PROJECTS**

Project No.	Project Location	Overview	Improvements			
3	Gallatin Road between Paramount Boulevard and Rosemead Boulevard	Project reconfigures the street to provide enhanced crosswalks, bicycle boulevard and traffic calming elements such as traffic circle at Acacia Avenue and curb extensions. Any excess right of-way is converted into rain gardens and open space which also provide traffic calming benefits. Both travel lanes and parallel parking remain in place.	Bicycle boulevard	Curb extensions	Bioswales (designed into parkways)	Street Trees
			Traffic circle at Acacia Avenue	Enhanced crosswalks	Curb openings, rain gardens at curb extensions	
			Bicycle signage and markings		Reclaim excess right-of-way for green space	

IV. Required Approvals

Adoption of the UGP by May 22, 2018 by the Pico Rivera City Council would require the following City approvals:

- California Environmental Quality Act (CEQA) review – approval of Addendum

V. Comparative Analysis of Modified Impacts

As a part of this Addendum, an analysis of each environmental issue analyzed in the Certified PEIR will be provided and focus on the potential changes in environmental impacts due to implementation of the UGP. Specifically, the analysis of each environmental issue provided below will first summarize the findings of the Certified PEIR and then analyze the potential physical effects of implementation of the UGP. The impacts attributable to implementation of the UGP are then compared to the analysis and findings within the Certified PEIR to determine if such impacts are within the envelope of impacts documented in the Certified PEIR. Mitigation measures identified for the Certified PEIR would apply to the UGP, as would the adopted Mitigation Monitoring and Reporting Programs for the Certified PEIR.

A. Aesthetics

1. Certified PEIR Impacts

Substantial Effect on Scenic Vista

As stated in the Certified PEIR, the City's Planning Area is primarily a built-out area. The General Plan Update anticipated that future development would primarily consist of infill projects and redevelopment of existing developed sites. Scenic resources within the Planning Area include views of the spreading grounds of the Rio Hondo and the San Gabriel River from the adjacent roadways and intermittent views of the San Gabriel Mountains from major thoroughfares such as Rosemead Boulevard, Beverly Boulevard, and Whittier Boulevard. New development occurring under the General Plan Update would be of a similar scale and design that is now predominant in the Planning Area, with building heights generally not exceeding three stories, and would not encroach upon views of the mountains or of the spreading grounds. In addition, the General Plan Update includes Goal 3.5 and Policies 3.5-1 through 3.5-4, which when implemented would enhance and preserve the existing scenic resources and scenic vistas within the Planning Area. Thus, the Certified PEIR determined that with implementation of the policies from the General Plan Update, impacts to scenic vistas would be less than significant.

Scenic Resources Within State Scenic Highway

As noted in the Certified PEIR, per the California Scenic Highway Mapping System, there are no State Scenic Highways within or in the vicinity of Pico Rivera.¹ Therefore, the Certified PEIR

¹ Caltrans, California State Scenic Highway Mapping System, http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/, accessed February 2, 2018.

determined implementation of the General Plan Update has no impacts on scenic resources within a State Scenic Highway.

Degrade Visual Character or Quality of the Site

The General Plan Update identifies 16 Opportunity Areas that propose reuse, intensification, or enhancement of the existing uses within those areas. As discussed in the Certified PEIR, potential change in the visual character of Pico Rivera would primarily occur within the 16 Opportunity Areas. According to the Certified PEIR, improvements to the visual quality of sites and corridors would be implemented through design standards that would seek to create more identity and better define the community character of those areas. In addition, Goals 3.2 and 3.6, and Policies 3.2-1 through 3.2-3, 3.6-1 through 3.6-3, 3.7-1, 3.8-1, 3.8-4, and 3.8-6 from the General Plan Update would be implemented and would help to reduce any potential impacts to visual character or quality of the sites. Therefore, impacts related to the visual character or quality of the sites that could be altered with implementation of the General Plan Update would be less than significant.

Create New Sources of Light or Glare

Implementation of the General Plan Update would allow for future development that could contribute to an increase in light and glare impacts through the introduction of new light and glare sources. Compliance with the lighting standards in Title 18, Zoning, of the Pico Rivera Municipal Code (PRMC), which includes provisions in the lighting of future developments, would ensure proper design, installation, and operation of all exterior lighting, thereby reducing the potential for glare effects, light spillover onto adjacent properties, or conflicts with adjacent land uses. Thus, the Certified EIR concluded that impacts related to light and glare would be less than significant with compliance with the PRMC.

2. Urban Greening Plan Impacts

Substantial Effect on Scenic Vista

As noted above, scenic resources within the Planning Area include views of the spreading grounds of the Rio Hondo and the San Gabriel River from the adjacent roadways and intermittent views of the San Gabriel Mountains from major thoroughfares such as Rosemead Boulevard, Beverly Boulevard, and Whittier Boulevard. The UGP proposes improvements to along portions of Rosemead Boulevard, Beverly Boulevard, and Whittier Boulevard. These improvements would include wide sidewalks, pedestrian-scale lighting, marked crosswalks, street trees, street furnishings, pedestrian refuges, mid-block crossings, curb extensions, rain gardens, pervious pavement, curb cuts, green roofs, and rain barrels, and would not include development that would obstruct scenic views from these roadways. Furthermore, as a part of the Certified EIR, Goal 3.5 and Policies 3.5-1 through 3.5-4 would be implemented, which would enhance and reinforce the scenic resources and vistas in the Planning Area. Thus, similar to the Certified PEIR, implementation of the UGP would have a less-than-significant impact.

CONCLUSION: Same Impact as Certified PEIR. Certified PEIR. The proposed UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, impacts would be less than significant.

Scenic Resources Within State Scenic Highway

As noted in the Certified PEIR, there are no State Scenic Highways within or in the vicinity of Pico Rivera. Therefore, the implementation of the General Plan Update has no impacts on scenic resources within a State Scenic Highway. As such, no new impacts would occur.

CONCLUSION: Same Impact as Certified PEIR. The proposed UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, no impact would occur.

Degrade Visual Character or Quality of the Site

The UGP includes improvements that would create opportunities for walking, biking, open space, and street trees by reclaiming excess street width. Specifically, the Urban Forestry Element of the UGP recommends a unifying street tree palette that would improve the visual character and quality of the Planning Area with implementation. Thus, with implementation of the recommendations contained in the UGP, a beneficial impact to the visual character or quality of the site would occur. Furthermore, as noted above, Goals 3.2 and 3.6, and Policies 3.2-1 through 3.2-3, 3.6-1 through 3.6-3, 3.7-1, 3.8-1, 3.8-4, and 3.8-6 of the General Plan Update would be implemented with approval of the Certified PEIR. Therefore, no new impacts would occur with implementation of the UGP.

CONCLUSION: Same Impact as Certified PEIR. The proposed UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, impacts would be less than significant.

Create New Sources of Light or Glare

The UGP includes improvements that would create opportunities for walking, biking, open space, and street trees by reclaiming excess street width. These improvements could potentially include street lighting along proposed pedestrian facilities, specifically the addition of pedestrian-scale lighting. As part of the street design features, lighting could include, in-road warning lights at mid-block crossings, pedestrian hybrid beacons, pedestrian signals, rectangular rapid flashing beacon, or new traffic signals. Additionally, lighting would be included as part of the four proposed pocket park opportunities. Although, the UGP includes light sources along pedestrian facilities and in proposed park facilities, as discussed in the Certified PEIR, compliance with the provisions contained in the PRMC would ensure the proper design, installation, and operation of lighting. Therefore, the UGP would be consistent with the Certified PEIR and no new impacts would occur.

CONCLUSION: Same Impact as Certified PEIR. The proposed UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, impacts would be less than significant.

B. Air Quality

1. Certified PEIR Impacts

Consistency with Applicable Air Quality Plan

As analyzed in the Certified PEIR, implementation of the General Plan Update would not exceed Southern California Association of Governments' (SCAG) population growth projection for the Planning Area and would result in a net reduction in daily vehicle trips. It is concluded that the General Plan Update would also not conflict with the growth assumptions used in SCAQMD's 2012 Air Quality Management Plan (AQMP) as the General Plan Update would not conflict with or obstruct implementation of the AQMP. Therefore, the Certified PEIR determined impacts to consistency with applicable air quality plans would be less than significant.

Violation of Air Quality Standards

Construction

The programmatic-level analysis in the Certified PEIR for the General Plan Update assumed there could potentially be a construction scenario where pollutant emissions would exceed SCAQMD's applicable regional thresholds despite implementation of mitigation measures MM-AQ-1 through MM-AQ-6. Therefore, the Certified PEIR determined construction-related air quality impacts associated with the General Plan Update would be significant and unavoidable.

Operations

As detailed in the Certified PEIR, operational emissions would not exceed SCAQMD's regional significance thresholds at project buildout in 2035. These results are predicated on the assumption that all of the new land uses associated with the General Plan Update would be developed in 2035. However, the General Plan Update only identifies future land uses that could occur in the Planning Area and does not include specific project development proposals. As such, there are no assurances that all of the future land uses identified in the Planning Area would occur over the 20-year buildout period. Thus, potential air quality impacts associated with operation of each future discretionary development were anticipated to be evaluated under the environmental review process by the City when development details became available. Therefore, the Certified PEIR determined air quality impacts from full implementation of the General Plan Update (i.e., buildout) would be less than significant.

Contribution to Criteria Pollutants

As discussed in the Certified PEIR, given the unknown factors involving future development activities associated with implementation of the General Plan Update, the conservative analysis anticipated future construction-related emissions generated by individual development projects could lead to the violation of an applicable air quality standard or contribute substantially to an existing or projected air quality violation. Even with implementation of mitigation measures MM-AQ-1 through MM-AQ-6, the resulting emissions may not be reduced to levels below the SCAQMD thresholds for each individual development project, as the amount of emissions generated for each project would vary depending on its size, the land area that would need to be disturbed during construction, and the length of the construction schedule. Therefore, the Certified PEIR determined construction-related air quality impacts would be significant and unavoidable.

With respect to operational emissions, the Certified PEIR determined that the net operational emissions in the Planning area resulting from buildout would not exceed the SCAQMD thresholds of significance for criteria pollutants. As such, the Certified PEIR determined the General Plan Update would result in less-than-significant air quality impacts.

Exposure to Sensitive Receptors

CO Hotspots

Per the analysis in the Certified PEIR, construction and operation of new development under the General Plan Update could potentially expose sensitive receptors in the Planning Area to CO hotspots and localized air quality impacts from criteria pollutants and toxic air contaminants (TACs). Overall, although traffic impacts and mitigation were identified to reduce these impacts, even the greatest peak hour traffic volume intersection was determined to not produce enough vehicle trips per hour to result in a CO hotspot. Therefore, in accordance with the conclusion presented in the Certified PEIR, the air quality impacts of the General Plan Update associated with CO hotspots would be less than significant with no mitigation required.

Localized Construction Air Quality Impacts – Criteria Air Pollutants

Depending on the size and scale of a particular new development, and the intensity of the construction effort that would be required, the construction emissions generated by a new development could potentially cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards at the existing sensitive uses located in the vicinity of that development. However, because the Planning Area is presently largely built out (i.e., 99 percent developed), vacant land within the Planning Area comprises a relatively small portion of the community (less than 1 percent) and currently exists in areas where land uses are underutilized or older structures have been demolished and removed. Additionally, the City presently lacks large undeveloped sites, which are generally easier to develop than smaller sites or sites with existing development. As such, since most remaining vacant parcels in the city are relatively small, it is not anticipated that localized emissions of criteria pollutants generated during construction of an individual development project would cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards. Nevertheless, mitigation measure MM-AQ-7 requires all future discretionary development projects in the Planning Area subject to CEQA environmental review to conduct a localized air quality analysis of construction emissions to ensure that the most stringent applicable federal or state ambient air quality standards would not be exceeded. With implementation of this mitigation measure, the Certified PEIR determined construction-related localized air quality impacts would be less than significant.

Localized Construction Air Quality Impacts – Toxic Air Contaminants

As discussed in the Certified PEIR, the construction period for any individual development that would occur in the Planning Area under the proposed project over the 20-year buildout period would be finite and much less than the 70-year period used for risk determination. Because off-road heavy-duty diesel equipment would be used only temporarily at each development site, the construction activities associated with individual development projects in the Planning Area would not expose sensitive receptors to substantial emissions of TACs. Therefore, the Certified PEIR determined impacts would be less than significant.

Operational Sources of Toxic Air Contaminants

As analyzed in the Certified PEIR, implementation of the General Plan Update would result in new land uses throughout the Planning Area, including residential, commercial, industrial, mixed-use, and community and public land uses. Although future heavy- and light- industrial developments could potentially emit TAC emissions generated from stationary equipment, these equipment units would be subject to permitting requirements from SCAQMD. Furthermore, in addition to Policies 8.2-5, 8.2-7, and 8.2-8 from the General Plan Update, mitigation measure MM-AQ-8 will be implemented to ensure that new sensitive uses occurring in the Planning Area under the General Plan Update would also not be exposed to substantial TAC emissions generated from an existing or new distribution center or warehouse facility. With implementation of Policies 8.2-5, 8.2-7, and 8.2-8 from the General Plan Update and mitigation measure MM-AQ-8, the Certified PEIR determined impacts associated with TAC emissions from industrial-related uses would be reduced to a less-than-significant level.

Odors

With regards to odors from industrial uses, the Certified PEIR determined implementation of Policy 8.2-6 from the Environmental Resources Element of the General Plan Update would ensure that adequate buffer distances between these uses and sensitive receptors would be provided minimize potential odor impacts. During the construction phases for each of the new development that would occur in the Planning Area over the course of the buildout period, exhaust from equipment and activities associated with the application of architectural coatings and other interior and exterior finishes may produce discernible odors typical of most construction sites. Such odors would be a temporary source of nuisance to adjacent uses, but because they are temporary and intermittent in nature, would not be considered a significant environmental impact. Therefore, the Certified PEIR determined impacts associated with objectionable odors would be less than significant.

2. Urban Greening Plan Impacts

Consistency with Applicable Air Quality Plan

The SCAQMD is required, pursuant to the Clean Air Act, to reduce emissions of criteria pollutants for which the South Coast Air Basin is in non-attainment of the NAAQS (e.g., ozone and PM₁₀). The SCAQMD AQMP contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving the NAAQS. These strategies are developed, in part, based on regional growth projections prepared by the SCAG. Projects that are consistent with the assumptions used in the AQMP do not interfere with attainment because the growth is included in the projections utilized in the formulation of the AQMP. Thus, projects, uses, and activities that are consistent with the applicable growth projections and control strategies used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the Air Quality Management Plan, even if they exceed the SCAQMD's numeric indicators.

The UGP proposes to create opportunities for walking, biking by connecting community destinations through safe walking and biking facilities. Additionally, the UGP would incorporate pedestrian and bicycle facilities such as marked crosswalks, bike lanes, and clearly identified bike routes into the City's existing roadway network. The UGP also proposes urban greening through urban forestry and green streets, including the addition of street trees and additional open space.

The SCAQMD's current AQMP recognizes that emissions reductions can be achieved through new or redevelopment projects (SCAQMD 2017). In addition, according to the California Air Resources Board (CARB) *Technical Advisory – Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways* (CARB 2017a), bicycle lanes, dedicated transit lanes, and other features that benefit alternative modes of transportation can create space for better air flow and pollutant dispersion along with increasing active transportation and mode shift.

The UGP would help to improve air quality and pollutant dispersion within the Planning Area by incorporating pedestrian and bicycle spaces within the community. Urban greening would also encourage pedestrian activity and other non-automotive forms of transportation. As stated in the traffic study, the UGP would reduce daily VMT by 368 miles traveled and yearly VMT by 134,320 miles traveled (Appendix C), which would reduce transportation emissions. Additionally, implementation of the UGP does not include a housing component; therefore, would not exceed SCAG's population growth projection for the Planning Area or result in the addition of daily vehicle trips. Furthermore, similar to the General Plan Update, the UGP would not conflict with the growth assumptions used in SCAQMD AQMP and would not conflict with or obstruct implementation of the AQMP. Therefore, the UGP would result in similar or less impacts as disclosed in the Certified PEIR. No new impacts would occur.

CONCLUSION: Same Impact as Certified PEIR. The proposed UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, impacts would be less than significant.

Violation of Air Quality Standards

Construction

Construction in the Planning Area has the potential to generate temporary criteria pollutant emissions through the use of heavy-duty construction equipment, such as excavators and pavers, and through vehicle trips generated from workers and haul trucks traveling to and from the construction area, and through building activities, such as the application of paint and other surface coatings. In addition, fugitive dust emissions would result from various soil-handling activities. Mobile source emissions, primarily NO_x, would result from the use of construction equipment such as dozers and loaders. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of construction activity, and prevailing weather conditions.

Maximum potential daily construction emissions were estimated for a representative large-scale improvement area from the UGP that would generate a conservative (i.e., maximum) level of emissions. Based on the UGP, the representative large-scale improvement area would be similar in construction size and daily intensity to the recommended pedestrian improvement area near Rio Hondo Park and Colmere Pocket Park (see Figure 3-8 of the UGP) and other similarly sized improvement areas. For purposes of this analysis, pedestrian improvement projects were deemed to be of relative higher-density within the UGP due to the amount of construction paving and grading required when compared to other types of improvement projects (e.g., tree planting and urban forestry). Maximum daily construction criteria pollutant emissions were estimated using the Roadway Construction Emissions Model (Version 8.1.0) software, which is a statewide roadway emissions computer model designed to provide a uniform platform for government agencies, land

use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas (GHG) emissions from a variety of roadway or linear projects. The model is considered to be an accurate and comprehensive tool for quantifying air quality and GHG impacts from roadway use projects throughout California and is recommended by the SCAQMD.²

Maximum daily regional emissions during construction are forecasted by assuming a conservative estimate of construction activities (i.e., assuming all construction occurs at the earliest feasible date) and applying the mobile source and fugitive dust emissions factors. Emissions from heavy-duty construction equipment were based on emission factors from the CARB OFFROAD model, as incorporated into the Roadway Construction Emissions Model. Construction haul and vendor truck and worker vehicle emissions were based on emission factors from EMFAC2014. Daily truck trips assuming up to 10 one-way trips (5 inbound and 5 outbound trips) and model default trip length data were used to assess roadway emissions from truck exhaust. The maximum daily emissions are estimated values for the worst-case day and do not represent the emissions that would occur for every day of construction. The maximum daily emissions are compared to the SCAQMD daily regional numeric indicators.

The improvement project selected was assumed to start in early 2019 and be ongoing for three months. The analysis assumes two phases for grading and paving sections of the improvement area incrementally. Equipment includes equipment such as haul trucks, graders, pavers, signal boards, excavators, loaders, and scrapers. Maximum daily construction emissions for the UGP are presented in Table 8, *Estimated Maximum Unmitigated Regional Construction Emissions (pounds per day)*, are compared to regional numeric indicators in the SCAQMD CEQA Air Quality Handbook (SCAQMD 2015).

TABLE 8
ESTIMATED MAXIMUM UNMITIGATED REGIONAL CONSTRUCTION EMISSIONS (POUNDS PER DAY)

Source	VOC	NO _x	CO	SO ₂	PM ₁₀ ^a	PM _{2.5} ^a
Individual Phases						
Grading/Excavation	4	46	29	<1	3.6	2.2
Paving	1	12	12	<1	<1	<1
Maximum Localized (On-Site) Emissions	4	46	29	<1	3.6	2.2
<i>SCAQMD Numeric Indicators</i>	<i>75</i>	<i>100</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
Exceeds Thresholds?	No	No	No	No	No	No

NOTES:

Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix B.

^a Emissions include fugitive dust control measures consistent with SCAQMD Rule 403.

SOURCE: ESA, 2018

As shown in Table 8 above, maximum daily construction emissions from the UGP would not exceed any of SCAQMD's regional numeric indicators of significance for criteria air pollutants.

² South Coast Air Quality Management District, Air Quality Modeling, <http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-modeling>.

Therefore, regional construction emissions would result in similar or less impacts as disclosed in the Certified PEIR. No new impacts would occur.

CONCLUSION: Same Impact as Certified PEIR. The proposed UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, impacts would be significant and unavoidable.

Operations

The UGP proposes various improvements to bicycle paths, pedestrian walkways, and rainwater runoff. Emissions associated with the UGP projects would cease after construction is completed since the UGP does not propose new buildings or facilities with on-going or long-term emissions. Furthermore, the UGP would reduce regional transportation-related emissions from mobile sources. As stated in the traffic study, the UGP would reduce daily VMT by 368 miles traveled and yearly VMT by 134,320 miles traveled (Appendix C), which would reduce transportation-related emissions. Operational impacts would be less than the impacts as disclosed in the Certified PEIR. No new impacts would occur.

CONCLUSION: Same Impact as Certified PEIR. The proposed UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, impacts would be less than significant.

Contribution to Criteria Pollutants

Construction

The UGP would result in the emission of criteria pollutants for which the project area is in non-attainment during construction. A significant impact may occur if a project would add a cumulatively considerable contribution of a Federal or State non-attainment pollutant. The South Coast Air Basin is designated as non-attainment under Federal or State standards for ozone, PM₁₀, and PM_{2.5}. The emissions from construction of the project were estimated in Table 8 and as shown would not exceed the applicable SCAQMD regional numeric indicators of significance. Furthermore, as discussed in the next subheading, *Exposure to Sensitive Receptors*, maximum daily localized construction emissions as shown in Table 9 would not exceed the localized significance thresholds. Therefore, the UGP would not result in a cumulatively considerable net increase for non-attainment pollutants or ozone precursor emissions. Construction impacts would be similar to or less than the impacts as disclosed in the PEIR. No new impacts would occur.

CONCLUSION: Same Impact as Certified PEIR. The proposed UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, impacts would be significant and unavoidable.

Operations

As discussed above, the UGP would not generate operational emissions since the UGP does not propose new buildings or facilities with on-going or long-term emissions. The UGP would reduce regional transportation-related emissions from mobile sources. As stated in the traffic study, the UGP would reduce daily VMT by 368 miles traveled and yearly VMT by 134,320 miles traveled (Appendix C), which would reduce transportation-related emissions. Therefore, operational

emissions would not result in a cumulatively considerable net increase for non-attainment pollutants or ozone precursor emissions. Operational impacts would be less than the impacts as disclosed in the Certified PEIR. No new impacts would occur.

CONCLUSION: Same Impact as Certified PEIR. The proposed UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, impacts would be less than significant.

Exposure to Sensitive Receptors

CO Hotspots

CO concentration is a direct function of motor vehicle activity (e.g., idling time and traffic flow conditions), particularly during peak commute hours and certain meteorological conditions. Under specific meteorological conditions (e.g., stable conditions that result in poor dispersion), CO concentrations may reach unhealthy levels with respect to local sensitive land uses such as residential areas, schools, and hospitals. As a result, SCAQMD recommends analysis of CO emissions at a local and regional level.

According to the traffic study, the UGP would not reduce the number of travel lanes with the implementation of new bicycle lanes or other UGP improvements. Therefore, the vehicular traffic and Level of Service (LOS) calculated in the updated General Plan Update would not be adversely impacted (Appendix C). Furthermore, as stated above, the UGP would potentially reduce VMT and traffic impacts through bicycle lane and pedestrian walkway improvements. Therefore, CO hotspot impacts would be similar to or less than the impacts as disclosed in the Certified PEIR. No new impacts would occur.

CONCLUSION: Same Impact as Certified PEIR. The proposed UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, impacts would be less than significant.

Localized Construction Air Quality Impacts – Criteria Air Pollutants

The localized effects from the on-site portion of the emissions are evaluated at nearby sensitive receptor locations potentially impacted by the UGP based on the SCAQMD *Final Localized Significance Threshold Methodology* (SCAQMD 2008). The localized significance thresholds are applicable to emissions of NO_x, CO, PM₁₀, and PM_{2.5}. The SCAQMD has established conservative screening criteria that can be used to determine the maximum allowable daily emissions that would satisfy the localized significance thresholds and, therefore, not cause or contribute to an exceedance of the applicable ambient air quality standards or SCAQMD air pollutant control regulation without project-specific dispersion modeling. The localized analysis is based on this SCAQMD screening criteria. The screening criteria depend on (1) the area in which the project is located, (2) the size of the project site, and (3) the distance between the project site and the nearest sensitive receptor. The UGP Planning Area is located in the SCAQMD's Southeast Los Angeles County Source Receptor Area 5. For the purposes of providing a conservative localized construction emissions analysis, the representative large-scale improvement area from the UGP that would generate a conservative (i.e., maximum) level of emissions is estimated to be approximately 10 acres. This is based on the representative large-scale improvement area similar in construction size and daily intensity to the

recommended pedestrian improvement area near Rio Hondo Park and Colmere Pocket Park (see Figure 3-8 of the UGP) and other similarly sized improvement areas. For purposes of this analysis, pedestrian improvement projects were deemed to be of relative higher-density within the UGP due to the amount of construction paving and grading required when compared to other types of improvement projects (e.g., tree planting and urban forestry). Although screening criteria are provided for project areas of 5 acres and less, the use of the 5-acre screening criteria for this Project results in a highly conservative localized impact assessment because the allowable screening emissions increase with increasing project size. In order to provide additional levels of conservatism into this assessment, the improvements were assumed to take place at the closest screening distance (25 meters) and smallest acreage (1 acre) since the improvements would place in residential areas that are considered sensitive receptors. A 1-acre site was used since construction on any UGP improvement area would be incremental as work is completed on each roadway segment. Table 9, *Estimated Maximum Unmitigated Regional Construction Emissions (pounds per day)*, shows the estimated maximum daily localized construction emissions.

TABLE 9
ESTIMATED MAXIMUM UNMITIGATED REGIONAL CONSTRUCTION EMISSIONS (POUNDS PER DAY)

Source	NO _x	CO	PM ₁₀ ^a	PM ₁₀ ^a
Grading/Excavation	44	28	2.0	1.9
Paving	11	11	0.6	0.6
Maximum	44	28	2.0	1.9
SCAQMD Thresholds ^b	80	571	4	3
Exceed Threshold?	No	No	No	No

NOTES:

Totals may not add up exactly due to rounding in the modeling calculations. Combined rows account for overlapping emissions from the listed activities. Detailed emissions calculations are provided in Appendix B.

^a Emissions include fugitive dust control measures consistent with SCAQMD Rule 403.

^b The SCAQMD LSTs are based on Source Receptor Area 5 (Southeast LA County) for a 1-acre site within a 25-meter receptor distance for construction activities.

SOURCE: ESA, 2018

As shown in Table 9, conservatively estimated maximum daily localized construction emissions associated with the UGP would not exceed the SCAQMD's localized significance thresholds. Therefore, localized construction emissions would be less than significant. Localized construction impacts would be similar to or less than the impacts as disclosed in the Certified PEIR. No new impacts would occur.

CONCLUSION: Same Impact as Certified PEIR. The proposed UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, impacts would be less than significant.

Localized Construction Air Quality Impacts – Toxic Air Contaminants

Intermittent construction activities associated with the Project would result in short-term emissions of diesel particulate matter, which the State has identified as a TAC. During construction, the exhaust of off-road heavy-duty diesel equipment would emit diesel particulate matter during general construction activities, such as grading/excavation and paving.

Diesel particulate matter poses a carcinogenic health risk that is generally measured using an exposure period of 30 years for sensitive residential receptors, according to the California Environmental Protection Agency, Office of Environmental Health Hazard Assessment (OEHHA) *Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments* (OEHHA Guidance), which was updated in 2015 with new exposure parameters including age sensitivity factors (OEHHA 2015). The UGP would be implemented in areas adjacent to residential uses, which are considered to be air quality-sensitive receptors. Localized diesel particulate matter emissions (strongly correlated with PM₁₀ emissions) would be relatively minimal, as shown in Table 9, at less than 2 pounds per day. Although the localized analysis does not directly measure health risk impacts, it does provide data that can be used to evaluate the potential to cause health risk impacts. Furthermore, construction activity would occur for a temporary and short-term duration at any one location as sidewalk or roadway construction and other improvements under the UGP proceed along a linear path or throughout a park opportunity area. The low level of PM₁₀ emissions coupled with the very short-term duration of construction activity at any one location and the relatively small-scale of the improvements would result in an overall low level of diesel particulate matter concentrations construction areas.

Furthermore, CARB has adopted stringent emission control regulations that would be applicable to construction activities associated with the UGP. In 2004, CARB adopted an Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter other toxic air contaminants (Title 13 California Code of Regulations [CCR], Section 2485). The measure applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are licensed to operate on highways, regardless of where they are registered and does not allow diesel-fueled commercial vehicles to idle for more than 5 minutes at any given location. CARB also promulgated emission standard for off-road diesel construction equipment of greater than 25 horsepower (hp) such as bulldozers, loaders, backhoes and forklifts. The regulation adopted by CARB on July 26, 2007 aims to reduce emissions by installation of diesel soot filters and encouraging the retirement, replacement, or repower of older, dirtier engines with newer, highly stringent emission controlled models (13 CCR, Section 2449). Implementation is staggered based on fleet size (which is the total of all off-road horsepower under common ownership or control), with large fleets beginning compliance in 2014, medium fleets in 2017, and small fleets in 2019. The compliance schedule requires full implementation by 2023 for large and medium construction fleet operators and by 2028 for small fleet operators. Implementation of the UGP would require that construction contractor(s) comply with the required and applicable State regulations for reducing diesel particulate matter and other toxic air contaminant emissions. Thus, sensitive receptors would be exposed to emissions below thresholds and construction toxic air contaminant impacts would be less than significant. Impacts would be similar to or less than the impacts as disclosed in the PEIR. No new impacts would occur.

CONCLUSION: Same Impact as Certified PEIR. The proposed UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, impacts would be less than significant.

Operational Sources of Toxic Air Contaminants

The UGP planned improvement areas would not result in an increase in operational emissions and therefore no increase in localized air quality impacts and no increase in exposure to toxic air contaminant emissions. As stated in the traffic study, the UGP would reduce daily VMT by 368 miles traveled and yearly VMT by 134,320 miles traveled (Appendix C), which would reduce transportation-related emissions. Furthermore, according to the California Air Resources Board *Technical Advisory – Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways* (CARB 2017a), bicycle lanes, dedicated transit lanes, and other features that benefit alternative modes of transportation can create space for better air flow and pollutant dispersion along with increasing active transportation and mode shift. Thus, the UGP would reduce regional transportation-related emissions from mobile sources and potentially increase air flow and pollutant dispersion, which could further reduce exposure to localized emissions and toxic air contaminants. Impacts would be less than those disclosed in the PEIR and would be less than significant. No new impacts would occur.

CONCLUSION: Same Impact as Certified PEIR. The proposed UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, impacts would be less than significant.

Odors

Potential activities that may emit odors during construction activities include the use of architectural coatings and solvents and the combustion of diesel fuel in on- and off-road equipment. Implementation of the UGP would require the use of architectural coatings and solvents that comply with applicable regulations, including SCAQMD Rule 1113, which limits the amount of VOCs in architectural coatings and solvents. In addition, the UGP would comply with the applicable provisions of the CARB Airborne Toxics Control Measure regarding idling limitations for diesel trucks. Through mandatory compliance with SCAQMD Rules, no construction activities or materials are expected to create objectionable odors affecting a substantial number of people. Therefore, construction of the project would result in less than significant odor impacts. Impacts would be similar to or less than the impacts as disclosed in the PEIR. No new impacts would occur.

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 UGP does not include any uses identified by SCAQMD as being associated with substantial odors. As a result, the project is not expected to discharge contaminants into the air in quantities that would cause a nuisance, injury, or annoyance to the public or property pursuant to SCAQMD Rule 402. Therefore, the project would not create adverse odors affecting a substantial number of people and impacts would be less than significant. Impacts would be similar to or less than the impacts as disclosed in the PEIR. No new impacts would occur.

CONCLUSION: Same Impact as Certified PEIR. The proposed UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, impacts would be less than significant.

C. Greenhouse Gas Emissions

1. Certified PEIR Impacts

Generation of Greenhouse Gas Emissions

As discussed in the Certified PEIR, all new development occurring under the General Plan Update would be required to consider and comply with the GHG goals and policies in the approved General Plan Update. GHG emissions resulting from these new developments would be reduced to the maximum extent possible. Given that operation of the new land uses associated with the General Plan Update would result in a net reduction in overall operational GHG emissions when compared to existing land uses, and that the City would implement the aforementioned goals and policies to further reduce GHG emissions in the Planning Area. Therefore, the Certified PEIR determined the GHG emissions generated by the General Plan Update would be less than significant.

Consistency with Applicable Plans or Policies

The new Environmental Resources Element of the City's General Plan Update includes numerous goals, policies, and implementation programs aimed at incorporating land use and transportation improvements to reduce the generation of GHG emissions. These efforts are consistent with those recommended in CARB Scoping Plan to reduce GHG emissions in the state to meet the goals of Assembly Bill (AB) 32. Thus, the Certified PEIR determined the General Plan Update would be consistent with the goals of AB 32 and impacts would be less than significant.

2. Urban Greening Plan Impacts

Generation of Greenhouse Gas Emissions

All new development occurring in the Planning Area under the UGP would be required to consider and comply with the goals and policies in the approved General Plan Update. The UGP supports the goals and policies of the General Plan Update adding pedestrian and bicycle facilities as well as street trees to reduce GHG emissions within the Planning Area. Furthermore, the UGP would reduce daily VMT by 368 miles traveled and yearly VMT by 134,320 miles traveled (Appendix C). Therefore, the UGP would result in a decrease in annual transportation-related GHG emissions over the long-term relative to existing conditions. Although short-term construction GHG emissions would be generated from temporary use of construction equipment and vehicles, these emissions would be considered one-time emissions since they would occur during temporary construction activities as improvements and components of the UGP are implemented. The UGP would result in a long-term decrease in GHG emissions and GHG impacts from the reduction in VMT and carbon sequestration from urban greening. Furthermore, the UGP would implement applicable policies in the Planning Area as analyzed under the General Plan Update including Policies 8.1-3 through 8.1-7, 8.2-2, 8.2-3, 8.2-4, 8.2-9 through 8.2-17, and 8.3-1 through 8.3-11, as discussed in the Certified PEIR. Therefore, no new impacts would occur.

CONCLUSION: Same Impact as Certified PEIR. The proposed UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, impacts would be less than significant.

Consistency with Applicable Plans or Policies

Elements of the UGP, including additional pedestrian and bicycle facilities, support and are consistent with applicable plans and policies of the General Plan Update. These efforts are consistent with those recommended in CARB Scoping Plan to reduce GHG emissions in the state to meet the goals of AB 32. According to the State's GHG emissions inventory for calendar year 2015, the most recent years for which data is available, CARB has estimated State emissions of approximately 440.4 metric tons of carbon dioxide equivalents (MTCO_{2e}) with the transportation sector are the largest contributor to statewide GHG emissions at approximately 37 percent in 2015 (CARB 2017b).

The State adopted Senate Bill (SB) 375 under which CARB is required, in consultation with the State's Metropolitan Planning Organizations, to set regional GHG reduction targets for the passenger vehicle and light-duty truck sector for 2020 and 2035. Under SB 375, the reduction target must be incorporated within that region's Regional Transportation Plan (RTP), which is used for long-term transportation planning, in a Sustainable Communities Strategy (SCS). Certain transportation planning and programming activities would then need to be consistent with the SCS; however, SB 375 expressly provides that the SCS does not regulate the use of land, and further provides that local land use plans and policies (e.g., general plan) are not required to be consistent with either the RTP or SCS. On April 7, 2016, SCAG, which is the Metropolitan Planning Organization for the region in which the City of Pico Rivera is located, adopted the 2016 RTP/SCS, which is an update to the previous 2012 RTP/SCS (SCAG 2016). The 2016 RTP/SCS provides a vision for transportation throughout the region for the next 25 years. The 2016 RTP/SCS describes how the region can attain the GHG emission-reduction targets set by CARB by achieving an 8 percent reduction by 2020, 18 percent reduction by 2035, and 21 percent reduction by 2040 compared to the 2005 level on a per capita basis. Strategies identified in the 2016 RTP/SCS include the implementation of a "Complete Streets" policy that meets the needs of all users of the streets, roads and highways including bicyclists, children, persons with disabilities, motorists, electric vehicles, movers of commercial goods, pedestrians, users of public transportation, and seniors; and supporting improvements in sidewalk quality, local bike networks, and neighborhood mobility areas.

Implementation of the UGP would directly support these applicable 2016 RTP/SCS strategies by creating opportunities for walking, biking by connecting community destinations through safe walking and biking facilities. Additionally, the UGP would incorporate pedestrian and bicycle facilities such as marked crosswalks, bike lanes and clearly identified bike routes into the City's existing roadway network. The UGP also proposes urban greening through urban forestry and green streets, including the addition of street trees and additional open space, which would encourage and provide safe access for all manner of pedestrians and bicyclists. As a result, the UGP would be consistent with applicable plans to reduce GHG emissions and no new impacts would occur.

CONCLUSION: Same Impact as Certified PEIR. The proposed UGP would be consistent with the analysis and conclusions presented in the Certified PEIR, thus, impacts would be less than significant.

D. Hydrology and Water Quality

1. Certified PEIR Impacts

Water Quality Standards and Waste Discharge Requirements

Construction

Future development within the Planning Area may require demolition of existing structures and supporting infrastructure, removal of existing vegetation and trees, pavement and concrete breaking, ditching, excavation and the import/export of soil and building materials; these activities could expose and loosen sediment and building materials, which have the potential to mix with storm water and urban runoff and degrade surface water quality. Runoff from disturbed areas would likely contain silt and debris, resulting in a long-term increase in the sediment load of the storm drain system serving the Planning Area. As stated in the Certified PEIR, developments disturbing less than 1 acre would not be required to comply with the Statewide NPDES Construction General Permit, but would be required to comply with the construction requirements specified in the MS4 permit in effect at that time. These requirements would include the implementation of minimum Best Management Practices (BMPs) on the construction site for erosion, sediment, non-storm water management and waste management. Future development associated with implementation of the proposed General Plan Update would occur incrementally over a 20-year period. Each future development proposal occurring under the proposed General Plan Update would be assessed individually to ensure compliance with applicable NPDES requirements. Adherence to the MS4 permit and Construction General Permit conditions, as stated in the goals, policies, and actions to reduce water quality impacts would ensure that potential water quality degradation associated with the construction of all large and small future development projects would be minimized. With implementation of erosion and sediment control BMPs, as would be required by the appropriate permitting authority and goals, policies, and actions to reduce water quality impacts, the Certified PEIR determined construction-related impacts to water quality would be less than significant.

Operational

The proposed General Plan Update would increase development and redevelopment and any change in land use, such as changing industrial to commercial or residential, or the intensification of existing land uses may introduce new or additional pollutants to the area (e.g., pathogens, nutrients, pesticides, sediment, trash and debris, oxygen demanding substances, organic compounds, oil and grease). The two waterbodies near the project area (the Rio Hondo and San Gabriel River) are both currently listed as impaired on the USEPA's 303(d) list by point, nonpoint and urban runoff sources; impairments for river reaches within the city include indicator coliform bacteria, cyanide and lead. Operation of the proposed project could create new or exacerbate existing impairments within these waterbodies and could potentially result in a significant impact related to water quality. The proposed General Plan Update contains goals, policies, and actions to reduce water quality impacts, including regulation of discharge from industrial users, incorporation of BMPs in accordance with the City's NPDES permit, implementation of low impact development measures, and surface and groundwater monitoring activities. The Certified PEIR determined that through compliance with applicable regulatory requirements and General Plan Update Policies 8.4-1 and 8.4-4 through 8.4-8, impacts would be less than significant.

Groundwater Supplies

A Water Supply Assessment (WSA) was prepared for the Certified PEIR and the water delivery projection from the WSA reflects demand from existing uses as well as planned future growth and development through 2035 (ESA 2014). Similar growth assumptions that were used in the Urban Water Management Plan (UWMP) are included as part of the General Plan Update; the anticipated growth within the Planning Area is due largely to redevelopment projects (ESA 2014). Per the analysis in the Certified PEIR, larger future development or redevelopment projects occurring under the General Plan Update would be required to comply with SB 610 in order to consider the availability of adequate water supplies for certain new large development projects. Future development or redevelopment projects subject to SB 610 would be required to prepare a WSA if the project meets the applicable criteria. The Certified PEIR determined that with adherence to Policies 8.4-1 through 8.4-3, as well as 8.4-9 through 8.4-13, in the General Plan Update to encourage water conservation, regulatory driven UWMP updates, and implementation of mitigation measure MM-GWR-1, impacts related to groundwater supplies would be less than significant.

Groundwater Recharge

Buildout of the General Plan Update, as discussed in the Certified PEIR, would occur in currently developed areas, and would not result in the direct loss of pervious areas used for recharge. Vacant land within the Planning Area comprises approximately 53 acres and does not represent areas used for recharge. Implementation of the General Plan Update would not result in a substantial increase in impervious surfaces, which would reduce the area capable of facilitating groundwater recharge. In addition, as previously stated, the Montebello Forebay Spreading Grounds (MFSG) are entirely within the Planning Area and collect imported purchased water and recycled water for artificial recharge (DWR 2006). MFSG are essentially large ponds that temporarily hold water, allowing sufficient time for the water to percolate through the bottoms and sides of the ponds and replenish the underlying groundwater basin. These off-channel percolation basins would not be modified as part of the General Plan Update. Therefore, the Certified PEIR determined impacts to groundwater recharge would be less than significant.

Alter the Existing Drainage Pattern Resulting in Erosion and Siltation

The General Plan Update does not propose altering any drainage patterns in the Planning Area. All applicable standards would be applied to future development projects to ensure that they are not constructed in a way that would alter a stream or river, or result in substantial erosion. In addition, because the Planning Area is largely built out and paved, there is low erosion potential or siltation. As required by the MS4 Permit, new development and redevelopment would be designed to mimic and/or preserve the natural drainage patterns; such alterations consistent with drainage patterns would not result in substantial erosion or siltation. The General Plan Update contains goals, policies, and implementation measures, such as Policies 8.4-5, which requires compliance with NPDES for construction and operational activities, and 8.4-8, which requires new development to protect the quality of surface and groundwater bodies and natural drainage systems through site design, stormwater retention and treatment, and implementation of LID measures. The Certified PEIR determined that with adherence to the Statewide NPDES Construction General Permit or MS4 construction requirements, City of Pico Rivera floodplain management and stormwater

management ordinances, and LID standards, new development and redevelopment would not substantially alter the existing drainage patterns or cause substantial erosion or siltation on- or off-site. Therefore, impacts would be less than significant.

Alter the Existing Drainage Pattern or Substantially Increase the Rate or Amount of Surface Runoff Resulting in Flooding

As described above, the General Plan Update does not propose altering any drainage patterns in the Planning Area. The presence of new development within the Planning Area and changes in the extent of permeable and impermeable surfaces may alter the direction, and volume and rate of overland flows during both wet and dry periods; however, with adherence to goals, policies, and implementation measures, such as Policies 8.4-5 and 8.4-8, and compliance with the Statewide NPDES Construction General Permit or MS4 construction requirements, new development and redevelopment would not substantially alter the existing drainage patterns as to cause substantial increases in on-site or off-site flooding. Therefore, impacts would be less than significant.

Create or Contribute Runoff Water Which Would Exceed Capacity of Existing or Planned Stormwater Drainage Systems

The presence of new development within the Planning Area and changes in the extent of permeable or impermeable surfaces would alter the direction, volume, and rate of overland flows during both wet and dry periods. The General Plan Update would result in infill development and redevelopment of currently developed parcels. This development has the potential to contribute to excess runoff that could exceed storm drain capacity. The Certified PEIR determined that through compliance with the Statewide NPDES Construction General Permit or MS4 construction requirements, City of Pico Rivera floodplain management and stormwater management ordinances, LID standards would require the assessment of existing drainage and the appropriate design of drainage facilities and would ensure that new development and redevelopment does not substantially alter the existing drainage patterns as to cause substantial increases in storm water runoff. Therefore, impacts would be less than significant.

Degradation of Water Quality/Additional Polluted Runoff

The General Plan Update includes increased development and redevelopment. The introduction of new land uses to an area not previously containing that same land use, such as changing industrial to commercial or residential, as well as the intensification of existing land uses, may introduce the potential for new or additional pollutants to be generated in the area. The General Plan Update contains goals, policies, and implementation measures, including regulation of discharge from industrial users, incorporation of BMPs in accordance with the City's NPDES permit, implementation of low impact development measures, and surface and groundwater monitoring activities, to reduce water quality impacts. The Certified PEIR determined that through compliance with General Plan Update Policies 8.4-5 and 8.4-8 and requirements found in the SUSMP and MS4 permit would ensure that no substantial increases in pollutants would occur and that the existing water quality would not be degraded. Therefore, impacts would be less than significant.

Flood Hazards

As stated in the Certified PEIR, the majority of the Planning Area is located within a 500-year flood zone; 100-year flood zones are generally adjacent to the Rio Hondo and San Gabriel River channels. According to PRMC Chapter 15.50, Floodplain Management, new development is prohibited from occurring adjacent to the city channels and within 100-year flood zones, thereby limiting the risk of flood damage to the 500-year storm event. The General Plan Update includes increased development and redevelopment. The Planning Area is largely built out; the majority of most development under the General Plan Update would consist of redevelopment of existing developed sites. As such, an increase in the exposure of persons to the risk of flooding is not anticipated, as the majority of development would involve the redevelopment of existing parcels within a 500-year flood zone. In addition, the amount of pervious surfaces is expected to remain relatively the same and redevelopment of existing parcels would not exacerbate flood hazards. Furthermore, the Floodplain Management Ordinance required by FEMA is also integrated into the PRMC Chapter 15.50. Provisions in this chapter include specific construction standards and design standards aimed at preventing flooding in areas and reducing potential flooding damage. All future development and redevelopment would require building permits that would be reviewed by the Director of Public Works to ensure compliance with the Floodplain Management Code (PRMC Chapter 15.50). Therefore, the Certified PEIR determined impacts related to flooding would be less than significant.

Dam Failure

The Planning Area is located in close proximity to the Whittier Narrows Dam, and lies within the dam's inundation path. The dam is rated as a high hazard dam for failure in an earthquake and is classified by USACE as Class II, or "high urgency" under DSAC. The General Plan Update enables the construction of new structures and redevelopment of existing structures that are technically located within the dam inundation path. Thus, development within these areas associated with implementation of the General Plan Update could potentially expose people or structures to flooding associated with dam failure.

As discussed in the Certified PEIR, the Floodplain Management chapter of the City Code specifies that all structures would comply with construction standards including floodproofing and anchoring to reduce potential damage from flooding. The likelihood of failure from one of these occurrences, prior to remediation, is too high to assure public safety; or, the combination of life or economic consequences with probability of failure is very high. Because of the current design and construction practices and ongoing programs of reviews and modification, catastrophic dam failure is considered unlikely by the City (City of Pico Rivera 2004). Further, the General Plan Update does not alter the city boundaries nor compromise the existing structural stability of the dam, and would thus not increase the likelihood of dam failure. Therefore, the Certified PEIR determined impacts would be less than significant.

Seiche, Tsunami, or Mudflow

As stated in the Certified PEIR, the Planning Area is located approximately 20 miles east of the Pacific Ocean, and is not located within a tsunami hazard zone (CDOC 2013). The nearest large open waterbodies are the Rio Hondo and San Gabriel spreading grounds, located adjacent to the

Rio Hondo and San Gabriel River within the Planning Area and could result in a potential seiche in the event of a large enough seismic event. The City has an Emergency Operations Plan (EOP), which is an emergency preparedness tool that addresses the City's planned response and recovery during emergency/disaster situations associated with natural disasters, technological incidents, and national security emergencies. In addition, the City updated its Hazard Mitigation Plan (HMP), which has been approved by Cal EMA. This mitigation plan was designed to assist the City in reducing risk from hazards by identifying resources, information, and strategies for risk reduction, while helping to guide and coordinate mitigation activities throughout the Planning Area. The City does not often experience prolonged periods of heavy rains, and is mostly urbanized, as a result, mudflows are not likely. In general, future development projects that would occur under the General Plan Update would be located in relatively flat areas as the Planning Area does not contain major hills or steep slopes that would be susceptible to mudflows. Since implementation of the General Plan Update is not expected to be subject to inundation by seiche, tsunami or mudflow, the Certified PEIR determined impacts related to these occurrences would be less than significant.

2. Urban Greening Plan Impacts

Water Quality Standards and Waste Discharge Requirements

Construction

Similar to the General Plan Update, developments disturbing less than 1 acre would not be required to comply with the Statewide NPDES Construction General Permit, but would be required to comply with the construction requirements specified in the MS4 permit in effect at that time. Given that the majority of projects considered under the UGP are less than 1 acre, they would be required to comply with MS4 construction requirements. Projects larger than 1 acre (Kruse Road Pocket Park, 28.5 acres) would be required to comply with the Statewide NPDES Construction General Permit. These requirements would include the implementation of minimum BMPs on the construction site for erosion, sediment, non-storm water management and waste management. Adherence to the MS4 permit and Construction General Permit conditions, as required by Policy 8.4-5, would ensure that potential water quality degradation associated with the construction of all projects under the UGP would be minimized. With implementation of regulatory standards, including erosion and sediment control BMPs, potential impacts related to water quality would be reduced. Therefore, no new impacts would occur.

CONCLUSION: Same Impact as Certified PEIR. The proposed UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, impacts would be less than significant.

Operation

One of the goals of the UGP is to increase permeable areas that can decrease stormwater runoff, increase opportunities for green space, and recharge of the local groundwater aquifer that supplies drinking water for the region's communities. To achieve this goal, the UGP proposes LID strategies, including implementation of rain gardens, bioretention areas, bioswales, pervious pavement, curb cuts, green roofs, and rain barrels. Consistent with the Certified EIR, the UGP would comply with applicable regulatory requirements, including the MS4 permit, City of Pico Rivera floodplain management and stormwater ordinances, LID standards, and the industrial and

construction NPDES program requirements, as well as General Plan Update Policies 8.4-1 and 8.4-4 through 8.4-8. Consistency with these requirements and implementation of General Plan Update policies would ensure that no new impacts would occur as a part of implementation of the UGP.

CONCLUSION: Same Impact as Certified PEIR. The proposed UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, impacts would be less than significant.

Groundwater Supplies

As noted above, one of the UGP's goals is to assist in efforts to recharge the local groundwater aquifer that supplies drinking water for the region's communities. To attain this goal, the UGP recommends the implementation of LID strategies that addresses stormwater using landscape features that help mitigate urban runoff by slowing, filtering, and absorbing runoff into permeable surfaces. The UGP identifies streets that could be considered for stormwater LID improvements, including Washington Boulevard, Passons Boulevard, and Mines Avenue. Implementation of these LID improvements would provide additional benefits such as, increasing groundwater recharge by allowing water to remain onsite and percolate into the water table and reducing the heat island effect through shading and minimization of impervious surfaces. Construction of the improvements from the UGP would require little water and would be included within the estimates contained in the WSA prepared for the Certified PEIR. Operationally, the UGP would potentially contribute to an increase in groundwater supplies given the LID improvements that would be implemented. Thus, no new impacts would occur from implementation of the UGP.

CONCLUSION: Same Impact as Certified PEIR. The proposed UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, impacts would be less than significant.

Groundwater Recharge

The Planning Area is currently largely developed, and the UGP proposes to add additional pedestrian and bicycle facilities in conjunction with urban greening, including the addition of Green Streets and LID improvements. Implementation of LID improvements, such as curb openings, permeable parking surfaces, landscaping consisting of native vegetation with bark mulch, as well as canopy trees, would further improve the management of stormwater and urban runoff and improve the rates of groundwater recharge. As described above, implementation of LID strategies would provide additional benefits such as, increasing groundwater recharge by allowing water to remain onsite and percolate into the water table and reducing the heat island effect through shading and minimization of impervious surfaces. Thus, these improvements would reduce water velocity and water discharge in open space areas, and help protect surface and ground water resources. Therefore, no new impacts would occur.

CONCLUSION: Same Impact as Certified PEIR. The proposed UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, impacts would be less than significant.

Alter the Existing Drainage Pattern Resulting in Erosion and Siltation

One of the goals of the UGP is to increase permeable areas that can decrease stormwater runoff, increase opportunities for green space, and reduce erosion and siltation resulting from development and operation activities. To achieve this goal, the UGP proposes LID strategies, including implementation of rain gardens, bioretention areas, bioswales, pervious pavement, curb cuts, green roofs, and rain barrels. Implementation of the improvements identified in the UGP may alter the direction, and volume and rate of overland flows during both wet and dry periods. However, by incorporating LID strategies a network of natural areas that provide flood protection and cleaner water by retaining and filtering urban runoff would be created. In addition, with adherence to goals, policies, and implementation measures, such as Policies 8.4-5 and 8.4-8, identified in the General Plan Update and compliance with the Statewide NPDES Construction General Permit or MS4 construction requirements, new development and redevelopment under the proposed UGP would not substantially alter the existing drainage patterns as to cause substantial erosion or siltation on- or off-site. Therefore, no new impacts would occur under the UGP.

CONCLUSION: Same Impact as Certified PEIR. The proposed UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, impacts would be less than significant.

Alter the Existing Drainage Pattern or Substantially Increase the Rate or Amount of Surface Runoff Resulting in Flooding

As described above, the UGP would increase permeable areas that would decrease stormwater runoff, increase opportunities for green space, and reduce the rate or amount of surface runoff resulting from development and operation activities. To achieve this goal, the UGP proposes to implement LID strategies, including implementation of rain gardens, bioretention areas, bioswales, pervious pavement, curb cuts, green roofs, and rain barrels. Implementation of LID strategies would create a network of natural areas that provide flood protection and cleaner water by retaining and filtering urban runoff. In addition, with adherence to goals, policies, and implementation measures, such as Policies 8.4-5 and 8.4-8, identified in the General Plan Update and compliance with the Statewide NPDES Construction General Permit or MS4 construction requirements, new development and redevelopment under the proposed UGP would not substantially alter the existing drainage patterns as to cause a substantial increase in on- or off-site flooding. Therefore, no new impacts would occur under the UGP.

CONCLUSION: Same Impact as Certified PEIR. The proposed UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, impacts would be less than significant.

Create or Contribute Runoff Water Which Would Exceed Capacity of Existing or Planned Stormwater Drainage Systems

As described above, the UGP would increase permeable areas that would decrease stormwater runoff, increase opportunities for green space, and reduce the rate or amount of surface runoff resulting from development and operation activities. Implementation of LID strategies would increase groundwater recharge by allowing water to remain onsite and percolate into the water table

and, thus, reducing runoff water that would enter the existing stormwater drainage systems. Therefore, no new impacts would occur.

CONCLUSION: Same Impact as Certified PEIR. The proposed UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, impacts would be less than significant.

Degradation of Water Quality/Additional Polluted Runoff

The UGP would increase permeable areas and, thus, would reduce the rate or amount of surface runoff resulting from development and operation activities. In addition, the UGP proposes the implementation of LID strategies that would help mitigate urban runoff by slowing, filtering, and absorbing runoff into permeable surfaces. Overall, by implementing the strategies contained in the UGP, runoff water quality would be improved. Therefore, no new impacts would occur.

CONCLUSION: Same Impact as Certified PEIR. The proposed UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, impacts would be less than significant.

Flood Hazards

As stated in the Certified PEIR, the Planning Area is largely built out and the majority of most development under the General Plan Update would consist of redevelopment of existing developed sites. As such, an increase in the exposure of persons to the risk of flooding is not anticipated, as the majority of development would involve the redevelopment of existing parcels within a 500-year flood zone. Furthermore, all future development and redevelopment would require building permits that would be reviewed by the Director of Public Works to ensure compliance the Floodplain Management Code (Municipal Code Chapter 15.50).

The UGP would implement LID strategies that support the reduction of flooding during storm events by increasing permeable surfaces that would result in the storage and absorption of stormwater into the ground. Components of the UGP's LID strategies include implementation of rain gardens, bioretention areas, bioswales, pervious pavement, curb cuts, green roofs, and rain barrels. The UGP would be consistent with the analysis and conclusions presented in the Certified PEIR and, thus, no new impacts would occur.

CONCLUSION: Same Impact as Certified PEIR. The proposed UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, impacts would be less than significant.

Dam Failure

As discussed in the Certified PEIR, future development or redevelopment projects would be required to comply with the Floodplain Management chapter of the City Code, which would ensure structural compliance with construction standards including floodproofing and anchoring. Further, the City previously determined that the likelihood of catastrophic dam failure is considered unlikely. Since the UGP would be consistent with the analysis and conclusions presented in the Certified PEIR, no new impacts would occur.

CONCLUSION: Same Impact as Certified PEIR. The proposed UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, impacts would be less than significant.

Seiche, Tsunami, or Mudflow

As discussed in the Certified PEIR, the Planning Area is located 20 miles east of the Pacific Ocean, and is not located within a seiche, tsunami, or mudflow hazard zone. Further, the city has an Emergency Operations Plan and an updated Hazard Mitigation Plan, which has been approved by Cal EMA. The UGP would be compliant with these plans and would be consistent with the analysis and conclusions presented in the Certified PEIR. Therefore, no new impacts would occur.

CONCLUSION: Same Impact as Certified PEIR. The proposed UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, impacts would be less than significant.

E. Land Use and Planning

1. Certified PEIR Impacts

Physically Divide an Established Community

As stated in the Certified PEIR, the Planning Area is approximately 99 percent developed. Given that the Planning Area is largely built-out, it is anticipated that future development permitted by the General Plan Update would primarily consist of infill and redevelopment. The General Plan Update proposes a new mixed-use land use designation that would allow some intensification of uses within existing parcels. Additionally, the General Plan Update addresses existing land use incompatibilities, including removing existing industrial uses from residential areas, such as the Durfee corridor, and would remove physical divisions of community in those areas. Therefore, implementation of the General Plan Update would not physically divide an established community. Furthermore, the General Plan Update would be consistent with the applicable goals and policies of the region overall. Impacts would therefore be less than significant.

Consistency with Applicable Plans and Policies

As discussed in the Certified PEIR, the General Plan Update is consistent with the policies of SCAG's Regional Comprehensive Plan and the 2012–2035 Regional Transportation Plan. Further, the General Plan Update would be within SCAG's adopted projections for residential population and housing units; thus, the General Plan Update would be consistent with the regional plans and policies that are based on these projections. In addition, although the General Plan Update would result in an employment population greater than SCAG's 2035 projection these projections are based on intensification in commercial land use designations. This intensification is designed to encourage more job creation in Pico Rivera, which would accomplish greater jobs-housing balance within Pico Rivera and reduce the number of Pico Rivera residents who commute long distances for work. Thus, the Certified PEIR concludes that the General Plan Update would be consistent with SCAG policies that aim to achieve greater jobs-housing balance and, therefore, impacts would be less than significant.

Conflict with Habitat Conservation Plan or Natural Community Conservation Plan

As stated in the Certified PEIR, the City does not have any habitat conservation or natural community conservation plans; therefore, the General Plan Update would not conflict with an applicable habitat conservation plan or natural community conservation plan and would result in no impacts related to this criterion.

2. Urban Greening Plan Impacts

Physically Divide an Established Community

The UGP would create opportunities for walking, biking, open space, and street trees by reclaiming excess street width and would connect community destinations through safe walking and biking facilities. In addition, the UGP would incorporate pedestrian and bicycle facilities such as marked crosswalks, bike lanes and clearly identified bike routes into the city's existing roadway network. Consistent with the goals and policies of the General Plan Update, the UGP would remove land use incompatibilities by providing stronger community connections throughout the Planning Area with the addition of new and upgraded pedestrian and bicycle facilities. Therefore, the UGP would not physically divide an established community and no new impacts would occur.

CONCLUSION: Same Impact as Certified PEIR. The proposed UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, impacts would be less than significant.

Consistency with Applicable Plans and Policies

As discussed in the Certified PEIR, the General Plan Update is consistent with the policies of SCAG's Regional Comprehensive Plan and the 2012–2035 Regional Transportation Plan and would be within SCAG's adopted projections for residential population and housing units; thus, the General Plan Update would be consistent with the regional plans and policies that are based on these projections.

The UGP outlines guidelines for Green Street design to be applied to four distinct usage zones: Commercial, Transit, Pedestrian/Bike, and Neighborhood Green Streets. The considerations described in the UGP would increase the connectivity of communities and would further align the plan area's with SCAG's Regional Comprehensive Plan and the 2012–2035 Regional Transportation Plan as well as their associated projections. Further, the UGP would also be consistent with applicable goals and policies of the region. Therefore, no new impacts would occur.

CONCLUSION: Same Impact as Certified PEIR. The proposed UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, impacts would be less than significant.

Conflict with Habitat Conservation Plan or Natural Community Conservation Plan

The City does not have any habitat conservation or natural community conservation plans; therefore, the UGP would not conflict with an applicable habitat conservation plan or natural community conservation plan and no new impacts would occur.

CONCLUSION: Same Impact as Certified PEIR. The proposed UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, no impact would occur.

F. Noise

1. Certified PEIR Impacts

Exceed Standards Established in General Plan Update or Noise Ordinance

Construction

As analyzed in the Certified PEIR, implementation of the General Plan Update would result a total of 18,308 residential units in the Planning Area and approximately 22,513,076 square feet (sf) of commercial, industrial, public facility, and mixed-use development. The specific timing and sequencing of individual development projects occurring under implementation of the General Plan Update was not determined. However, with a horizon year of 2035, it is expected that construction activities would occur intermittently throughout the course of the 20-year buildout period. Construction noise impacts associated with each new individual development would be short-term in nature and limited only to the period of time when construction activity is taking place for that particular development. Development of the residential and non-residential land uses under the General Plan Update would generally involve construction phases such as demolition, grading/excavation, building construction, and asphalt paving.

With respect to construction activities, neither the City's General Plan Update nor PRMC has established a numerical standard to regulate construction noise. However, PRMC Section 18.42.050 requires that all construction activities on any lot or parcel be restricted to the hours between 7 a.m. and 7 p.m. except for purposes of emergencies. As such, all new development projects in the Planning Area would be subject to this regulation. In addition, the City of Pico Rivera General Plan Update includes several goals and policies to minimize construction-related noise on sensitive receptors. Specifically, Policy 11.3-1 would further ensure that all of the proposed future developments in the Planning Area that occur in proximity to sensitive receptors (i.e., within 500 feet) would be subject to even more restrictive hours for construction as currently allowed under PRMC Section 18.42.050. Therefore, the Certified PEIR determined that with compliance to PRMC Section 18.42.050 and implementation of Policy 11.3-1 under the General Plan Update, no construction-related noise regulations established by the City would be violated and impacts would be less than significant.

Operations

As stated in the Certified PEIR, operational noise sources in the City of Pico Rivera are primarily transportation-related, with local traffic being the most significant source of community noise because the sources are in close proximity to noise-sensitive receptors such as residential uses. Major local roadways in the Planning Area include Beverly Boulevard, Whittier Boulevard, Washington Boulevard, Slauson Avenue, Telegraph Road, Paramount Boulevard, and Passons Boulevard. Consequently, with respect to operational noise levels, the City has established both interior and exterior noise standards for different land use categories with regards to mobile-source noises. In addition, new developments resulting from the General Plan Update would also introduce stationary noise sources, such heating, ventilating, and air conditioning (HVAC) units and exhaust

fans for the future residential and commercial developments. Furthermore, future industrial facilities that would be developed in the Planning Area could also be located in proximity to existing sensitive land uses and potentially be a noise nuisance to these land uses as a result of their daily operations.

As a conservative measure, the Certified EIR anticipated that there would be scenarios during the General Plan Update's buildout where the roadway noise levels experienced by adjacent land uses would result in a violation of the City's exterior and interior noise standards. While compliance with the General Plan Update's goals, policies, and noise standards along with implementation of mitigation measures MM-NOI-1 and MM-NOI-2 would minimize operational noise impacts in the Planning Area's noise environment, there would likely be scenarios where an individual development project would not be able to meet the applicable City noise standards established in the General Plan Update's Noise Element. As such, the Certified PEIR determined that when reviewed on a case-by-case basis, there would be certain development projects in the Planning Area that would have less-than-significant impacts while others may have significant and unavoidable impacts associated with operational noise. Therefore, on a programmatic level, operational noise impacts resulting from implementation of the General Plan Update would be significant and unavoidable.

Groundborne Vibrations

Construction

As discussed in the Certified PEIR, construction activities for individual development projects that would occur within the Planning Area would include demolition and grading activities, which would have the potential to generate low levels of groundborne vibration. To minimize construction-related vibration levels on sensitive receptors in the community, the construction activities would be required to comply with General Plan Update Policy 11.3-2 as well as mitigation measures MM-NOI-3 through MM-NOI-6. Although implementation of mitigation measures MM-NOI-3 through MM-NOI-6 would reduce impacts related to excessive groundborne vibration levels at sensitive receptors during construction, there could be potential scenarios where the application of the requirements under these mitigation measures would not be technically feasible. Under certain conditions, temporary vibration impacts during construction would remain significant. Therefore, with acknowledgement that implementation of mitigation measures MM-NOI-3 through MM-NOI-6 may not be technically feasible at all of the new development locations in the Planning Area, this temporary impact would be significant and unavoidable.

Operations

As stated in the Certified PEIR, new industrial development could potentially involve the operation of heavy equipment or machinery that could create elevated vibration levels in their immediate vicinity. Aside from new industrial uses, as stated in the Certified PEIR, the remainder of the proposed types of land uses (i.e., residential, commercial, mixed-use, and public facility) would not generally include stationary equipment that would result in high vibration levels. Nonetheless, these new developments would also be subject to compliance with the vibration level standards established in the General Plan Update. As such, vibration impacts associated with operation of the future residential, commercial, mixed-use, and public facility developments under the General Plan Update would be less than significant.

Furthermore, should new transit stations and rail lines be developed within the Planning Area, additional groundborne vibration levels associated with train travel would also be generated that could adversely affect existing and newly developed sensitive land uses. However, compliance of these future developments with Policies 11.2-1 and 11.2-6 in the Noise Element of the General Plan Update would ensure that vibration impacts would not exceed FTA's criteria at sensitive land uses. Thus, impacts would be less than significant.

Increase in Ambient Noise Levels

Construction

As discussed in the Certified PEIR, during implementation of the General Plan Update, temporary or periodic increases in noise levels in the Planning Area would result primarily from construction activities associated with residential and non-residential development. Through the development permit process, the City will consider all future developments associated with the General Plan Update on a case-by-case basis to ascertain whether an individual development would generate a substantial temporary or periodic increase in ambient noise levels on its surrounding off-site uses. However, as stated in the Certified PEIR, there would likely be future developments associated with the General Plan Update that would be located in close enough proximity to existing land uses such that the construction noise levels generated would result in a substantial temporary increase in ambient noise levels at those existing land uses. Implementation of General Plan Update Policy 11.3-1 as well as mitigation measures MM-NOI-7 through MM-NOI-12 would reduce construction-noise impacts on existing sensitive receptors in the Planning Area.

Although compliance with General Plan Update Policy 11.3-1, as well as implementation of mitigation measures MM-NOI-7 through MM-NOI-12, would reduce construction noise levels associated with the General Plan Update to the maximum extent feasible, under circumstances where future construction sites within the Planning Area are located immediately adjacent to existing sensitive land uses, the noise impacts related to a substantial temporary or periodic increase in ambient noise levels above levels existing without the construction activities occurring as a result of implementation of the General Plan Update would remain significant. Therefore, this impact would be significant and unavoidable.

Traffic Noise

As discussed in the Certified PEIR, the future residential and non-residential land uses that would be developed in the Planning Area from implementation of the General Plan Update would likely result in an increase in traffic on local roadways in the Planning Area, which in turn would increase the existing noise environment. However, in some instances, traffic volumes on certain roadway segments may experience a slight decrease due to the introduction of a new development that may attract less vehicle trips than the replaced development.

As analyzed in the Certified PEIR, the General Plan Update at buildout would increase local noise levels by a maximum of 1.5 dBA CNEL at the roadway segment of Rosemead Boulevard, south of Telegraph Road. As this noise increase would not exceed 3 dBA, which is the minimum change in noise levels that is discernible by human hearing, this impact would be less than significant. In addition, as the other roadway segments would experience noise increases of less than 1.5 dBA CNEL, the noise impacts at these roadway segments would also be less than significant. It is worth

noting that implementation of the General Plan Update would also result in a slight decrease in roadway noise levels at certain roadway segments when compared to existing conditions.

Stationary Noise Sources

Upon completion and operation of the various new developments that would occur under the General Plan Update, as stated in the Certified PEIR, onsite operational noise would likely be generated by stationary noise sources such as HVAC units that are installed for these developments. Consequently, the noise levels generated by these HVAC units could potentially disturb the existing land uses that are located adjacent to the new developments. However, the design of the onsite HVAC units and other noise-generating mechanical equipment associated with the new developments in the Planning Area would, as an industry standard, typically be equipped with noise muffling devices or shielding to reduce noise levels. In addition, all new development in the Planning Area would need to comply with Policy 11.1-4 in the Noise Element of the General Plan Update, which requires new stationary noise sources to mitigate impacts on noise-sensitive uses consistent with the noise standards set forth in PEIR. Additionally, it is worth noting that the new developments occurring under the General Plan Update would primarily require the redevelopment of existing developed properties. Consequently, any existing HVAC units that operated at these existing developed properties, which are older and likely generate louder noise levels, would be replaced by newer HVAC units that are quieter and more efficient. Furthermore, when the existing urban noise environment of the Planning Area is taken into consideration, the noise generated from the HVAC units at the new development sites would likely not be perceptible at adjacent or nearby uses. Nonetheless, mitigation measure MM-NOI-13 would be implemented to ensure that all mechanical equipment associated with the new developments would be provided with shielding and located away from sensitive receptor areas. Thus, noise impacts from stationary equipment would be less than significant.

In addition, because the new developments that would occur in the Planning Area under the General Plan Update would include commercial and industrial uses, noise associated with loading docks would also be generated and adversely affect nearby noise-sensitive land uses. However, these commercial and industrial uses would need to comply with Policy 11.1-5 in the Noise Element of the General Plan Update, which encourages developments to orient delivery, loading docks, and outdoor work areas away from noise-sensitive uses. In addition, with the incorporation of mitigation measures MM-NOI-14 and MM-NOI-15, impacts related to loading dock noise would be a less-than-significant impact.

Through implementation of the development permit process, the City would consider all future developments in the Planning Area on a case-by-case basis to ensure that operational noise levels generated by an individual development would comply with the applicable noise level standards established in the Noise Element of the General Plan Update.

Noise Associated with Airport or Private Airstrips

As stated in the Certified PEIR, the Planning Area is not located within any airport land use plan nor is it located near any private airstrips. The nearest airport to the Planning Area is the El Monte Airport, which is located approximately 4.4 miles to the northeast. Given this distance, the General Plan Update would not result in any impacts associated with the exposure of people residing or working

in the Planning Area to excessive noise levels associated with a public use airport or private airstrip. Thus, no impacts are anticipated as a result of implementation of the General Plan Update.

2. Urban Greening Plan Impacts

Exceed Standards Established in General Plan Update or Noise Ordinance

Construction

The UGP proposes the implementation of bicyclist and pedestrian improvements, open space expansion, and urban greening and runoff management. The UGP would result in periods of incremental construction that would occur throughout the Planning Area. As stated in the Certified PEIR, the City's General Plan Update nor PRMC has established a numerical standard to regulate construction noise. However, PRMC Section 18.42.050 requires that all construction activities on any lot or parcel be restricted to the hours between 7 a.m. and 7 p.m. except for purposes of emergencies. As such, all new improvements in the Planning Area would be subject to this regulation. Additionally, the City of Pico Rivera General Plan Update includes the following goal and policy to minimize construction-related noise on sensitive receptors:

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

Construction activities associated with implementation of the UGP would include ground clearing, minor excavation, streetscape and hardscape improvements, sidewalk and street striping, paving and finishing activities, landscaping and tree planting activities, and other similar activities. The UGP would not result in the construction of new buildings. These types of construction activities would generate noise levels similar to or less than the noise levels identified in Certified PEIR Table 3.6-10, *Typical Construction Noise Levels*, and require similar types of equipment as indicated in Certified PEIR Table 3.6-11, *Typical Noise Levels from Construction Equipment*. With the implementation of Policy 11.3-1 and compliance with PRMC Section 18.42.050, construction

activities associated with implementation of the UGP would result in construction-related noise impacts similar to or less than the impacts as disclosed in the Certified PEIR. No new impacts would occur.

CONCLUSION: Same Impact as Certified PEIR. The proposed UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, impacts would be less than significant.

Operations

The UGP's operational impacts would result from transportation-based noise sources. The UGP would not result in the operation of new buildings or stationary sources of noise. Vehicle miles traveled (VMT) is a metric of miles traveled by vehicles within a certain time frame and area and is a metric for evaluating transportation-related noise. The UGP proposes the implementation of bicycle facilities, bicycle lane improvements, and pedestrian facilities and walkway improvements that would result in citywide VMT reductions. Based on the Project's Traffic Memorandum, the implementation of bicycle and pedestrian facilities would represent a VMT reduction of 368 miles per day or 134,320 per year (Appendix C). Since traffic-related noise is directly proportional to the amount of vehicles traveling on roadways, operational noise from implementation of the UGP would likely be incrementally less than existing traffic-related levels and impacts would be similar to or incrementally less than the impacts disclosed in the Certified PEIR. No new impacts would occur.

CONCLUSION: Same Impact as Certified PEIR. The proposed UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, impacts would be less than significant.

Groundborne Vibrations

Construction

Construction activities at the project site have the potential to generate low levels of groundborne vibration as the operation of heavy equipment (i.e., backhoe, dozer, excavators, grader, loader, scraper, and haul trucks, etc.) generates vibrations that propagate through the ground and diminish in intensity with distance from the source. No high-impact activities, such as pile-driving or blasting, would occur during construction activities associated with implementation of the UGP. Groundborne vibrations from construction activities very rarely reach the levels that can damage structures, but they may be perceptible in buildings very close to a construction site.

The UGP would involve use of equipment that is typical of commonly implemented road improvements, landscaping and tree planting activities, and street striping and paving. Work would occur infrequently, would be short-term and temporary, and occur at a distance at which vibration levels would generally be imperceptible at vibration-sensitive locations such as residential buildings. As stated in the Certified PEIR, construction activities associated with implementation of the UGP would be subject to MM-NOI-3 through MM-NOI-6 which include a minimum distance that high vibration-generating equipment can operate from sensitive receptors. Due to the incremental nature of the UGP, construction activities would be relatively small in scale and temporary in nature. Therefore, with implementation of MM-NOI-3 through MM-NOI-6 impacts would be similar to or less than the impacts disclosed in the Certified PEIR. No new impacts would occur.

CONCLUSION: Same Impact as Certified PEIR. The proposed UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, impacts would be less than significant.

Operations

The UGP's operations would not include the operation of new buildings or new stationary or mechanical equipment that could produce vibration. The primary sources of transient vibration would include passenger vehicle circulation. As stated above, implementation of the UGP would reduce VMT citywide and, therefore, incrementally reduce vibration levels associated with vehicles circulation. Thus, operational vibration impacts would be similar to or incrementally less than the impacts disclosed in the Certified PEIR. No new impacts would occur.

CONCLUSION: Same Impact as Certified PEIR. The proposed UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, impacts would be less than significant.

Increase in Ambient Noise Levels

Construction

The analysis provided above under the subheading *Exceed Standards Established in General Plan Update or Noise Ordinance* addresses the potential for construction activities associated with the implementation of the UGP to result in a temporary increase in ambient noise levels in the Planning Area. Construction activities would generate noise levels similar to or less than the noise levels identified in Certified PEIR Table 3.6-10 and require similar types of equipment as indicated in Certified PEIR Table 3.6-11. With the implementation of Policy 11.3-1 and compliance with PRMC Section 18.42.050, construction activities associated with implementation of the UGP would result in construction-related noise impacts similar to or less than the impacts as disclosed in the Certified PEIR. No new impacts would occur.

With respect to a permanent increase in noise levels, the UGP proposes the implementation of bicycle facilities, bicycle lane improvements, and pedestrian facilities and walkway improvements that would result in citywide VMT reductions. Based on the Project's Traffic Memorandum, the implementation of bicycle and pedestrian facilities would represent a VMT reduction of 368 miles per day or 134,320 per year (Appendix C). Since traffic-related noise is directly proportional to the amount of vehicles traveling on roadways, operational noise from implementation of the UGP would likely be incrementally less than existing traffic-related levels and impacts would be similar to or incrementally less than the impacts disclosed in the Certified PEIR. No new impacts would occur.

CONCLUSION: Same Impact as Certified PEIR. The proposed UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, impacts would be less than significant.

Traffic Noise

As stated above, traffic noise impacts would be incrementally less than the existing traffic noise levels due to an expected decrease in VMT as a result of implementation of the UGP. Therefore,

traffic noise impacts would be one similar to or incrementally less than the impacts disclosed in the Certified PEIR. No new impacts would occur.

CONCLUSION: Same Impact as Certified PEIR. The proposed UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, impacts would be less than significant.

Stationary Noise Sources

The UGP operations would not include any stationary equipment that would contribute to existing noise levels. Impacts would be less than the impacts disclosed in the Certified PEIR. No new impacts would occur.

CONCLUSION: Same Impact as Certified PEIR. The proposed UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, impacts would be less than significant.

Noise Associated with Airport or Private Airstrips

The Planning Area is not located within any airport land use plan nor is it located near any private airstrips. Therefore, no new impacts would occur.

CONCLUSION: Same Impact as Certified PEIR. The proposed UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, no impact would occur.

G. Public Services

1. Certified PEIR Impacts

Effect on Governmental Facilities

Fire Protection

As discussed in the Certified PEIR, implementation of the General Plan Update would increase the overall demand on fire protection and emergency services in the Planning Area. Future growth in accordance with the General Plan Update is expected to create the typical range of fire and emergency service calls, and increase the need for new fire facilities, apparatus, and personnel in order to maintain adequate response times. Los Angeles County Fire Department's (LACFD) costs to maintain equipment and apparatus and to train and equip personnel would also increase. Future development and redevelopment projects would adhere to the General Plan Update goals and Policies 6.3-1 through 6.3-8 in the Planning Area. With consideration for these goals and policies, impacts related to fire protection facilities and construction of new or expanded fire protection facilities would be less than significant.

Police Protection

As stated in the Certified PEIR, the City aims to maintain a police staffing standard of 1 officer per 1,000 residents. Los Angeles County Sheriff's Department (LASD) currently maintains 1.68 officers per 1,000 residents in the Planning Area. With implementation of the General Plan Update, the LASD would need to provide an additional 9 officers to maintain the current ratio of 1.68 officers per 1,000 residents at buildout of the General Plan Update (2035). LASD has indicated that

the Pico Rivera Station is currently aged and is characterized by functional obsolescence, and has been operating at capacity for several years (LASD 2014). There are currently no plans in place to update the existing facility or to construct a new facility within the LASD service area. Without new or expanded space, the requirement for additional officers and equipment that would result from the growth and land use intensification that would occur under the General Plan Update and result in an exceedance of capacity at the existing facility. Thus, buildout of the General Plan Update would result in a significant impact on the station's resources and operations. The General Plan Update would include policies related to police service, including establishing a development impact fee to help fund future police staffing, equipment, and facilities requirements, and incorporating Crime Prevention Through Environmental Design (CPTED) recommendations into building and site design. In addition to these policies, implementation of mitigation measure MM-PS-1 and MM-PS-2, would be required to reduce this impact to less than significant.

Schools

Implementation of the General Plan Update, as stated in the Certified PEIR, would increase the residential population within the Planning Area and, thus, could increase the student population within El Rancho Unified School District (ERUSD). Using a student generation rate of 0.5, the General Plan Update could result in an approximately 650 students by the year 2035. The school district currently has excess capacity of approximately 4,945 seats, and therefore, existing capacity within the school district could accommodate additional students generated by implementation of the General Plan Update. Additionally, per SB 50, future development occurring under implementation of the General Plan Update would be required to pay developer impact fees to offset the impact of new student populations generated by new developments. Further, the General Plan Update includes policies to ensure continued coordination with the school districts. Therefore, impacts on school facilities related to implementation of the General Plan Update would be less than significant.

2. Urban Greening Plan Project Impacts

The UGP would be consistent with the analysis and conclusions presented in the EIR. The UGP does not propose changes that would increase population or housing; therefore, no new impacts would occur and these topics are not discussed here.

Effect on Governmental Facilities

Fire Protection

As discussed in the Certified PEIR, implementation of the General Plan Update would increase the overall demand on fire protection and emergency services in the Planning Area. While the UGP would not directly increase population, it would improve pedestrian and bicycle facilities, which could potentially increase the amount of pedestrians and bicyclists using these facilities. The addition of new pedestrian and bicycle facilities would increase safety for these users and, thus, potentially reduce the need for emergency services, often administered by the LACFD. Overall, implementation of the UGP would not increase the overall demand for fire protection and emergency services within the Planning Area. Therefore, no new impacts would occur.

CONCLUSION: Same Impact as Certified PEIR. The proposed UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, impacts would be less than significant.

Police Protection

As described above, the UGP would not directly increase the City's population. While the UGP would not directly increase population, it would improve pedestrian and bicycle facilities, which could potentially increase the amount of pedestrians and bicyclists using these facilities. The addition of new pedestrian and bicycle facilities would increase safety for these users and, thus, potentially reduce the need for emergency services, often administered by the LASD. Overall, implementation of the UGP would not increase the demand for police protection and emergency services within the Planning Area. Therefore, no new impacts would occur.

CONCLUSION: Same Impact as Certified PEIR. The proposed UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, impacts would be less than significant.

Schools

While the UGP would not increase the student population, it recommends pedestrian improvements and incorporates the City's 2015 Safe Routes to School Plan, which outlines measures to improve access to schools and parks including, enhanced crosswalks, and suggested walking routes. Nevertheless, since the implementation of the UGP would not increase the residential population, no additional schools would be required within the Planning Area and no new impacts would occur.

CONCLUSION: Same Impact as Certified PEIR. The proposed UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, impacts would be less than significant.

H. Recreation

1. Certified PEIR Impacts

Increased Use of Recreational Resources

As analyzed in the Certified PEIR, the City currently provides approximately 102 acres of public neighborhood and community parks, which results in approximately 1.6 acres per 1,000 residents. With buildout of the General Plan Update, the population would increase to approximately 68,831, or by approximately 5,300 residents. This increase in population would create the demand for an additional 110 acres of park space to maintain the current ratio. Without the addition of any new park space, the park ratio per 1,000 residents would decrease to 1.5 acres for use of City parks under buildout of the General Plan Update; however, this ratio represents a conservative estimate because it does not take into consideration the availability of ERUSD school facilities as part of the joint-use agreement. Additionally, the City has plans to upgrade and enhance many of the existing parks, including working with the Army Corps of Engineers to upgrade the existing 120-acre Sports Arena. With the addition of the 120-acre Sports Arena area to the existing parkland acreage, the City would provide 3.5 acres of parkland per 1,000 with implementation of General Plan Update. Furthermore, the General Plan Update includes goals and Policies 3.10-4 and 10.7-1 through

10.7-18, to ensure the provision of adequate recreational opportunities for its residents and maintenance and enhancement of the existing parks system. Therefore, implementation of the General Plan Update would not result in substantial physical deterioration of the parks and recreational facilities in the Planning Area and at nearby regional facilities and impacts related to this criterion would be less than significant.

Required Expansion of Recreational Facilities

As discussed in the Certified PEIR, the Planning Area is largely built-out and opportunities for construction of new parks or the expansion of existing parks would be limited largely to restoration of the 120-acre Sports Arena area and the former Bicentennial Park Campground. These improvements would be made within the already disturbed areas within existing boundaries of that area and any potential environmental impacts associated with those improvements would be assessed at the time the project moves forward. In addition, the General Plan Update would implement the requirement for new development to provide parkland at a ratio of 3 acres per 1,000 residents or pay an in-lieu fee that would be used by the City to build new park space or maintain and improve existing park space in order to offset the demand new development creates for park area. Impacts related to the expansion of recreational facilities would be less than significant.

2. Urban Greening Plan Impacts

Increased Use of Recreational Resources

As a part of the UGP, connections and linkages throughout the Planning Area would be improved, including the addition of new pedestrian and bicycle facilities. In addition, the plan proposes to develop approximately three new pocket parks and enhance facilities and amenities at two existing parks (Rio Hondo Park and Rivera Park) located within the Planning Area. These new and enhanced facilities would increase accessibility to existing recreational resources and would increase the amount of overall recreational resources in the Planning Area. Given that implementation of the UGP would not increase population in the Planning Area, it would not result in the need for new recreational resources. Individual projects would be subject to review at such time that they are implemented to determine if further environmental review is warranted. Therefore, no new impacts would occur.

CONCLUSION: Same Impact as Certified PEIR. The proposed UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, impacts would be less than significant.

Required Expansion of Recreational Facilities

As a part of the UGP, four pocket parks have the potential to be developed within the Planning Area. These new facilities would increase accessibility to existing recreational resources and would increase the amount of overall recreational resources in the Planning Area. Given that implementation of the UGP would not increase population in the Planning Area, it would not result in the need for new or expanded recreational resources. Individual projects would be subject to review at such time that they are implemented to determine if further environmental review is warranted. Therefore, no new impacts would occur.

CONCLUSION: Same Impact as Certified PEIR. The proposed UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, impacts would be less than significant.

I. Transportation/Traffic

1. Certified PEIR Impacts

Effect on Circulation System

The General Plan Update is forecasted to generate 3,805 fewer daily trips, with 62 fewer trips in the a.m. peak hour and 294 fewer trips in the p.m. peak hour than the previously adopted General Plan Update. The City strives to maintain a level of service of LOS D at intersections during the peak hours, and all study area intersections were forecasted to operate at satisfactory levels of service with the exception of the 13 intersections.

Pedestrian LOS at all signalized intersections operate at acceptable levels of service. However, because implementation of the proposed General Plan Update would result in unsatisfactory levels of service at 13 intersections, the General Plan Update would result in significant impacts on the circulation system. Implementation of mitigation measure MM-CIRC-1, which would require signal timing improvements and corridor-wide signal coordination, would result in all but eight of the intersections listed above operating at acceptable levels of service. After implementation of system-wide signal timing improvements, only five intersections which are forecasted to operate at unsatisfactory levels of service are improved to satisfactory conditions.

Implementation of mitigation measure MM-CIRC-2 ensures that all intersections operate at LOS D or better and would reduce circulation-related impacts of the General Plan Update to less-than-significant levels. In addition, the proposed General Plan Update includes policies related to the circulation network that would further reduce impacts to less-than-significant levels.

Conflict with a Congestion Management Plan

The General Plan Update would not conflict with Los Angeles County's CMP and would not propose changes to the County's LOS standards. Nor would the General Plan Update affect any CMP facilities. After planned improvements are constructed, all study intersections will operate at satisfactory conditions. Therefore, the project impact is considered less than significant.

Effect on Air Traffic Patterns

The nearest airport to Pico Rivera is the El Monte Airport, which is located approximately 4.4 miles to the northeast. The General Plan Update would not introduce any use that would affect or conflict with air traffic patterns. Therefore, the project impact is considered less than significant.

Emergency Access

All development occurring as part of implementation of the General Plan Update would be required to be designed so that adequate emergency access would be provided. No impact is anticipated as a result of the General Plan Update.

Increase Hazards Due to Design Features

All development within the city and sphere of influence would be required to be designed consistent with City standards, including street design. Review and ensured compliance with City standards would ensure that streets are designed to substantially decrease hazards or dangerous design features. Additionally, there is not anticipated to be land uses that result in incompatible uses or vehicles on the city's roadways. A less-than-significant impact is anticipated as a result of the General Plan Update.

Public Transit Plans and Policies

Transit Service

Implementation of the General Plan Update would not remove or interfere with existing or planned transit service within the Planning Area. Policies under the General Plan Update would also encourage expansion and enhancement of transit opportunities within the Planning Area as well. Therefore, impacts to transit in the city resulting from implementation of the General Plan Update would be less than significant.

Pedestrian & Bicycle Facilities

As noted in the analyses above, implementation of the General Plan Update would not adversely affect existing pedestrian levels of service in the Planning Area. In addition, while existing bicycle facilities are limited within the city, as part of implementation of the General Plan Update, the City is seeking ways to expand bicycle trails, including continuing to implement Complete Streets goals and participation in the Emerald Necklace Project. The General Plan Update includes policies aimed at enhancing bicycle and pedestrian facilities in the Planning Area. Therefore, impacts related to pedestrian and bicycle facilities would be less than significant.

2. Urban Greening Plan Impacts

Effect on Circulation System

LOS Analysis

Level of service (LOS) is a measure of the quality of operational conditions within a traffic stream and is generally expressed in terms of such measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. Levels range from A to F, with LOS A representing excellent (free-flow) conditions and LOS F representing extreme congestion. The General Plan Update analyzed intersection LOS for Horizon Year 2035 to determine the intersection lane configurations to adequately service the land use development anticipated in the General Plan Update. Implementation of the UGP's proposed bicycle and pedestrian facilities would not result in the removal of any travel lanes on affected roadways. As such, the vehicular traffic and resulting LOS calculated for the General Plan Update would not change with implementation of the UGP. Therefore, no new impact would occur.

CONCLUSION: Same Impact as Certified PEIR. The proposed UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, impacts would be less than significant.

VMT Analysis

As part of the transportation/traffic analysis for the UGP, a VMT reduction analysis was conducted by Translutions, Inc.³ A VMT reduction analysis was not prepared for the General Plan Update, nor is it required to address a CEQA impact. As such, the analysis was provided for informational purposes only. The results of this analysis are provided below; further detail can be found in Appendix C.

Using Year 2040 VMT data obtained from the Southern California Association of Governments 2016 Regional Transportation Plan/Sustainable Communities Strategies Model, 25,190 vehicle-miles per day were identified as trips with origins and destinations within the City. Since local improvements to the bicycle and pedestrian network are unlikely to change VMT to and from areas outside the City due to longer distances and travel times, only trips with origins and destinations within the City were considered. Using guidance from the California Environmental Protection Agency Air Resources Board, VMT reduction rates were applied to the UGP's proposed bicycle and pedestrian facilities.^{4,5} The reduction in VMT is estimated at approximately 1.02 percent, or 256 miles per day for the proposed bicycle facilities and approximately 0.44 percent, or 111 miles per day, for the proposed pedestrian facilities. The total reduction in daily VMT for new bicycle and pedestrian facilities is estimated at approximately 368 miles per day. Further, the number of automobile travel lanes would remain unchanged with the implementation of the UGP and, therefore, the vehicular traffic and LOS calculated in the General Plan Update would remain unchanged.

CONCLUSION: Same Impact as Certified PEIR. The proposed UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, impacts would be less than significant.

Conflict with a Congestion Management Plan

Rosemead Boulevard and Whittier Boulevard are the only two CMP-monitored facilities located within the Planning Area. As stated previously, the vehicular traffic and resulting LOS calculated for the General Plan Update would not change with implementation of the UGP because the UGP would not result in any lessening of vehicular capacities or generation of additional vehicle trips on Planning Area roadways. Consistent with the General Plan Update, the UGP would not conflict with Los Angeles County's CMP and does not propose changes to the County's LOS standards. After planned improvements are constructed, all study intersections would continue to operate at satisfactory conditions. Therefore, no new impact would occur.

CONCLUSION: Same Impact as Certified PEIR. The proposed UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, impacts would be less than significant.

³ *City of Pico Rivera Urban Greening Plan VMT Reduction Analysis*, February 2, 2018.

⁴ *Impacts of Bicycling Strategies on Passenger Vehicle Use and Greenhouse Gas Emissions*, September 2014.

⁵ *Impacts of Pedestrian Strategies on Passenger Vehicle Use and Greenhouse Gas Emissions*, September 2014.

Effect on Air Traffic Patterns

As stated above for the General Plan Update, the nearest airport to Pico Rivera is the El Monte Airport, which is located approximately 4.4 miles to the northeast. The UGP would not introduce any use that would affect or conflict with air traffic patterns. Therefore, no new impact would occur.

CONCLUSION: Same Impact as Certified PEIR. The proposed UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, impacts would be less than significant.

Emergency Access

Consistent with the General Plan Update, all development occurring as part of implementation of the UGP would be required to be designed so that adequate emergency access would be provided. Although vehicular travel lanes may be narrowed in some locations to accommodate new bicycle or pedestrian facilities, the overall roadway right of way would remain the same and would adequately accommodate emergency vehicle operations. Therefore, no new impact would occur.

CONCLUSION: Same Impact as Certified PEIR. The proposed UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, no impact would occur.

Increase Hazards Due to Design Features

The Green Streets proposed by the UGP have trees and are visually attractive can reduce stress on drivers, lower blood pressure, and decrease perceived travel times for motorists. Green Streets can potentially reduce the occurrence of road rage and help make an everyday drive more safe and enjoyable. Further, all development within the city and SOI would be required to be designed consistent with City standards, including street design. Review and ensured compliance with City standards would ensure that streets are designed to substantially decrease hazards or dangerous design features. Therefore, no new impacts would occur.

CONCLUSION: Same Impact as Certified PEIR. The proposed UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, impacts would be less than significant.

Public Transit Plans and Policies

Transit Service

The UGP would not remove or interfere with existing or planned transit service within the Planning Area. The UGP's proposed improved connections and linkages throughout the Planning Area would improve pedestrian and bicycle access to bus stops served by LA Metro, Montebello Bus Lines, and Downey Link, as well as nearby Metrolink commuter rail stations in Montebello and Commerce. Furthermore, the UGP is consistent with General Plan Update policies related to the enhancement of transit opportunities within the Planning Area. Therefore, no new impacts would occur.

CONCLUSION: Same Impact as Certified PEIR. The proposed UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, impacts would be less than significant.

Pedestrian & Bicycle Facilities

The UGP proposes to improve connections and linkages throughout the Planning Area, including the addition of new pedestrian and bicycle facilities. The UGP includes a total of approximately 44.3 miles of recommended bicycle facilities including Multi-Use Paths (Class I), Bike Lanes (Class II), Bike Routes (Class III), Separated Bike Lanes (Class IV), and Bicycle Boulevards (Class V), as well as improvements to existing bicycle facilities. The UGP also recommends a total of approximately 33.6 miles of pedestrian projects (sidewalk completion) and 143 curb ramp improvements. These new and improved bicycle and pedestrian facilities would primarily increase accessibility to recreational resources and schools.

Consistent with the General Plan Update, the UGP policies are aimed at enhancing bicycle and pedestrian facilities in the Planning Area. Thus, the UGP would not adversely affect bicycle or pedestrian facilities in the Planning Area, and instead would improve conditions. Therefore, the proposed project would be consistent with General Plan Update policies related to bicycle and pedestrian facilities, no new impacts would occur.

CONCLUSION: Same Impact as Certified PEIR. The proposed UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, impacts would be less than significant.

J. Utilities/Service Systems

1. Certified PEIR Impacts

Effects on Water Supply and Water Supply Facilities

As stated in the Certified PEIR, the water delivery projections from the UWMPs reflect demand from existing uses as well as planned future growth and development through 2035. Water demand estimates in both UWMPs were based on a compound growth rate. Similar growth assumptions that were used in the UWMPs are included as part of the General Plan Update; the anticipated growth within the city limits is due largely to redevelopment projects (PRWA 2011; PWD 2011). Overall, water demand would increase in both service areas by 2035.

As identified in the UWMP for PWD, water supply would fall short of demand in every year except for 2020, when supply would exceed demand by 10 AF (PWD 2011). As identified in the UWMP, PWD anticipates the supply short fall would be met through purchase of available APAs (PWD 2011). The UWMPs for both agencies identify opportunities, including use of recycled water and purchase of surface water to increase water supply. Furthermore, policies 8.1-6, 8.4-1 through 8.4-3, and 8.4-9 through 8.4-13, outlined in the General Plan Update would encourage water conservation.

Additionally, the total projected water supplies available to the Planning Area would be sufficient to serve the projected demand associated with implementation of the General Plan Update only through the year 2030. Beyond the year 2030, overall water shortages may result within the Planning Area; requiring purchase of additional APAs or surface water supplies to support all proposed and existing land uses. However, with adherence to the policies in the General Plan Update to encourage water conservation, regulatory driven UWMPs updates, and implementation

of mitigation measure MM-GWR-1 from Section 3.7, *Hydrology and Water Quality*, impacts related to water supplies would be less than significant.

Groundwater Supply Projections

As discussed in the Certified PEIR, Pico Rivera Water Authority (PRWA) has an allowable pumping allocation (APA) of 5,579 acre-feet (AF) and Pico Water District (PWD) has an APA of 3,624 AF, and both PRWA and PWD demand would exceed their respective APA values at times over the next 20-year planning period. Both agencies have the option to lease available APAs from other Central Basin pumpers when their demand exceeds their allotted supplies and they have no carryovers. In both UWMPs, the agencies have projected to pump enough groundwater to meet estimated demand. because local buildout levels have not achieved these maximum allowable densities or intensity on every parcel, the assumptions used to calculate buildout of the proposed project represent the average level of density/intensity that would likely be achieved at buildout. Therefore, the UWMPs take a conservative approach to demand projection.

Recycled Water Supply Projections

The City has implemented additional recycled water uses, as stated in the Certified PEIR. For instance, Pico Rivera Golf Course, Rio Hondo Park, Smith Park, the Pico Rivera County Library, and some street medians in the City are irrigated with recycled water. PRWA plans to continue discussions with CBMWD regarding future opportunities for use of recycled water.

Desalinated Water and Transfer Opportunities

As stated in the Certified PEIR, desalinated water is not currently perceived to be a viable option for either PRWA or PWD, and neither brackish nor impaired groundwater is pumped. Currently, neither PRWA nor PWD transfers or exchanges any water supply to or from other entities and transfers or exchanges are not anticipated to occur in the future.

Groundwater Reliability Improvement Program (GRIP) Advanced Water Treatment Facility (AWTF)

The Water Replenishment District of Southern California (WRD) has developed a suite of projects through its Water Independence Now (WIN) initiative to develop local and sustainable sources of water for use in groundwater replenishment activities; thus helping to end reliance on imported water. The cornerstone for WIN is the GRIP AWTF project which is intended to fully eliminate the current demand for imported water by producing 21,000 acre-feet annually from local alternative sources for groundwater replenishment in the Central Basin. The GRIP AWTF is in the process of being constructed on a 5.2-acre site in the City of Pico Rivera, adjacent to the San Gabriel River, allowing for direct delivery of purified recycled water via an existing pipeline leading into the San Gabriel Coastal Spreading Grounds where it will percolate in to the Central Basin. The GRIP AWTF will purify approximately 10,000 acre feet (3.25 billion gallons) of tertiary treated (recycled) water annually to near distilled levels. Together with another 11,000 acre-feet (3.6 billion gallons) of recycled water, WRD will deliver 21,000 acre-feet of water to the spreading grounds for groundwater recharge. Once the facility is constructed, the GRIP AWTF will include an approximately 25,000 square foot operations and learning center, a 48,000 square foot process building, and an 8,000 square foot chemical storage area. Construction of the facility is expected to be completed in Summer 2018. Wastewater

Regional Water Quality Control Board Requirements

As discussed in the Certified PEIR, future development projects that would be accommodated by the General Plan Update would be required to prepare and implement Standard Urban Stormwater Management Plan (SUSMP) in compliance with requirements of the MS4 Permit issued by the RWQCB. Construction projects of 1 acre or more in area developed pursuant to the General Plan Update would be required to prepare and implement Stormwater Pollution Prevention Plans in accordance with the requirements of General Construction Permit, Order No. 2009-0009-DWQ.

Under the policies of the Environmental Resources Element of the General Plan Update, the City would also take actions to reduce impacts of potential development on wastewater systems. Therefore, wastewater impacts related the requirements of the RWQCB would be less than significant.

Effect on Wastewater Treatment Facilities

As analyzed in the Certified PEIR, because the Planning Area is currently 99 percent buildout, implementation of the General Plan Update would require the demolition of existing development in order to accommodate the new land uses under the General Plan Update. Overall, the General Plan Update would result in an increase in residential development, but would result in an overall reduction in non-residential land uses within the Planning Area. Additionally, the General Plan Update would result in an estimated increase in wastewater generation of approximately 816,889 gallons per day (gpd) or 916 AFY over the 20-year horizon of the General Plan Update. Furthermore, under the policies of the General Plan Update, the City would take action to reduce impacts of future development on wastewater systems. Therefore, impacts associated with implementation of the General Plan Update on wastewater facilities would be less than significant.

Effects on Solid Waste and Landfills

As analyzed in the Certified PEIR, the projected residential and employment growth anticipated with implementation of the General Plan Update would potentially impact solid waste disposal services and the capacity of landfill facilities that serve the Planning Area. Using existing disposal rates, the estimated net increase in solid waste generation by future development that could occur under the General Plan Update would increase to an estimated 358,985 gpd or 179 tons per day at buildout of the General Plan Update. This would result in approximately 19 tons per day more than under existing conditions.

Implementation of the General Plan Update would not require new or expanded solid waste disposal facilities. Additionally, some construction materials of future development projects are anticipated to be recycled or reused to reduce solid waste generation. Furthermore, future development projects would be required to comply with the provisions of the 2010 California Green Building Standards Code, which outlines requirements for construction waste reduction, material selection, and natural resource conservation. Finally, development projects that would be accommodated by the General Plan Update would be required to adhere to the goals and policies of the General Plan Update regarding solid waste. Therefore, impacts related to solid waste would be less than significant.

Energy

As stated in the Certified PEIR, the General Plan Update would result in an overall reduction of non-residential uses, and implementation of the General Plan Update would result in decreased demand for electricity supplies of approximately 7,972,354 kWh/year over existing usage. It is anticipated that SCE would be able to serve the projected buildout resulting from implementation of the General Plan Update. SCE has existing electricity infrastructure located throughout the Planning Area, which would serve future development associated with the implementation of the General Plan Update.

In addition, the Pico Rivera Innovative Municipal Energy (PRIME) is a locally run electricity provider that started providing clean energy to those who live and work in Pico Rivera in September 2017. PRIME gets its electricity from suppliers that get their power from a variety of generation sources. At a minimum, 35 percent of the electricity comes from renewable sources, such as wind, solar, and hydroelectricity. However, homes and businesses have the opportunity to opt up to 100 percent renewable energy. SCE continues to supply electricity delivery and billing services. Also, SCE still owns and reads electric meters and provides maintenance and repair services.

The General Plan Update includes many goals and policies that support energy conservation and efficiency throughout the city, potentially reducing electricity demand. Therefore, implementation of the General Plan Update would result in less-than-significant impacts related to energy.

2. Urban Greening Plan Impacts

Effects on Water Supply and Water Supply Facilities

Groundwater Supply Projections

One of the UGP's goals is to assist in efforts to recharge the local groundwater aquifer that supplies drinking water for the region's communities. To attain this goal, the UGP recommends the implementation of LID strategies that addresses stormwater using landscape features that help mitigate urban runoff by slowing, filtering, and absorbing runoff into permeable surfaces. The UGP identifies streets that could be considered for stormwater LID improvements, including Washington Boulevard, Passons Boulevard, and Mines Avenue. Implementation of these LID improvements would provide additional benefits such as, increasing groundwater recharge by allowing water to remain onsite and percolate into the water table and reducing the heat island effect through shading and minimization of impervious surfaces. Thus, with implementation of the UGP groundwater supply would not be touched and no new impacts would occur.

CONCLUSION: Same Impact as Certified PEIR. The proposed UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, impacts would be less than significant.

Recycled Water Supply Projections

The UGP aims to identify opportunities, in alignment with the goals and policies outlined in the General Plan Update, for reclaimed water to be used for irrigation of the landscaped areas and stormwater LID elements. As stated in the UGP, the City of Pico Rivera Public Works Department was contacted and they provided a list of areas in their purview that might be good candidates for

reclaimed water that could be pulled from nearby existing infrastructure. Rosemead Boulevard from Gallatin Road to Beverly Boulevard, the San Gabriel River Parkway, and Rosemead Boulevard center median from Whittier Boulevard to Washington Boulevard were identified in the UGP as good candidates for the use of reclaimed water. With implementation of the UGP, recycled water use would likely increase and reliance on potable water would potentially decrease. Thus, no new impacts would occur.

CONCLUSION: Same Impact as Certified PEIR. The proposed UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, impacts would be less than significant.

Desalinated Water and Transfer Opportunities

As stated in the Certified PEIR, desalinated water is not currently perceived to be a viable option for either PRWA or PWD, and neither brackish nor impaired groundwater is pumped. The UGP does not promote the use of desalinated water and/or transfer opportunities; thus, no new impacts would occur.

CONCLUSION: Same Impact as Certified PEIR. The proposed UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, impacts would be less than significant.

Wastewater

Regional Water Quality Control Board Requirements

Consistent with the requirements outlines in the Certified PEIR, the projects proposed under the UGP aligns with the policies of the Environmental Resources Element of the General Plan Update would be required to prepare and implement SUSMPs in compliance with the requirements of the MS4 permit. Projects over 1 acre in area development would be required to prepare and implement a Stormwater Pollution Prevention Plans in accordance with the requirements of the General Construction Permit. Compliance with these regulatory requirements would ensure that no new impacts would occur.

CONCLUSION: Same Impact as Certified PEIR. The proposed UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, impacts would be less than significant.

Effect on Wastewater Treatment Facilities

No new structures would be developed as a part of the UGP; thus, there would be no increase in wastewater as a result of implementation. Consistent with this, no new impacts would occur.

CONCLUSION: Same Impact as Certified PEIR. The proposed UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, impacts would be less than significant.

Effects on Solid Waste and Landfills

With implementation of the UGP, a minimal amount of solid waste could be generated as a part of construction activities. This waste would be recycled or reused to reduce solid waste that would be sent to landfills. Operation of the facilities identified in the UGP, such as pocket parks, could result in a minimal increase in solid waste. Consistent with the Certified EIR, both construction and operational waste generated as a part of implementation of the UGP would be required to adhere to the goals and policies of the General Plan Update regarding solid waste, including Goal 6.7 and Policies 6.7-1 through 6.7-7. Implementation of these policies would ensure that waste is reduced to the maximum extent feasible. Therefore, no new impacts would occur.

CONCLUSION: Same Impact as Certified PEIR. The proposed UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, impacts would be less than significant.

Energy

As stated in the Certified PEIR, the General Plan Update would result in an overall reduction of non-residential uses, and implementation of the General Plan Update would result in decreased demand for electricity supplies of approximately 7,972,354 kWh/year over existing usage. Consistent with this, the UGP does not propose uses that would have a large demand for energy. Therefore, no new impacts would occur.

CONCLUSION: Same Impact as Certified PEIR. The proposed UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, impacts would be less than significant.

K. Effects Not Found to Be Significant in Certified PEIR

a. Agriculture and Forestry Resources

(1) *Certified PEIR Impacts*

As stated in Certified PEIR Chapter 5, Section 5.1, *Impacts Found Not to Be Significant*, Pico Rivera is an urban environment and is largely built out with residential, commercial, and industrial uses. The Planning Area does not contain any agricultural lands, including lands designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance per the Farmland Mapping and Monitoring Program; nor does Pico Rivera have any land currently zoned for agricultural uses or any agricultural land subject to a Williamson Act contract. Pico Rivera also does not have any land dedicated to or zoned for forest uses. Implementation of the General Plan Update would not result in the conversion of agricultural or forest resources to non-agricultural or non-forest uses. The General Plan Update would result in no impacts related to this issue and further analysis related to this topic is not required.

(2) *Urban Greening Plan Impacts*

The UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, no new impacts would occur.

b. Biological Resources

(1) Certified PEIR Impacts

As stated in Certified PEIR Chapter 5, Section 5.1, Pico Rivera is a highly urbanized environment and the majority of the land within Pico Rivera is developed, or disturbed vacant land. Pico Rivera does not contain any migratory wildlife corridors or native wildlife nursery sites. Pico Rivera also does not maintain any ordinances protecting biological resources and there are no habitat conservation plans or natural community conservation plans for biological resources in the Planning Area.

Portions of the San Gabriel River and most of the Rio Hondo River within the Planning Area remain in a fairly natural state, supporting stream-side vegetation of willows, sycamores, cottonwoods, and mule fat. The Rio Hondo Spreading Grounds along the western boundary of the city provide a refuge for many species of birds. The open water is particularly important as a resting and feeding site for migrating and withering waterfowl. Under present conditions, the spreading grounds are void of significant natural vegetation. Plant cover primarily consists of low-growing shrub and herb species, many of which are weeds. Freshwater marsh vegetation is beginning to establish itself in a few isolated areas. Although the most significant resource is the birdlife, reptiles, mammals, amphibians, and fish are undoubtedly present.

Based on the California Natural Diversity Database (CNDDB), there is a potential for coast horned lizard to be present in the northeastern portion of the Planning Area along the San Gabriel River, north of Whittier Boulevard. There is also potential for Coastal California Gnatcatcher to be present in the far northern portion of the Planning Area near the Whittier Narrows Recreation Area (WNRA). The WNRA effectively isolates the Planning Area from the significant wildlife habitat areas on the dam's upstream side. This location factor and the disturbed condition of the vegetation in the Planning Area combined have minimized the amount of wildlife in the Planning Area. However, vacant lots and undeveloped parcels within the Planning Area support a variety of weedy or introduced plant species. Existing species most likely include small rodents, rabbits, moles, mourning doves, crows, and lizards typical of an urban setting. No rare or endangered species are known to be present.

The General Plan Update would result primarily in infill development within parcels that are currently developed or have been developed in the past. It would not include any development within or adjacent to the rivers or within the spreading grounds of the rivers because, according to PRMC Chapter 15.50, Floodplain Management, new development is prohibited from occurring adjacent to the Rio Hondo and San Gabriel River channels. Thus, the General Plan Update would not affect any special status or migratory fish or wildlife species that exist within those areas.

(2) Urban Greening Plan Impact

The UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, no new impacts would occur.

c. Cultural Resources

(1) Certified PEIR Impacts

As stated in Certified PEIR Chapter 5, Section 5.1, historic resources within the Planning Area, City staff has identified potential historically significant buildings and sites. None of the sites listed in Table 5-2, *Potential Historical Buildings and Sites*, in Certified PEIR Chapter 5, *CEQA Mandated Sections*, have been formally evaluated for their historic significance and none are currently listed on local, State or federal registers of historic places. Regarding archaeological resources, a map and records search conducted by the UCLA Institute of Archeology identified two prehistoric sites, LAn-182 and LAn-1179H, in the northern portion of the city. The Gabrielino Indian Village of “Sejat” (LAn-182) was reported to lie near the Pico Adobe structure in nearby Pio Pico State Historical Park (in Whittier), but its exact location has never been determined. There are no other known archaeological sites in the Planning Area. None of the sites identified in Certified PEIR Table 5-2 would be affected by any of the land use designation changes that would occur under the General Plan Update; thus the General Plan Update would not directly result in the demolition or alteration of a historic resource in Pico Rivera.

There are very few known archaeological sites within the Planning Area, and given that the majority of the Planning Area is developed with very little undisturbed land, the potential to encounter archaeological resources within the Planning Area is very low. In addition, as required by SB 18, the City invited local Native American tribes for consultation regarding identification of any Native American resources that may be affected by implementation of the General Plan Update or to voice any other concerns they may have related to the General Plan Update process. However, the City did not receive any responses from any of the tribes (correspondence related to the SB 18 outreach can be found in Certified PEIR Appendix H).

In addition, in the unlikely event that human remains are discovered during subsequent development activities, the City shall require that work in the vicinity of the find shall cease and the Los Angeles County coroner shall be contacted to evaluate the remains. Native American human remains have specific provisions for treatment in PRC Section 5097.98, as amended by AB 2641, which address the disposition of Native American burials, protects such remains, and establishes the NAHC to resolve any related disputes. Additionally, disturbing human remains would destroy the resources and could potentially violate the health code. California Health and Safety Code (HSC) Section 7050.5 has specific provisions for the protection of human burial remains if they are discovered, Native American or otherwise. HSC Section 7050.5 requires that in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there would be no further excavation or disturbance of the site, or any nearby area reasonably suspected to overlay adjacent remains, until the County Coroner has examined the remains. If the County coroner determines that the remains are Native American, the coroner will contact the Native American Heritage Commission, in accordance with Health and Safety Code Section 7050.5, subdivision (c), and Public Resources Code Section 5097.98 (as amended by AB 2641). The NAHC will then designate a Most Likely Descendent of the deceased Native American, who will engage in consultation to determine the disposition of the remains. Compliance with these procedures will ensure that impacts related to discovery of human remains are less than significant.

(2) Urban Greening Plan Impacts

The UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, no new impacts would occur.

d. Geology and Soils

(1) Certified PEIR Impacts

As stated in Certified PEIR Chapter 5, Section 5.1, the Los Angeles Basin is crisscrossed by numerous regional earthquake faults and several faults lay in the vicinity of the Planning Area. Most are inactive, although a few provoke occasional earthquakes. The most likely faults to affect the Planning Area within the next 200 years would occur as a result of seismic activity along the San Andreas, the Sierra Madre, or the Raymond Hill Fault Zones. Earthquakes throughout southern California are unavoidable hazards although the resultant damage can be minimized through appropriate seismic design and engineering. The City requires that all construction meet the latest standards of the California Building Code (CBC) for construction, which went into effect January 2013, and which considers proximity to potential seismic sources and the maximum anticipated groundshaking possible. Any development associated with implementation of the General Plan Update would be in accordance with applicable City ordinances and policies and consistent with the most recent version of the CBC, which requires structural design that can accommodate ground accelerations expected from known active faults. In addition, the investigations would be prepared by a California registered Geotechnical Engineer or Engineering Geologist and recommendations would include final design parameters for the walls, foundations, foundation slabs, and surrounding related improvements (utilities, roadways, parking lots and sidewalks). Compliance with these building safety design standards would reduce potential impacts associated with groundshaking to less-than-significant levels. Therefore, with implementation of the seismic design requirements into construction specification, the impacts associated with the effects of groundshaking would be reduced to less-than-significant levels.

Pico Rivera is also at a low risk related to secondary effects associated with groundshaking such as liquefaction or landslides. The topography of the Planning Area generally slopes to the southwest, with elevations ranging from approximately 200 feet above sea level at the northern border of the city to 140 feet above sea level at the southern boundary of the Planning Area. Topographic relief is minor, with slopes at approximately 0.5 percent or less. Because of the relatively flat topography, Pico Rivera has a low risk for landslide.

The State of California identifies the City of Pico Rivera as within an area of potential liquefaction. According to the City's 2004 Hazard Mitigation Plan, the central portion of the Planning Area and the Whittier Narrows Dam area has a medium liquefaction potential (City of Pico Rivera 2004). The remainder of the Planning Area has low liquefaction potential. Historic liquefaction within the Planning Area has not been reported, nor was paleoseismic liquefaction found.

According to the California Soil Conservation Service, most of Pico Rivera is characterized by soils of low shrink-swell potential, which would not represent a problem for foundation construction. High shrink-swell potential, found in the Ramona-Placentia association, is limited to the northeastern portion of the Planning Area. As a requirement of the CBC, the applicant would

be required to complete a final geotechnical investigation that includes site-specific recommendations for the mitigation of potentially expansive soils.

Overall, compliance with latest standards of the CBC, the City's ordinances, and the policies of the General Plan Update would ensure impacts related to geology and soils with implementation of the General Plan Update would be less than significant.

(2) Urban Greening Plan Impacts

The UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, no new impacts would occur.

e. Hazards and Hazardous Materials

(1) Certified PEIR Impacts

As stated in Certified PEIR Chapter 5, Section 5.1, businesses that handle hazardous materials throughout the Planning Area typically include chemical industries, service stations, auto body shops, and paint stores. No significant violations have been documented since September 2007 for Hazardous Materials or Hazardous Waste Programs (LA County Fire Department 2007). In addition, there are two active hazardous materials sites within the Planning Area that are listed on the Cortese list that is maintained per Government Code 65962.5 by the California Department of Toxic Substances Control. These sites include Marine Corps Reserve Center at 3551 San Gabriel River Parkway, which has been in the cleanup process since 2007, and Rosen's Electrical Equipment located at 8226 E. Whittier Boulevard, which has been certified as clean as of 2010 (DTSC 2014). Furthermore, it is assumed a large amount of hazardous materials is being transported through the city's rail lines (BNSF and Union Pacific Rail lines), and two major industrial routes (Washington Boulevard and Slauson Avenue), which have trucks carrying hazardous materials. A hazardous chemical release in the city of Pico Rivera would most likely involve either transportation of chemicals by truck or rail, use of chemicals at a business, or illegal dumping of chemical waste (City of Pico Rivera 2004).

Regulation and enforcement of safety measures for the storage and use of hazardous materials is the responsibility of many federal, state, and local agencies, including the Los Angeles County Fire Department. National, state, and local fire codes act as a guideline for local enforcement. The United States Environmental Protection Agency ensures that containers of hazardous materials are properly labeled with instructions for use. The California Department of Industrial Relations, Division of Occupational Safety and Health, regulates the proper use of hazardous materials. The transport of hazardous materials by truck or rail is regulated by the United States Department of Transportation through National Safety Standards and the California Department of Toxic Substances Control.

The Los Angeles County Fire Department, operating as the Los Angeles County Certified Unified Program Agency (CUPA) and as the fire department for the City of Pico Rivera, is the agency responsible for administering the following programs relative to hazardous waste management:

- Hazardous Waste Generator Program (including onsite treatment under tiered permitting)

- Aboveground Petroleum Storage Tank Program
- Underground Storage Tank (UST) Program
- Hazardous Material Release Response Plans and Inventory Program
- California Accidental Release Prevention (CalARP) Program
- Uniform Fire Code Hazardous Material Management Plans and Inventories Program

The main objective of the CalARP Program is to prevent accidental releases to ambient air of those regulated substances (RS) determined to potentially pose the greatest risk of immediate harm to the public and the environment. The planning activities required by the program are intended to minimize the possibility of an accidental release by encouraging engineering and administrative controls. It is further intended to mitigate the effects of an accidental release by requiring owners or operators of facilities to develop and implement an accident prevention program. Subsequently, the owner or operator may be required to develop and submit a risk management plan (RMP) to the administering agency. The CalARP program encompasses both the federal “Risk Management Program”, established in the Code of Federal Regulations, Title 40, Part 68, and the State of California program, in accordance with the California Health and Safety Code, Chapter 6.95, Article 2.

With adherence to existing regulations and to the General Plan Update goals, policies, and implementation programs, hazards and hazardous materials impacts related to implementation of the General Plan Update would be less than significant.

(2) Urban Greening Plan Impacts

The UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, no new impacts would occur.

f. Mineral Resources

(1) Certified PEIR Impacts

As stated in Certified PEIR Chapter 5, Section 5.1, the San Gabriel Valley has historically been an important source of nonmetallic minerals and rocks. Oil production began in the San Gabriel Valley around 1917, particularly in cities that surround Pico Rivera, namely Montebello, Norwalk, and Commerce. Over the past century, a number of exploratory wells were drilled in Pico Rivera; however, none have indicated the presence of oil or natural gas. Although the Planning Area is surrounded by river beds, there are no sand and gravel resources. The majority of alluvial sediments from the Rio Hondo and San Gabriel rivers are deposited at the foot of the San Gabriel Mountains, several miles to the north. By the time the river flow reaches Pico Rivera, there is very little sediment remaining in the water.

While the San Gabriel Valley remains an important source of aggregate material, substantial mineral resources are not identified in the Planning Area. In addition, according to the California Department of Conservation, there is a low potential for radon to occur in the Planning Area. Therefore, impacts on mineral resources related to implementation of the General Plan Update would be less than significant.

(2) Urban Greening Plan Impacts

The UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, no new impacts would occur.

g. Population and Housing

(1) Certified PEIR Impacts

As stated in Certified PEIR Chapter 5, Section 5.1, the implementation of the General Plan Update would result in a total of approximately 18,308 housing units and a new population of approximately 68,831 residents and 22,905 employees by the buildout year of 2035. Furthermore, as discussed in Section 3.1, *Land Use*, the anticipated housing development and residential population is within SCAG projections for Pico Rivera of 70,100 residents and 18,700 housing units. Thus, the General Plan Update would not result in an unanticipated substantial increase in population. Furthermore, the General Plan Update does not propose road or other infrastructure expansions beyond that which would be required in order to accommodate the already projected growth for the Planning Area (see Certified PEIR Sections 3.3, *Traffic and Circulation*, and 3.10, *Utilities and Service Systems*). Therefore, the project would not result in infrastructure expansions that could indirectly result in substantial population growth. Furthermore, the housing units under the General Plan Update would be intended to accommodate existing and projected housing needs within the Planning Area and would not result in unanticipated substantial population growth.

While the employment population generated by the General Plan Update would be higher than the 16,900 employees projected by SCAG, the General Plan Update includes policies that aim to provide a greater number of jobs within the Planning Area, which could result in a greater jobs-housing balance and thus help reduce commuting distances for Pico Rivera residents.

Based on the above, the General Plan Update would result in less-than-significant impacts related to population and housing.

(2) Urban Greening Plan Impacts

The UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, no new impacts would occur.

VI. Cumulative Impacts

As noted in the Certified EIR, the General Plan Update could potentially result in cumulatively considerable impacts associated with air quality and noise. As discussed in the air quality discussion above, given the unknown factors involving future construction activities associated with implementation of the General Plan Update, the conservative analysis anticipated future construction-related emissions generated by individual development projects could lead to the violation of an applicable air quality standard or contribute substantially to an existing or projected air quality violation. Even with implementation of mitigation measures MM-AQ-1 through MM-AQ-6, the resulting emissions may not be reduced to levels below the SCAQMD thresholds for each individual development project, as the amount of emissions generated for each project would vary depending on its size, the land area that would need to be disturbed during construction,

and the length of the construction schedule. Therefore, the Certified PEIR determined construction-related air quality impacts would be significant and unavoidable.

Similarly, increases in noise and vibration at sensitive and adjacent land uses would occur as a result of construction activities under the proposed General Plan Update, despite compliance with Section 18.42.050 of the City's Municipal Code and implementation of mitigation measures provided to reduce the impact of the noise levels generated. Under conditions where multiple projects in proximity to each other are constructed concurrently within the Planning Area, the combined construction noise and vibration levels would have a cumulative effect on nearby sensitive uses. While implementation of mitigation measures MM-NOI-3 through MM-NOI-12 would require implementation of noise and vibration reduction devices and techniques during construction activities, cumulative noise impacts from multiple construction projects would expose nearby sensitive receptors to a substantial temporary increase in their ambient noise and vibration levels. Additionally, there could be potential scenarios where the application of the requirements under these mitigation measures would not be technically feasible due to the nearly built-out nature of the Planning Area. As such, cumulative construction noise and vibration impacts, which would be temporary in nature, were determined to be significant and unavoidable.

As discussed in the discussions above, the UGP proposes to create opportunities for walking, biking by connecting community destinations through safe walking and biking facilities. The UGP would incorporate pedestrian and bicycle facilities such as marked crosswalks, bike lanes and clearly identified bike routes into the City's existing roadway network. The UGP also proposes urban greening through urban forestry and green streets, including the addition of street trees and additional open space. Construction and operation activities associated with the UGP would not involve changes to the General Plan Update planning area and it is anticipated that cumulatively considerable impacts associated with implementation of the General Plan Update, as identified in the Certified PEIR, would continue to occur with implementation of the UGP.

CONCLUSION: Same Impact as Certified PEIR. The proposed UGP would be consistent with the analysis and conclusions presented in the Certified PEIR; thus, impact would not be greater than previously identified.

VII. Conclusion

As demonstrated by the discussion above, and as summarized in Table 10, *Comparison of Impacts under General Plan Update and Urban Greening Plan*, due to the addition of bicycle and pedestrian infrastructure as well as street trees the UGP would be similar to or less than the impacts of the General Plan Update addressed in the Certified PEIR. In addition, the impacts of the UGP would also be less than those of the General Plan Update. Thus, a new significant environmental effect or a substantial increase in the severity of previously identified significant effect would not result from the proposed modifications. In addition, all of the mitigation measures included as part of the Certified PEIR would continue to be implemented under the UGP. As all of the impacts would be within the envelope of impacts analyzed in the Certified PEIR, no additional environmental analysis of the UGP is necessary.

TABLE 10
COMPARISON OF IMPACTS UNDER GENERAL PLAN UPDATE AND URBAN GREENING PLAN

Issue	General Plan Update	Urban Greening Plan
Visual Resources		
Scenic Vistas or Corridors	Less Than Significant	Less Than Significant
Scenic Resources	No Impact	No Impact
Visual Character and Quality of the Site	Less Than Significant	Less Than Significant
Create New Sources of Light or Glare	Less Than Significant	Less Than Significant
Agriculture and Forestry Resources	Not Significant	Not Significant
Air Quality		
Consistency with Applicable Air Quality Plan	Less Than Significant	Less Than Significant
Violation of Air Quality Standards	Less Than Significant	Less Than Significant
Contribution to Criteria Pollutants	Significant and Unavoidable	Less Than Significant
Exposure to Sensitive Receptors	Less Than Significant	Less Than Significant
Odors	Less Than Significant	Less Than Significant
Biological Resources	Not Significant	Not Significant
Cultural Resources	Not Significant	Not Significant
Geology and Soils	Not Significant	Not Significant
Greenhouse Gas Emissions		
Generation of GHGs	Less Than Significant	Less Than Significant
Consistency with Applicable Plans	Less Than Significant	Less Than Significant
Hazards and Hazardous Materials	Not Significant	Not Significant
Hydrology and Water Quality		
Water Quality Standards and Waste Discharge Requirements	Less Than Significant	Less Than Significant
Groundwater Supplies	Less Than Significant	Less Than Significant
Groundwater Recharge	Less Than Significant	Less Than Significant
Alter Existing Drainage Pattern	Less Than Significant	Less Than Significant
Create or Contribute Run-off Water	Less Than Significant	Less Than Significant
Degradation of Water Quality/Additional Polluted Runoff	Less Than Significant	Less Than Significant
Flood Hazards	Less Than Significant	Less Than Significant
Dam Failure	Less Than Significant	Less Than Significant
Seiche, Tsunami or Mudflow	Less Than Significant	Less Than Significant
Land Use and Planning		
Physically Divide an Established Community	Less Than Significant	Less Than Significant
Consistency with Applicable Plans	Less Than Significant	Less Than Significant

TABLE 10
COMPARISON OF IMPACTS UNDER GENERAL PLAN UPDATE AND URBAN GREENING PLAN

Issue	General Plan Update	Urban Greening Plan
Conflict with Habitat Conservation Plan or Natural Community Conservation Plan	No Impact	No Impact
Mineral Resources	Not Significant	Not Significant
Noise		
Exceed Standards Established in General Plan Update or Noise Ordinance	Less Than Significant	Less Than Significant
Groundborne Vibrations	Significant, Mitigation Required	Less Than Significant
Increase in Ambient Noise	Significant, Mitigation Required	Less Than Significant
Noise Associated with Airports and Private Airstrips	No Impact	No Impact
Population and Housing	Not Significant	Not Significant
Public Services		
Effects on Government Facilities	Significant, Mitigation Required	Less Than Significant
Recreation		
Increased Use of Recreation Resources	Less Than Significant	Less Than Significant
Required Expansion of Recreational Facilities	Less Than Significant	Less Than Significant
Transportation and Traffic		
Effect on Circulation System	Less Than Significant	Less Than Significant
Conflict with Congestion Management Plan	Less Than Significant	Less Than Significant
Effect on Air Traffic Patterns	Less Than Significant	Less Than Significant
Emergency Access	No Impact	No Impact
Increase Hazards Due to Design Features	Less Than Significant	Less Than Significant
Public Transit Plans and Policies	Less Than Significant	Less Than Significant
Utilities/Service Systems		
Effects on Water Supplies and Water Supply Facilities	Significant, Mitigation Required	Less Than Significant
Wastewater	Less Than Significant	Less Than Significant
Effects on Solid Waste and Landfills	Less Than Significant	Less Than Significant
Energy	Less Than Significant	Less Than Significant

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