INITIAL STUDY &
MITIGATED NEGATIVE DECLARATION
ROSEMEAD BOULEVARD SELF-STORAGE FACILITY
6605 ROSEMEAD BOULEVARD
PICO RIVERA, CALIFORNIA

LEAD AGENCY:

CITY OF PICO RIVERA
COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT,
PLANNING DIVISION
6615 PASSONS BOULEVARD
PICO RIVERA, CALIFORNIA 90660

REPORT PREPARED BY:

BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING
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HACIENDA HEIGHTS, CALIFORNIA 91745

JANUARY 28, 2022
PICO 047

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MITIGATED NEGATIVE DECLARATION

PROJECT NAME: Rosemead Boulevard Self Storage Facility.

APPLICANT: Madison Capital Group, LLC, 6805 Morrison Boulevard, Ste. 250, Charlotte, North Carolina. 28211

SITE ADDRESS: 6605 Rosemead Boulevard, Pico Rivera, California. 90660.

CITY/COUNTY: Pico Rivera, Los Angeles County.

DESCRIPTION: The City of Pico Rivera, in its capacity as the Lead Agency, is considering an application to construct and operate a new self-storage facility within a 0.65-acre (28,208 square feet) site located at 6605 Rosemead Boulevard within the City of Pico Rivera. The proposed project would consist of a new, four-story self-storage building that would have a total floor area of 63,446 square feet on a site that is currently undeveloped. The first floor would contain the office area and 80 storage units. The second floor would contain 136 storage units. The third floor would contain 136 storage units. Finally, the fourth floor would contain 141 storage units. The building would contain a total of 680 storage units. Parking will include seven surface parking spaces and 3 loading bays. Access to the proposed development would be provided by a 30-foot, 5-inch driveway connection with the west side of Rosemead Boulevard. The proposed four-story self storage building would have a maximum height of 52 feet. Landscaping would total 4,663 square feet of land area. The proposed hours of operation will be from 8:00 AM to 6:30 PM with the customer access available from 5:00 AM to 10:00 PM, seven days a week. Two to three employees will be onsite during each shift.

FINDINGS: The environmental analysis provided in the attached Initial Study indicates that the proposed project will not result in any significant adverse impacts with the implementation of the appropriate mitigation measures. For this reason, the City of Pico Rivera determined that a *Mitigated Negative Declaration* is the appropriate CEQA document for the proposed project. The following findings may be made based on the analysis contained in the attached Initial Study:

- The proposed project *will not* have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species or eliminate important examples of the major periods of California history or prehistory.
- The proposed project *will not* have impacts that are individually limited, but cumulatively considerable.
- The proposed project *will not* have environmental effects which will cause substantially adverse effects on human beings, either directly or indirectly.

The environmental analysis is provided in the attached Initial Study prepared for the proposed project. The project is also described in greater detail in the attached Initial Study.

Signature _____ Date 2/22/22

City of Pico Rivera Planning and Development Department

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SECTION 1 - INTRODUCTION

1.1 PURPOSE OF THE INITIAL STUDY

This Initial Study (IS) evaluates the environmental impacts associated with the construction and operation of a new self-storage building within a 0.65-acre (28,208 square feet) site located at 6605 Rosemead Boulevard within the City of Pico Rivera. The proposed project would have a total floor area of 63,446 square feet on a site that is currently undeveloped. Parking will include seven surface parking spaces and 3 loading bays. Access to the proposed development would be provided by a 30-foot, 5-inch driveway connection along the west side of Rosemead Boulevard. The proposed four-story self storage building will have a maximum height of 52 feet. Landscaped areas (front yard and rear yard) would total 4,663 square feet of land area. The proposed business hours of operation will be from 8:00 AM to 6:30 PM with customer access available from 5:00 AM to 10:00 PM, seven days a week. Two to three employees will be onsite during each shift.[1]

The City of Pico Rivera is the designated *Lead Agency* for the proposed project and will be responsible for the project's environmental review.[2] The construction and operation of the new self-storage building is considered to be a project under the California Environmental Quality Act (CEQA) and, as a result, the project is subject to the city's environmental review process.[3] The project Applicant is Madison Capital Group, LLC, 6805 Morrison Boulevard, Ste. 250, Charlotte, North Carolina, 28211. Discretionary approvals required as part of the proposed project's implementation include the following:

- A *General Plan Amendment* to add a footnote to Table 3-2 "C" Commercial Land Use designation to allow self-storage facilities up to a maximum of 2.25 to 1 FAR in conjunction with a discretionary approval in the City of Pico Rivera Land Use Element;

- A *Zone Text Amendment* to allow self-storage facilities in the P-A Zone as a permitted conditional use with approval of a Conditional Use Permit;

- A *Zone Reclassification* to revert the zoning of the site to P-A from the previously approved Zone Reclassification to C-G;

- A *Conditional Use Permit* to allow the proposed self-storage facility in the P-A Zone;

- A Minor Variance to allow the self-storage facility to allow the permitted height of 42 feet to be increased by up to 25 percent, or 10.5 feet and the required setbacks to be reduced by up to 25 percent, or 8.75 feet (reduced five feet at the third story and ten feet at the fourth story for an average setback reduction of 7.5 feet);

- Other discretionary and ministerial permits and approvals that may be deemed necessary, including but not limited to temporary street closure permits, grading permits, excavation permits, foundation permits, and building permits; and

[1] Magellan Architects. Rosemead Boulevard Self Storage *6605 Rosemead Boulevard, Pico Rivera, California. Sheets A1.00-A1.10.* No Date.

[2] California, State of. *California Public Resources Code. Division 13, Chapter 2.5. Definitions.* As Amended 2001. §21067.

[3] California, State of. *Title 14. California Code of Regulations. Chapter 3. Guidelines for the Implementation of the California Environmental Quality Act.* as Amended 1998. CEQA Guidelines §15060 (b).

- The Approval of this Mitigated Negative Declaration (MND) and the Mitigation Monitoring and Reporting Program (MMRP).

Other permits will also be required, including permits for demolition, construction, grading, utility connections, and building occupancy. As part of the proposed project's environmental review, the city has authorized the preparation of this IS.[4] The primary purpose of CEQA is to ensure that decision-makers and the public understand the environmental implications of a specific action or project. An additional purpose of this IS is to ascertain whether the proposed project will have the potential for significant adverse impacts on the environment once it is implemented. Pursuant to the CEQA Guidelines, additional purposes of this IS include the following:

- To provide the City of Pico Rivera with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR), Mitigated Negative Declaration (MND), or Negative Declaration (ND) for a project;

- To facilitate the project's environmental assessment early in the design and development of the proposed project;

- To eliminate unnecessary EIRs; and,

- To determine the nature and extent of any impacts associated with the proposed project.

Although this IS was prepared with consultant support, the analysis, conclusions, and findings made as part of its preparation fully represent the independent judgment and position of the City of Pico Rivera in its capacity as the Lead Agency. The city determined, as part of this IS preparation, that a MND is the appropriate environmental document for the proposed project's CEQA review. Certain projects or actions may also require oversight approvals or permits from other public agencies. This IS and the *Notice of Intent to Adopt a Mitigated Negative Declaration* will be forwarded to responsible agencies, trustee agencies, and the public for review and comment. A 20-day public review period will be provided to allow these entities and other interested parties to comment on the proposed project and the findings of this IS.[5] Questions and/or comments should be submitted to the following:

City of Pico Rivera, Community and Economic Development, Planning Division
6615 Passons Boulevard
Pico Rivera, California 90660

[4] Ibid. CEQA Guidelines §15050.

[5] California, State of. *Title 14. California Code of Regulations. Chapter 3. Guidelines for the Implementation of the California Environmental Quality Act*. As Amended 1998. CEQA Guidelines. §15060 (b).

1.2 INITIAL STUDY'S ORGANIZATION

The following annotated outline summarizes the contents of this IS:

- *Section 1 - Introduction,* provides the procedural context surrounding this IS preparation and insight into its composition.

- *Section 2 - Project Description,* provides an overview of the existing environment as it relates to the project area and describes the proposed project's physical and operational characteristics.

- *Section 3 - Environmental Analysis,* includes an analysis of potential impacts associated with the construction and the subsequent operation of the proposed project.

- *Section 4 - Conclusions,* summarizes the findings of the analysis.

- *Section 5 - References,* identifies the sources used in the preparation of this IS.

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SECTION 2 - PROJECT DESCRIPTION

2.1 PROJECT OVERVIEW

This IS evaluates the environmental impacts associated with the construction and operation of a new four-story self-storage building within a 0.65-acre (28,208 square feet) site located at 6605 Rosemead Boulevard within the City of Pico Rivera. The proposed project would have a total floor area of 63,446 square feet on a site that is currently undeveloped. The proposed project would contain a total of 680 storage units. Parking will include seven surface parking spaces and 3 loading bays. Vehicular access to the proposed development would be provided by a 30-foot, 5-inch driveway connection with the west side of Rosemead Boulevard. The proposed four-story self storage building will have a maximum height of 52 feet. Landscaped areas would total 4,663 square feet of land area. The proposed business hours of operation would be from 8:00 AM to 6:30 PM with the customer access available from 5:00 AM to 10:00 PM, seven days a week. Two to three employees will be onsite during each shift.[6]

2.2 PROJECT LOCATION

The project site is located in the central portion of the City of Pico Rivera along the west side of Rosemead Boulevard. Pico Rivera is located in southeastern Los Angeles County, approximately eight miles southeast of downtown city of Los Angeles. The city is bounded by the cities of Downey on the south, Montebello on the west, Whittier Narrows Regional Park on the north, and the cities of Whittier and Santa Fe Springs on the east. Major physiographic features within the surrounding area include the Rio Hondo Channel, located approximately 4,800 feet to the west; the San Gabriel River, located approximately 1.0 miles to the east; the Montebello Hills, located approximately 4.5 miles to the northwest; the Puente Hills, located approximately 3.8 miles to the northeast; and, the San Gabriel Mountains, located approximately 14.5 miles to the north.[7]

Regional access to Pico Rivera is possible from two area freeways: the Santa Ana Freeway (Interstate 5/I-5) and the San Gabriel River Freeway (Interstate 605/I-605). The I-5 Freeway extends along the city's western and southern portions in a northwest-southeast orientation and the I-605 Freeway extends along the city's westerly side in a southwest-northeast orientation. The location of Pico Rivera in a regional context is shown in Exhibit 2-1. A citywide map is provided in Exhibit 2-2.

The project site's legal address is 6605 Rosemead Boulevard, Pico Rivera, California, 90660. The project site is located on the west side of Rosemead Boulevard approximately 850 feet north of Washington Boulevard and 1.3 miles south of Whittier Boulevard. Vehicular access to the project site is currently possible from Rosemead Boulevard. The Assessor Parcel Number (APN) applicable to the site is 6370-013-014. The site's latitude/longitude is 33.98578, -118.09579. A local map is provided in Exhibit 2-3.

[6] Magellan Architects. Rosemead Boulevard Self Storage *6605 Rosemead Boulevard, Pico Rivera, California. Sheets A1.00-A1.10.* No Date.

[7] Ibid.

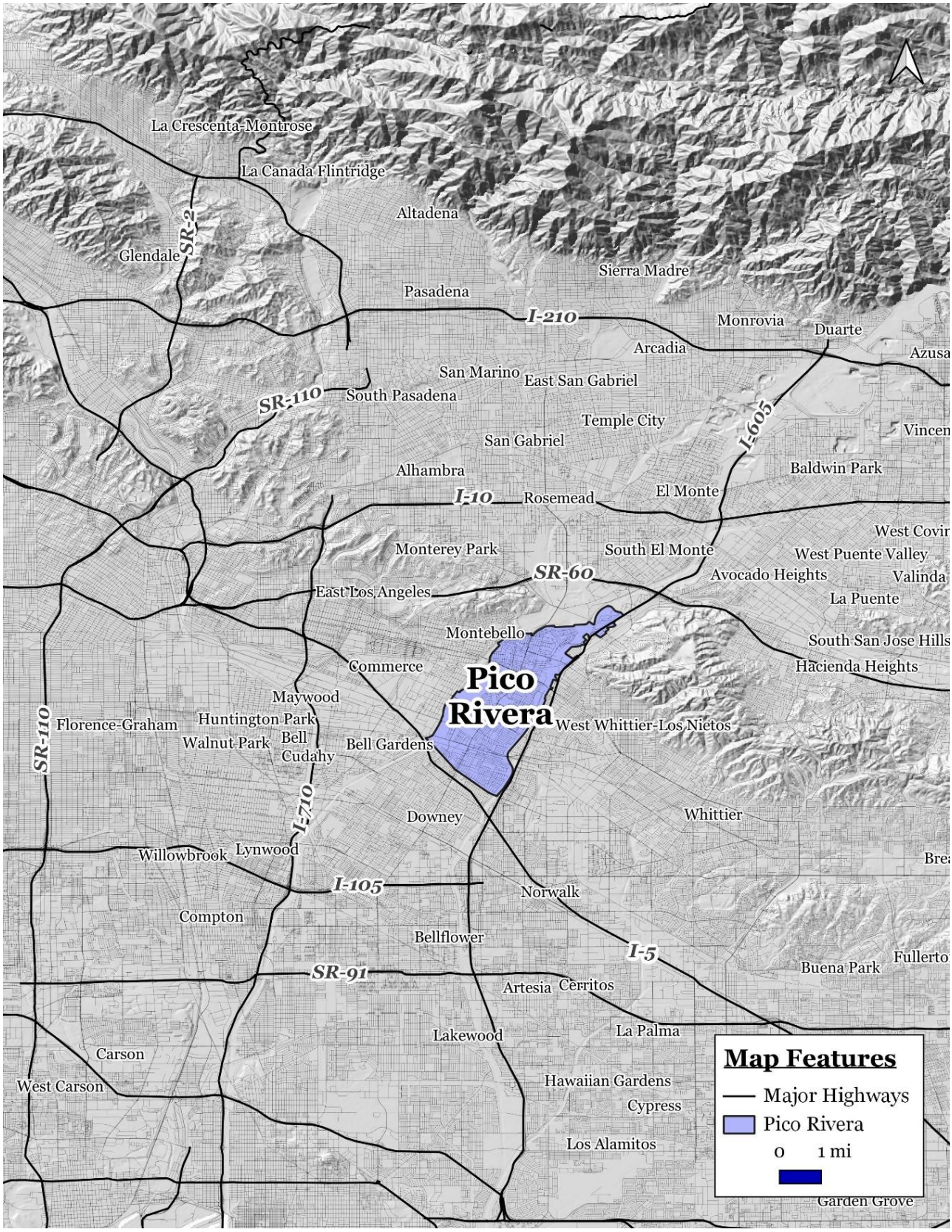

EXHIBIT 2-1
REGIONAL LOCATION
SOURCE: QUANTUM GIS

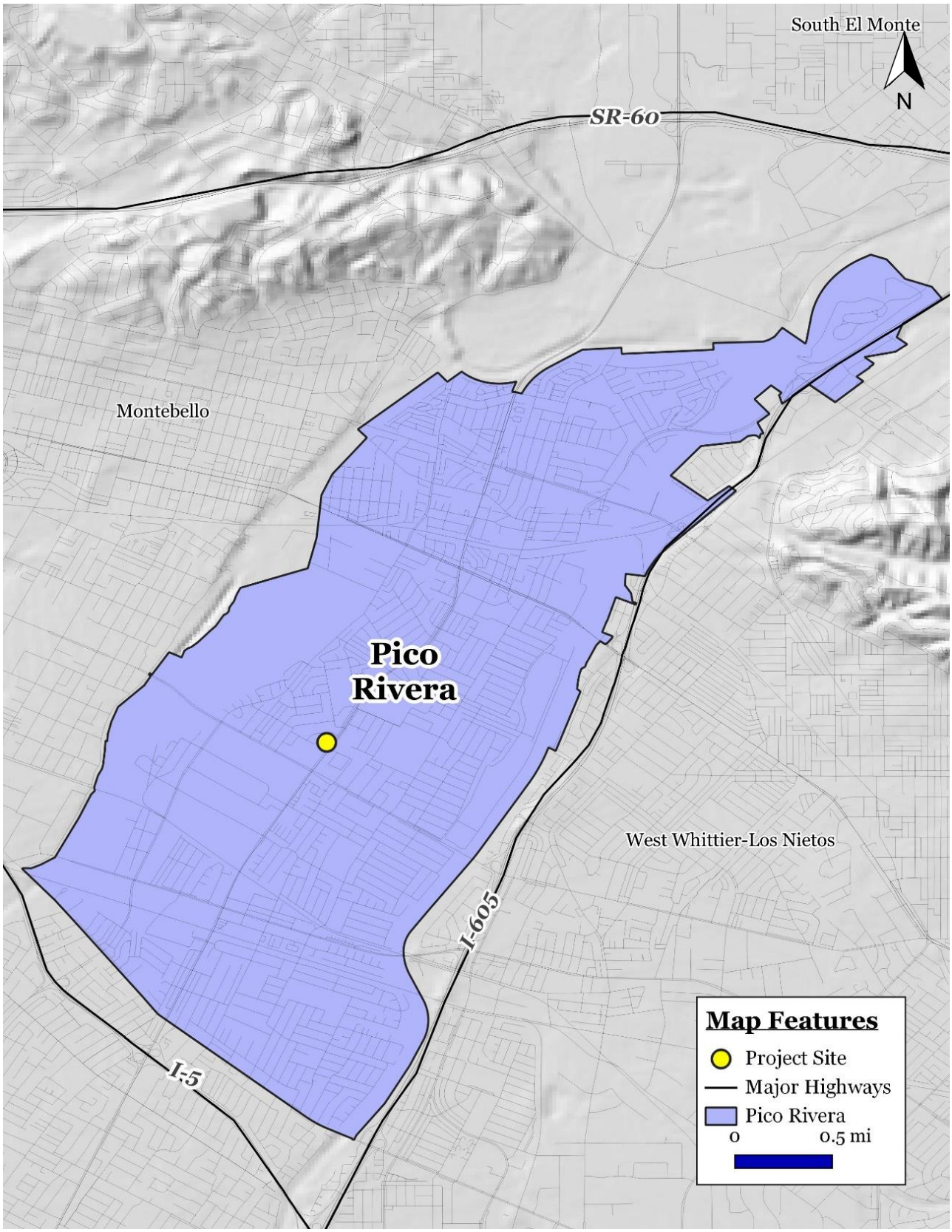

EXHIBIT 2-2
CITYWIDE MAP
SOURCE: QUANTUM GIS

EXHIBIT 2-3
LOCAL MAP
SOURCE: QUANTUM GIS

2.3 ENVIRONMENTAL SETTING

The 0.65-acre site is surrounded by industrial uses. Exhibit 2-4 shows an aerial photograph of the project site and the adjacent development. Surrounding land uses in the vicinity of the project site are listed below:

- *North of the Project Site*. A residential assisted living facility, the Pico Rivera Gardens, is located to the north of the site. This facility is located at 6525 Rosemead Boulevard. This building is located 32 feet from the property line.[8]

- *South of the Project Site*. A two-story motel, is located to the south of the project site. This motel, the Angel's Motel, is located at 6623 Rosemead Boulevard. This motel building is located approximately 5 feet from the property line.[9]

- *East of the Project Site*. Rosemead Boulevard extends along the site's east side. Rosemead Boulevard consists of four travel lanes, a left turn lane, and a median. Various commercial uses are located along the east side of Rosemead Boulevard.[10]

- *West of the Project Site*. Single family homes are located along the project site's west side. A total of four residual properties that have frontage along Manzanar Avenue, about the project site's west side.[11]

Other notable uses within the vicinity of the project site include the City of Pico Rivera Civic Center (located approximately 1,975 feet to the southeast of the project site), El Rancho High School (located 1,900 feet to the east of the project site), and Smith Park (located approximately 1,600 feet northeast of the project site).[12] Major roadways in the area include Rosemead Boulevard which extends along the project site's east side and Washington Boulevard, a major arterial roadway that is located approximately 850 feet to the south of the project site.[13]

The project site is currently vacant though it had been previously developed. The former structural improvements that occupied the project site have been removed. The site is covered over in ruderal vegetation and packed earth and broken hardscape. The site is secured by a chain-link fence along the Rosemead Boulevard frontage and along the site's perimeter. A masonry block wall extends along the site's south and north sides next to the adjacent motel and residential supporting care units and the residential uses located to the west are separated from the site by their yard fences.[14] According to available historical sources, the property was formerly undeveloped as early as 1896 and later developed with orchards on the western side between 1928 and circa 1938; developed with a residence by 1942 through circa the early 1970s; and vacant land by 1979 and remained as such until the present day.

[8] Google Maps. Website Accessed October 25, 2021.

[9] Ibid.

[10] Ibid.

[11] Ibid.

[12] Ibid.

[13] Ibid.

[14] Ibid.

EXHIBIT 2-4
AERIAL PHOTOGRAPH
SOURCE: GOOGLE EARTH

2.4 PROJECT DESCRIPTION

2.4.1 PHYSICAL CHARACTERISTICS OF THE PROPOSED PROJECT

The proposed project would consist of the following elements:[15]

- *Project Site*. The project site is rectangular in shape with dimensions consisting of approximately 139 feet by 200 feet. The proposed project site consists of 282,208 square feet or 0.65-acres. The proposed building would have a site coverage of 60% and a floor area ratio FAR is 2.25.

- *Storage Building*. The project site would be occupied by a new, four level building that would be used for public storage. The ground level would contain the office and storage units while the upper three levels will contain the storage units. The office will have a total floor area of approximately 900 square feet. The proposed project will contain a total of approximately 680 storage units. The building will have a maximum height of 52 feet.

- *Landscaping*. The site's landscaping would total 4,663 square feet. Landscaping would be provided along the site's frontage with Rosemead Boulevard, the north side, and the west (rear) side. The later yard area is located next to the residential units that abut the project site on the west. Within this rear yard area, six evergreen trees (Canary Island Pine) will be planted to screen the proposed building. Five smaller trees will be planted in the front yard area along the Rosemead Boulevard frontage.

- *Access and Parking*. Access to the new storage building would be provided by a 30-foot, 5-inch-wide driveway connection with the west side of Rosemead Boulevard. This new driveway will provide both increase and egress. Parking will include seven surface parking spaces, including one ADA space, as well as three loading bays.

- *Operational Details*. The proposed business hours of operation will be from 8:00 AM to 6:30 PM with the customer access available from 5:00 AM to 10:00 PM, seven days a week. Two to three employees will be onsite during each shift.[16]

The conceptual site plan is shown in Exhibit 2-5. Conceptual elevations are provided in Exhibits 2-6 and 2-7.

[15] Magellan Architects. Rosemead Boulevard Self Storage *6605 Rosemead Boulevard, Pico Rivera, California. Sheets A1.00-A1.10.* No Date.

[16] Ibid.

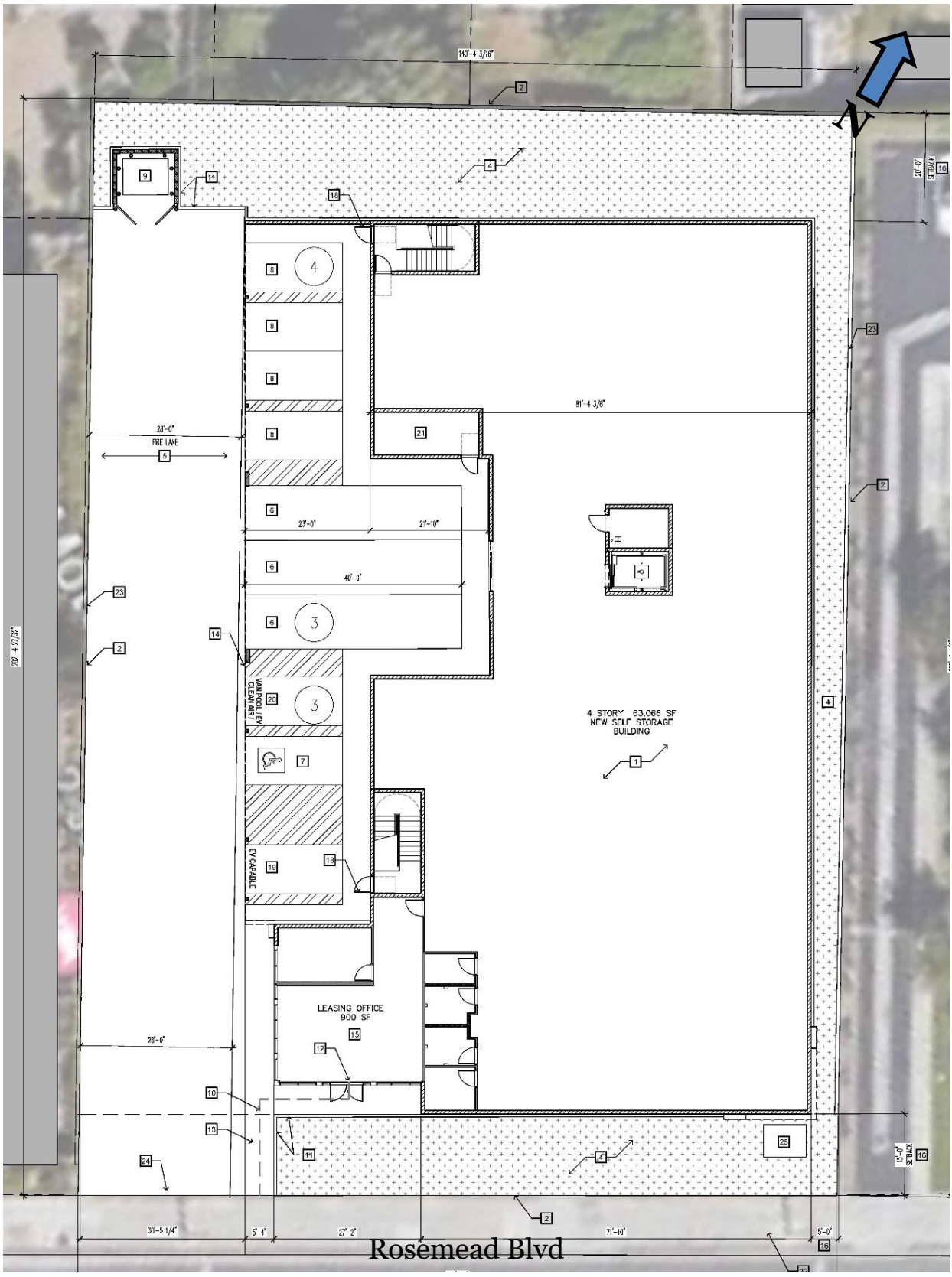

EXHIBIT 2-5
PROJECT SITE PLAN
SOURCE: MAGELLAN ARCHITECTS

1 VIEW FROM SOUTH CORNER

1 VIEW FROM EAST CORNER

EXHIBIT 2-6
CONCEPTUAL BUILDING ELEVATIONS
SOURCE: MAGELLAN ARCHITECTS

2.4.2 CONSTRUCTION CHARACTERISTICS OF THE PROPOSED PROJECT

The proposed project will take approximately seven months to complete. The proposed project's construction will consist of the following phases:

- *Site Preparation and Final Grading*. The project site will be prepared for the construction of the new self-storage building. This phase will take approximately two weeks to complete. The entire site will undergo final grading during this phase as well. This phase will take approximately two weeks to complete.

- *Construction*. The new building will be constructed during this phase. This phase will take approximately four months to complete.

- *Paving and Finishing*. This concluding phase will involve the finishing of the new self-storage building, the paving of the parking areas and hardscape, and the completion of other on-site improvements. This phase will take approximately two months to complete.

2.5 DISCRETIONARY ACTIONS

A *Discretionary Action* is an action taken by a government agency (for this project, the government agency is the City of Pico Rivera) that calls for an exercise of judgment in deciding whether to approve a project. Discretionary approvals required as part of the proposed project's implementation include the following:

- A *General Plan Amendment* to add a footnote to Table 3-2 "C" Commercial Land Use designation to allow self-storage facilities up to a maximum of 2.25 to 1 FAR in conjunction with a discretionary approval in the City of Pico Rivera Land Use Element;

- A Zone *Text Amendment* to allow self-storage facilities in the P-A Zone as a permitted conditional use with approval of a Conditional Use Permit;

- A *Zone Reclassification* to revert the zoning of the site to P-A from the previously approved zone reclassification of C-G.

- *A Minor Variance* to allow the self-storage facility to allow the permitted height of 42 feet to be increased by up to 25 percent, or 10.5 feet and the required setbacks to be reduced by up to 25 percent, or 8.75 feet (reduced five feet at the third story and ten feet at the fourth story for an average setback reduction of 7.5 feet).

- A *Conditional Use Permit* to allow the proposed self-storage facility in the P-A Zone; and

- The Approval of the project *Mitigated Negative Declaration (MND)* and the Mitigation Monitoring and Reporting Program (MMRP).

SECTION 3 - ENVIRONMENTAL ANALYSIS

This section of the IS analyzes the potential environmental impacts that may result from the proposed project's implementation. The issue areas evaluated in this IS include the following:

Aesthetics (Section 3.1);
Agricultural & Forestry (Section 3.2);
Air Quality (Section 3.3);
Biological Resources (Section 3.4);
Cultural Resources (Section 3.5);
Energy (Section 3.6);
Geology & Soils (Section 3.7);
Greenhouse Gas Emissions; (Section 3.8);
Hazards & Hazardous Materials (Section 3.9);
Hydrology and Water Quality (Section 3.10);
Land Use and Planning (Section 3.11);
Mineral Resources (Section 3.12);
Noise (Section 3.13);
Population & Housing (Section 3.14);
Public Services (Section 3.15);
Recreation (Section 3.16);
Transportation (Section 3.17);
Tribal Cultural Resources (Section 3.18);
Utilities (Section 3.19);
Wildfire (Section 3.20); and,
Mandatory Findings of Significance (Section 3.21).

The environmental analysis included in this section reflects the IS Checklist format used by the City of Pico Rivera in its environmental review process (refer to Section 1.3 herein). Under each issue area, an analysis of impacts is provided in the form of questions and answers. The analysis then provides a response to the individual questions. For the evaluation of potential impacts, questions are stated and an answer is provided according to the analysis undertaken as part of this IS preparation. To each question, there are four possible responses:

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

- *Less Than Significant Impact*. The proposed project *may have* the potential for affecting the environment, although these impacts will be below levels or thresholds that the City of Pico Rivera or other responsible agencies consider to be significant.

- *Less Than Significant Impact with Mitigation*. The proposed project *may have* the potential to generate impacts that will have a significant impact on the environment. However, the level of impact may be reduced to levels that are less than significant with the implementation of mitigation measures.

- *Potentially Significant Impact*. The proposed project may result in environmental impacts that are significant.

This IS will assist the city in making a determination as to whether there is a potential for significant adverse impacts on the environment associated with the implementation of the proposed project.

3.1 AESTHETIC

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Except as provided in Public Resources Code Section 21099, would the project have a substantial adverse effect on a scenic vista?				✖
B. Except as provided in Public Resources Code Section 21099, would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				✖
C. Except as provided in Public Resources Code Section 21099, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			✖	
D. Except as provided in Public Resources Code Section 21099, would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				✖

3.1.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Pico Rivera, acting as Lead Agency, a project may be deemed to have a significant adverse impact on aesthetics if it results in any of the following:

- Except as provided in Public Resources Code Section 21099, would the project have a substantial adverse effect on a scenic vista?

- Except as provided in Public Resources Code Section 21099, would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

- Except as provided in Public Resources Code Section 21099, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? or,

- Except as provided in Public Resources Code Section 21099, would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

3.1.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Except as provided in Public Resources Code Section 21099, would the project have a substantial adverse effect on a scenic vista? ● No Impact.

The proposed project, if approved, would consist of a new four level self-storage facility within a 0.65-acre (28,208 square feet) site located at 6605 Rosemead Boulevard within the City of Pico Rivera. The proposed new building would have a total floor area of 63,446 square feet on a site that is currently undeveloped. The proposed four-story self storage building will have a maximum height of 52 feet.[17] The City of Pico Rivera General Plan does not identify any protected view sheds in the city nor is the project site located within any of the Land Use Element's designated view corridors. Major physiographic features within the surrounding area include the San Gabriel River, 1.0 mile east of the project site; the Montebello Hills, located 4.5 miles to the northwest; the San Gabriel Mountains, located 14.5 miles to the north; and the Puente Hills, located 3.8 miles to the east.[18] Views of the San Gabriel Mountains looking north from the site along the Rosemead Boulevard frontage are limited since the existing streetscape and development obstructs the line-of-sight between the aforementioned location and the San Gabriel Mountains. As a result, the proposed project will not have an impact on a scenic vista.[19]

B. Except as provided in Public Resources Code Section 21099, would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? ● No Impact.

The project site is presently vacant. There are no rock outcroppings nor historic buildings located on-site. According to the California Department of Transportation, there are no designated scenic highways and there are no State or County designated scenic highways in the vicinity of the project site.[20] According to the City of Pico Rivera General Plan, the Rosemead Boulevard corridor is identified an important design corridor in the city though the project site is not included within a focus "subarea." As a result, no impacts on scenic resources will result from the proposed project's implementation.

C. Except as provided in Public Resources Code Section 21099, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? ● Less than Significant Impact.

As indicated previously, the project site is currently vacant though it was formerly developed a farmhouse that was removed in the 1970s. Once the proposed project is constructed, it will improve the visual appearance of the site and the surrounding areas because the new building will feature modern architecture. The project's implementation will enhance the visual character and quality of the site by introducing new modern development characterized by façade treatments, new paved areas, and drought tolerant landscaping. The building's exterior facade will consist of metal walls, parapet, and canopies; along with cement plaster, angelus split faced Concrete Masonry Unit (CMU), and aluminum storefront frames. Nevertheless, the project will dominate the westerly land uses (the homes that have frontage along

[17] Magellan Architects. Rosemead Boulevard Self Storage *6605 Rosemead Boulevard, Pico Rivera, California. Sheets A1.00-A1.10*

[18] Google Earth. Website accessed October 24, 2021.

[19] Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted October 24, 2021

[20] California Department of Transportation. *Official Designated Scenic Highways*. https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways

Manzanita Avenue). Once the structure is complete, it will be the tallest structure in the immediate vicinity (refer to Exhibit 3-1 for a three-dimensional rendering of the project in comparison to the surrounding land development). The project will have a maximum height of 52 feet to the top of the parapet. In addition, the structure will be setback six feet from the site's western property line. The Applicant has indicated on the site plan that six 24-inch box evergreen trees (Canary Island Pines) will be used for screening. In addition, the project Applicant will also be required to remove any graffiti in a timely manner as is required pursuant to the city's Municipal Code. Adherence to the above-mentioned project design features with respect to the planting of the screening vegetation along the building's west-facing elevation and adherence to the city's Code requirements will ensure that potential impacts remain less than significant.

D. Except as provided in Public Resources Code Section 21099, would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? ● No Impact.

Light and glare in the City of Pico Rivera is regulated in Chapter 18.44 of the city's zoning ordinance. According to Note 15 of Section 18.44.010, the following requirement is identified:

> "All exterior lighting shall be provided with outdoor lighting. Performance standards and specifications for such outdoor lighting shall be subject to approval by the director of building and planning. All outdoor parking area lighting shall be permanently maintained, directed away from residential dwellings, and concentrated toward the parking area it is to serve."

No mitigation is required since the project Applicant will be required to adhere to conditions present in Chapter 18.44.050. As a result, the potential impacts are less than significant.

A shade and shadow analysis was prepared for the proposed project. In order to generate a range of potential shade and shadow impacts, four time periods were analyzed. These time periods analyze when the shadows are at their greatest during the winter solstice and when they are at their smallest during the summer solstice. During the winter solstice, the sun appears at its lowest point in the sky resulting in longer shadow lengths (Exhibit 3-1). During the summer solstice, the shadow lengths are shorter (Exhibit 3-2).

A total of two times were analyzed during the winter solstice. These times were 9:00 AM and 4:00 PM and each time period was represented with its own exhibit. As indicated in Exhibit 3-1A, the shadows generated by the proposed project will extend over the adjacent development. Exhibit 3-1B depicts the afternoon time period during the winter solstice (4:00 PM). Likewise, two times were analyzed during the summer solstice. These times were 9:00 AM and 4:00 PM and each time period was represented with its own exhibit.

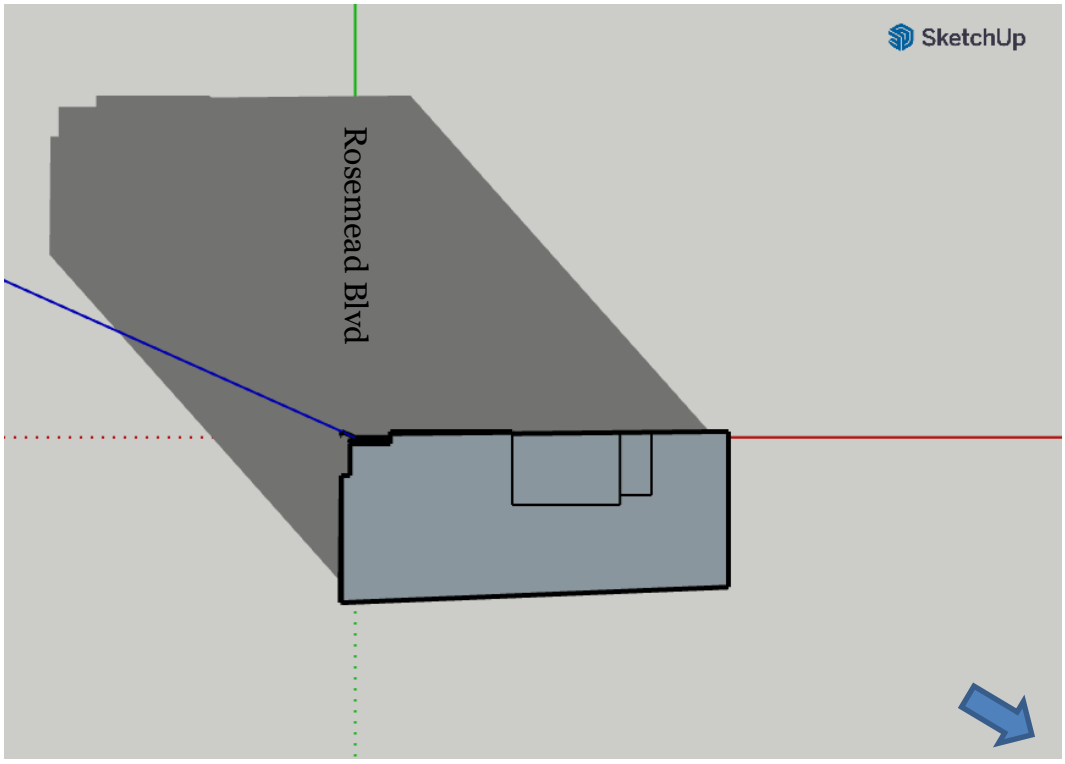

Exhibit 3-1A: 9 am Winter Solstice Shadows

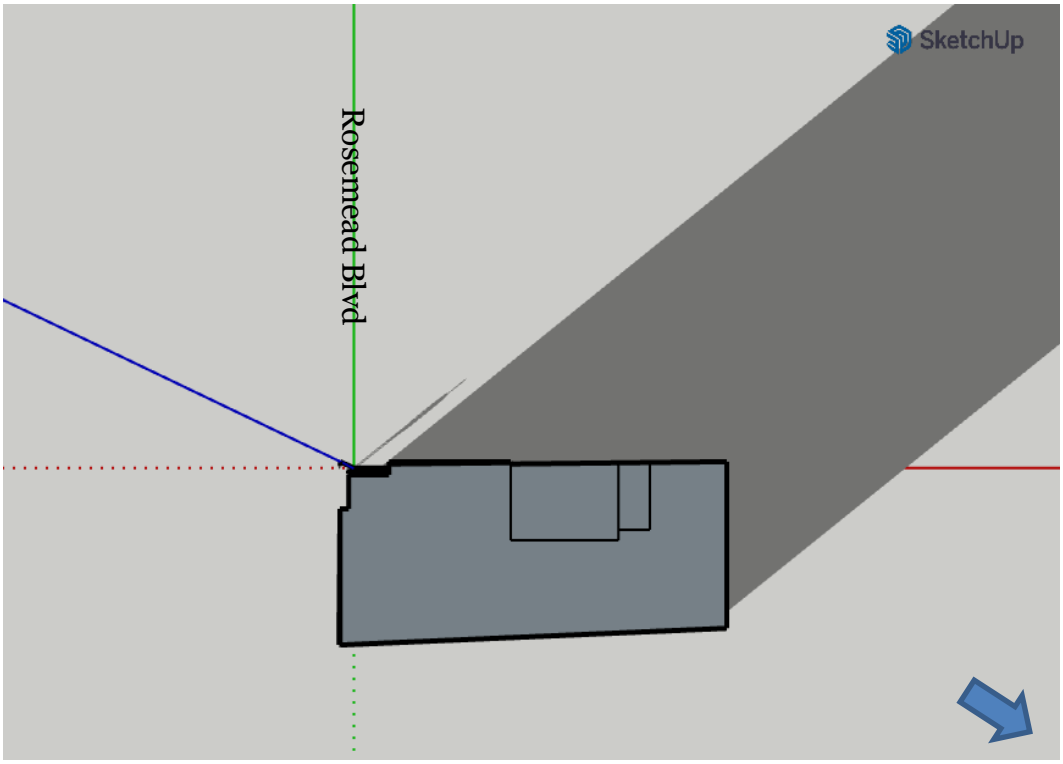

Exhibit 3-1B: 4 pm Winter Solstice Shadows

EXHIBIT 3-1
WINTER SOLSTICE SHADOWS
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

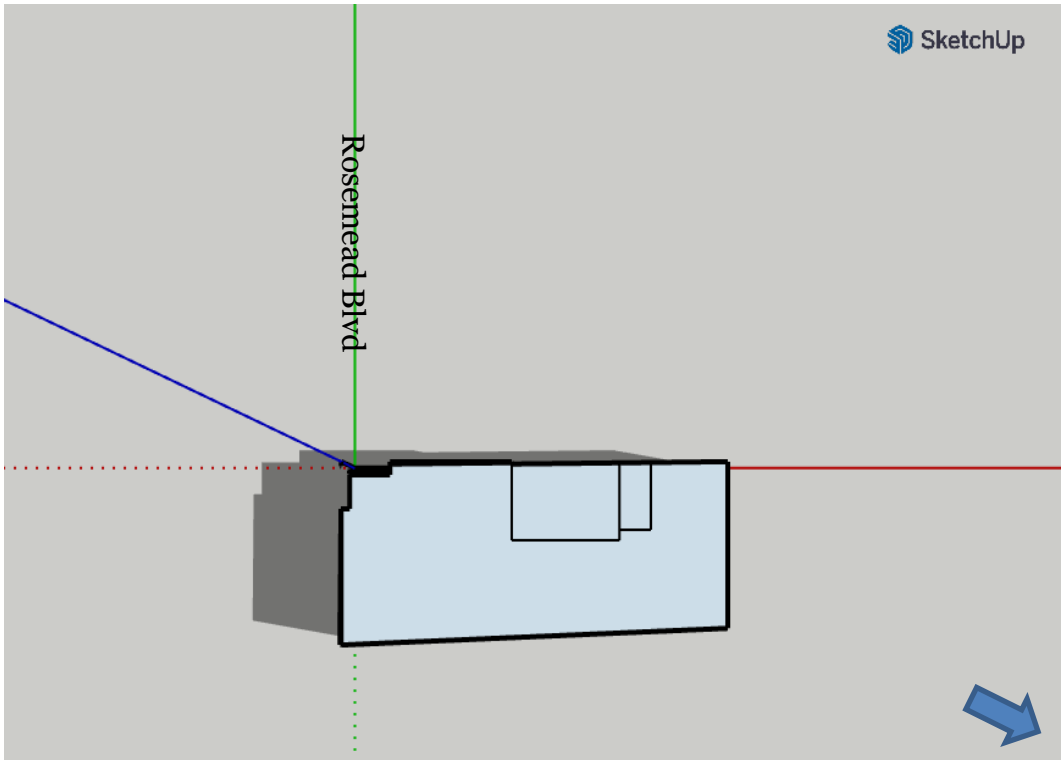

Exhibit 3-2A: 9 am Summer Solstice Shadows

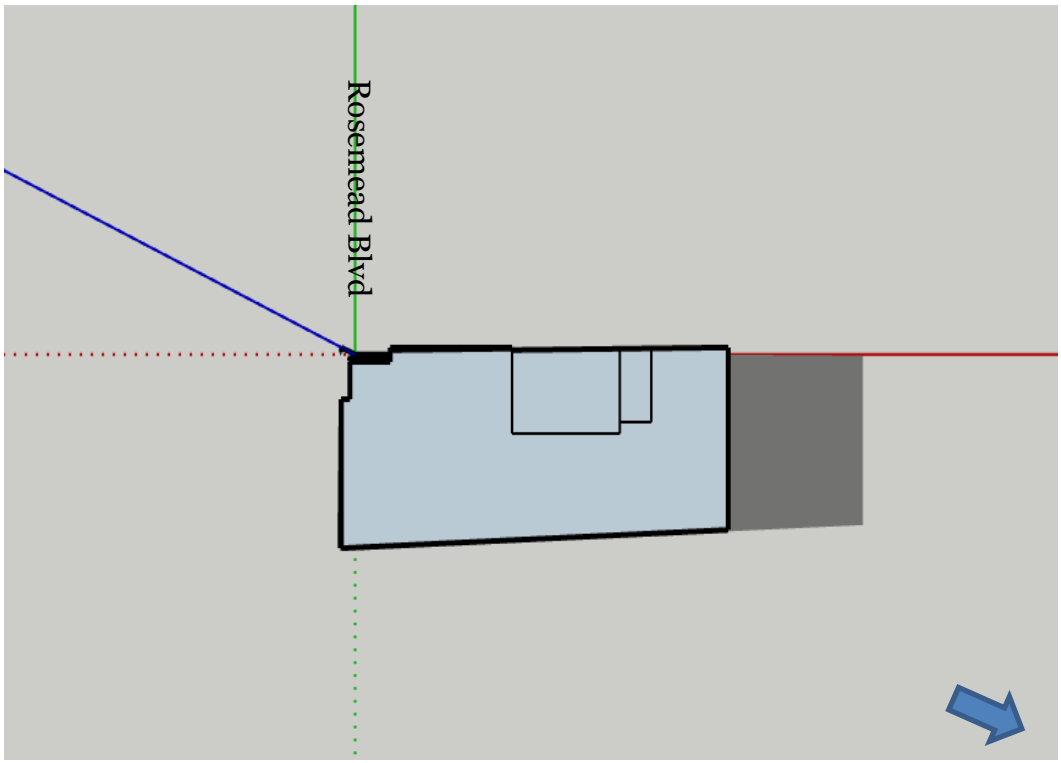

Exhibit 3-2B: 4 pm Summer Solstice Shadows

EXHIBIT 3-2
SUMMER SOLSTICE SHADOWS
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

As indicated in Exhibit 3-2A, (9:00 AM), the shadows generated by the project will have a minimal effect on the adjacent residential development because the sun is located at its highest point during the summer solstice. In addition, since the sun rises to the east, all shadows generated by the proposed project will extend west. There are no sensitive receptors located west of the project site. A fourth and final exhibit was completed for 4:00 PM during the summer solstice (Exhibit 3-2B). As indicated in the fourth exhibit, the shadows generated by the proposed building will not shade the adjacent residential units. Since the potential shade impacts will occur during evening periods during certain times of the year only, the potential impacts are less than significant.

3.1.3 CUMULATIVE IMPACTS

The potential aesthetic impacts related to views, aesthetics, and light and glare are site-specific. The proposed project will not restrict scenic views along the local streets, damage or interfere with any scenic resources or highways, degrade the visual character of the project site and surrounding areas, or result in light and glare impacts; therefore, no cumulative impacts will occur.

3.1.4 MITIGATION MEASURES

The analysis of aesthetic impacts indicated that no impacts on these resources would occur as part of the proposed project's implementation. As a result, no mitigation is required.

3.2 AGRICULTURE AND FORESTRY RESOURCES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				✖
B. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?				✖
C. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				✖
D. Would the project result in the loss of forest land or conversion of forest land to non-forest use?				✖
E. Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				✖

3.2.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Pico Rivera, acting as Lead Agency, a project may be deemed to have a significant adverse impact on agriculture and forestry resources if it results in any of the following:

- Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?
- Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?
- Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?
- Would the project result in the loss of forest land or conversion of forest land to non-forest use?
- Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

3.2.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? ● No Impact.

According to the California Department of Conservation, the City of Pico Rivera does not contain any areas of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.[21] The entire city is urban and there are no areas within the city that are classified as "Prime Farmland." Since the implementation of the proposed project will not involve the conversion of prime farmland, unique farmland, or farmland of statewide importance to urban uses, no impacts will occur.

B. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract? ● No Impact.

The current zoning that is applicable to the project site is P-A (Public Administrative). According to Chapter 18.40 (Land Use Regulations) of Title 18 Zoning of the Pico Rivera Municipal Code, agricultural uses are not listed as permitted uses within the CG zone.[22] Therefore, the proposed project's implementation will not conflict with the proposed zoning for the site they are not permitted under the existing or proposed zone. In addition, according to the California Department of Conservation Division of Land Resource Protection, the project site is not subject to a Williamson Act Contract.[23] As a result, no impacts on existing or future Williamson Act Contracts or land zoned for agricultural uses will result from the proposed project's implementation.

C. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? ● No Impact.

The City of Pico Rivera and the project site are both located in the midst of a larger urban area and no forest lands are located within the city. As a result, no impacts on forest land or timber resources will result from the proposed project's implementation.

D. Would the project result in the loss of forest land or conversion of forest land to non-forest use? ● No Impact.

As indicated previously in Section 3.2.2.C, no forest lands are located within the vicinity of the project site or the City of Pico Rivera. As a result, no loss or conversion of forest lands will result from the proposed project's implementation.

[21] California Department of Conservation, Division of Land Resource Protection, Farmland Mapping, and Monitoring Program. *Important Farmland in California 2010*.

[22] City of Pico Rivera Municipal Code. *Title 18 – Zoning, Chapter 18.40 (Land Use Regulations)*, Table 18.40.040 (Land Use Chart). Site accessed October 24, 2021.

[23] California Department of Conservation. *State of California Williamson Act Contract Land*. https://www.conservation.ca.gov/dlrp/wa

E. Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? ● No Impact.

The proposed project would be constructed on a site which is currently vacant, though it is located within an urbanized area. There are no farmlands or forest lands located on the project site. Therefore, the proposed project's implementation will not result in the conversion of any existing farmlands or forest lands to urban uses. As a result, no impacts will result from the implementation of the proposed project.

3.2.3 CUMULATIVE IMPACTS

The analysis determined that there are no agricultural or forestry resources in the project area and that the implementation of the proposed project would not result in any impacts on these resources. As a result, no cumulative impacts on agriculture or forestry resources will occur.

3.2.4 MITIGATION MEASURES

The analysis of agricultural and forestry resources indicated that no impacts on these resources would occur as part of the proposed project's implementation and no mitigation is required.

3.3 AIR QUALITY

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project conflict with or obstruct implementation of the applicable air quality plan?				✖
B. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			✖	
C. Would the project expose sensitive receptors to substantial pollutant concentrations?			✖	
D. Would the project result in other emissions (such as those leading to odors adversely affecting a substantial number of people?			✖	

3.3.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Pico Rivera, acting as Lead Agency, a project may be deemed to have a significant adverse impact on air quality if it results in any of the following:

- Would the project conflict with or obstruct implementation of the applicable air quality plan?
- Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?
- Would the project expose sensitive receptors to substantial pollutant concentrations?
- Would the project result in other emissions (such as those leading to odors adversely affecting a substantial number of people?

The South Coast Air Quality Management District (SCAQMD) has established quantitative thresholds for short-term (construction) emissions and long-term (operational) emissions for the following criteria pollutants:

- *Ozone (O_3)*: a nearly colorless gas that irritates the lungs, damages materials, and vegetation. Ozone is formed by photochemical reaction (when nitrogen dioxide is broken down by sunlight).
- *Carbon monoxide (CO):* a colorless, odorless toxic gas that interferes with the transfer of oxygen to the brain. Carbon monoxide is produced by the incomplete combustion of carbon-containing fuels emitted as vehicle exhaust.
- *Nitrogen dioxide (NO_2)*: a yellowish-brown gas, which at high levels can cause breathing difficulties. Nitrogen dioxide is formed when nitric oxide (a pollutant from burning processes) combines with oxygen.

- *Sulfur dioxide* (SO_2): a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Health effects include acute respiratory symptoms and difficulty in breathing for children.

- *PM_{10} and $PM_{2.5}$* refers to particulate matter less than ten microns and two and one-half microns in diameter, respectively. Particulates of this size cause a greater health risk than larger-sized particles because fine particles can more easily cause irritation.

Projects in the South Coast Air Basin (SCAB) generating construction-related emissions that exceed any of the following emissions thresholds are considered to be significant under CEQA:

- 75 pounds per day of reactive organic compounds;
- 100 pounds per day of nitrogen dioxide;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of PM_{10};
- 55 pounds per day of $PM_{2.5}$; or,
- 150 pounds per day of sulfur oxides.

A project would have a significant effect on air quality if any of the following operational emissions thresholds for criteria pollutants are exceeded:

- 55 pounds per day reactive organic compounds;
- 55 pounds per day of nitrogen dioxide;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of PM_{10};
- 55 pounds per day of $PM_{2.5}$; or,
- 150 pounds per day of sulfur oxides.

3.3.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project conflict with, or obstruct implementation of, the applicable air quality plan? ● No Impact.

The project area is located within the South Coast Air Basin, which covers a 6,600 square-mile area within all of Orange County, the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. Measures to improve regional air quality are outlined in the SCAQMD's Air Quality Management Plan (AQMP). The most recent AQMP was adopted in 2016 and was jointly prepared with the California Air Resources Board (CARB) and the Southern California Association of Governments (SCAG). [24] The AQMP will help the SCAQMD maintain focus on the air quality impacts of major projects associated with goods movement, land use, energy efficiency, and other key areas of growth. Key elements of the 2016 AQMP include enhancements to existing programs to meet the 24-hour $PM_{2.5}$ Federal health standard and a proposed plan of action to reduce ground-level Ozone. The primary criteria pollutants that remain non-attainment in the local area include $PM_{2.5}$ and Ozone. Specific criteria for determining a project's conformity with the AQMP is defined in Section 12.3 of the SCAQMD's CEQA Air Quality Handbook.[25]

[24] South Coast Air Quality Management District. *Final 2016 Air Quality Management Plan*. Adopted March 2017.

[25] South Coast Air Quality Management District. *Air Quality Analysis Handbook*. 1993.

The Air Quality Handbook refers to the following criteria as a means to determine a project's conformity with the AQMP:[26]

- *Consistency Criteria 1* refers to a proposed project's potential for resulting in an increase in the frequency or severity of an existing air quality violation or its potential for contributing to the continuation of an existing air quality violation.

- *Consistency Criteria 2* refers to a proposed project's potential for exceeding the assumptions included in the AQMP or other regional growth projections relevant to the AQMP's implementation.

In terms of Criteria 1, the proposed project's long-term (operational) airborne emissions will be below levels that the SCAQMD considers to be a significant adverse impact (refer to the analysis included in the next section where the long-term stationary and mobile emissions for the proposed project are summarized in Tables 3-1 and 3-2). The proposed project will also conform to Consistency Criteria 2 since it will not significantly affect any regional population, housing, and employment projections prepared for the City of Pico Rivera. Projects that are consistent with the projections of employment and population forecasts identified in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) prepared by SCAG are considered consistent with the AQMP growth projections, since the RTP/SCS forms the basis of the land use and transportation control portions of the AQMP.

According to the most recent adopted Growth Forecast Appendix prepared by SCAG for the 2016-2045 RTP/SCS, the City of Pico Rivera is projected to add a total of 2,300 new jobs through the year 2045.[27] According to the State of California Employment Development Department, the city's current unemployment rate is 8.8 percent, which means there are up to 202 residents actively seeking work.[28] The proposed project, once operational, will add between two to three persons per shift. The number of new jobs is well within SCAG's employment projections for the City of Pico Rivera and the proposed project will not violate Consistency Criteria 2. As a result, no impacts related to the implementation of the AQMP are anticipated.

B. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? ● Less Than Significant Impact.

The proposed project will take approximately seven months to complete. Construction activities will consist of the following phases:

- *Site Preparation and Final Grading*. The project site will be prepared for the construction of the new self-storage building. This phase will take approximately two weeks to complete. The entire site will undergo final grading during this phase as well. This phase will take approximately two weeks to complete.

- *Construction*. The new building will be constructed during this phase. This phase will take approximately four months to complete.

[26] South Coast Air Quality Management District. *CEQA Air Quality Handbook*. April 1993.

[27] Southern California Association of Governments. *Demographics & Growth Forecast. Regional Transportation Plan 2016-2045*. September 3, 2020.

[28] State of California Employment Development Department. *Labor Force and Unemployment Rate for Cities and Census Designated Places.* Website accessed October 26, 2021.

- *Paving and Finishing*. This concluding phase will involve the finishing of the new self-storage building, the paving of the parking areas and hardscape, and the completion of other on-site improvements. This phase will take approximately two months to complete.

The analysis of daily construction and operational emissions was prepared utilizing the California Emissions Estimator Model (CalEEMod V.2020.4.0). As shown in Table 3-1, daily construction emissions are not anticipated to exceed the SCAQMD significance thresholds.

Table 3-1
Estimated Daily Construction Emissions

Construction Phase	ROG	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Site Preparation (on-site)	0.58	6.93	3.96	--	0.36	0.25
Site Preparation (off-site)	0.02	0.15	0.27	--	0.09	0.02
Total Site Preparation	**0.60**	**7.08**	**4.23**	**--**	**0.45**	**0.27**
Grading (on-site)	1.08	12.00	5.94	0.01	5.13	2.97
Grading (off-site)	0.03	0.11	0.32	--	0.10	0.03
Total Grading	**1.11**	**12.11**	**6.26**	**0.01**	**5.23**	**3.00**
Building Construction (on-site)	0.69	7.03	7.15	0.01	0.37	0.34
Building Construction (off-site)	0.11	0.54	1.18	--	0.37	0.10
Total Building Construction	**0.80**	**7.57**	**8.33**	**0.01**	**0.74**	**0.44**
Paving (on-site)	0.65	5.92	7.04	0.01	0.30	0.28
Paving (off-site)	0.06	0.14	0.71	--	0.22	0.06
Total Paving	**0.71**	**6.06**	**7.75**	**0.01**	**0.52**	**0.34**
Architectural Coatings (on-site)	19.81	1.41	1.81	--	0.08	0.08
Architectural Coatings (off-site)	0.02	0.01	0.19	--	0.06	0.02
Total Architectural Coatings	**19.83**	**1.42**	**2.00**	**--**	**0.14**	**0.10**
Maximum Daily Emissions	**19.83**	**12.12**	**8.33**	**0.02**	**5.23**	**3.00**
Daily Thresholds	**75**	**100**	**550**	**150**	**150**	**55**

Source: CalEEMod V. 2020.4.0.

Long-term emissions refer to those air quality impacts that will occur once the proposed project has been constructed and is operational. The operational long-term air quality impacts associated with the proposed project include mobile emissions associated with vehicular traffic. The analysis of long-term operational impacts also used the CalEEMod V.2020.4.0 computer model. Table 3-2 depicts the operational emissions generated by the proposed project.

Table 3-2
Estimated Operational Emissions in lbs/day

Emission Source	ROG	NO_2	CO	SO_2	PM_{10}	$PM_{2.5}$
Area-wide (lbs/day)	1.42	--	--	0.00	--	--
Energy (lbs/day)	--	0.01	0.01	--	--	--
Mobile (lbs/day)	0.38	0.44	4.20	--	1.00	0.27
Total (lbs/day)	**1.80**	**0.45**	**4.21**	**--**	**1.00**	**0.27**
Daily Thresholds	**55**	**55**	**550**	**150**	**150**	**55**

Source: CalEEMod V. 2020.4.0.

As indicated in Table 3-2, the projected long-term emissions are below thresholds considered to represent a significant adverse impact. Since the project area is located in a non-attainment area for Ozone and particulate matter, the Applicant will be required to ensure that the grading and building contractors adhere to all pertinent provisions of SCAQMD Rule 403 pertaining to the generation of fugitive dust during grading and/or the use of equipment on unpaved surfaces.[29] The contractors will be responsible for being familiar with and implementing any pertinent best available control measures. Therefore, less than significant impacts will occur.

C. *Would the project expose sensitive receptors to substantial pollutant concentrations? ● Less Than Significant Impact.*

The potential long-term (operational) and short-term (construction) emissions associated with the proposed project are compared to the SCAQMD's daily emissions thresholds in Tables 3-1 and 3-2, respectively. As indicated in these tables, the short-term and long-term emissions will not exceed the SCAQMD's daily thresholds.

Sensitive receptors refer to land uses and/or activities that are especially sensitive to poor air quality and typically include homes, schools, playgrounds, hospitals, convalescent homes, and other facilities where children or the elderly may congregate.[30] These population groups are generally more sensitive to poor air quality. Sensitive receptors near the project site include Rio Vista Elementary School (located 0.21 miles to the north), Ruben Salazar High School (located 0.21 to the northeast), El Rancho High School (located 0.22 miles to the southeast. Single family residential areas also surround the project's vicinity to the northwest about 100 feet and southeast of the project site about 400 feet.[31] The locations of the aforementioned sensitive receptors are shown in Exhibit 3-3.

The SCAQMD requires that CEQA air quality analyses indicate whether a proposed project will result in an exceedance of *localized emissions thresholds* or LSTs. LSTs only apply to short-term (construction) and long-term (operational) emissions at a fixed location and do not include off-site or area-wide emissions. The approach used in the analysis of the proposed project utilized a number of screening tables that identified maximum allowable emissions (in pounds per day) at a specified distance to a receptor. The pollutants that are the focus of the LST analysis include the conversion of NO_x to NO_2; carbon monoxide (CO) emissions from construction and operations; PM_{10} emissions from construction and $PM_{2.5}$ emissions from construction. The use of the "look-up tables" is permitted since each of the construction phases will involve

[29] South Coast Air Quality Management District. *Rule 403, Fugitive Dust*. As Amended June 3, 2005.

[30] South Coast Air Quality Management District. *CEQA Air Quality Handbook, Appendix 9*. As amended 2004.

[31] Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was completed on October 23, 2021.

the disturbance of less than one acre of land area. For purposes of the LST analysis, the receptor distance used was 25 meters.

Table 3-3
Local Significance Thresholds Exceedance SRA 5 for 1 Acres of Disturbance (site is 0.65 acres)

Emissions	Maximum Emissions (lbs/day)	Type	Allowable Emissions Threshold (lbs/day) and a Specified Distance from Receptor (in meters)				
			25	50	100	200	500
NO_x	**19.83**	Construction	**80**	81	94	123	192
CO	**8.33**	Construction	**571**	735	1,088	2,104	6,854
PM_{10}	**5.23**	Construction	**4**	13	30	66	173
$PM_{2.5}$	**3.00**	Construction	**3**	4	8	19	86

Source: CalEEMod Version 2020.4.0.

As indicated in Table 3-3, the project is anticipated to exceed construction LSTs for particulates. Further analysis of the CalEEMod worksheets indicated that the primary source of construction PM emissions is fugitive dust. Adherence to additional mandatory Rule 403 regulations would reduce fugitive dust emissions by approximately 50% to levels that are less than significant. Rule 403 requires that temporary dust covers be used on any piles of excavated or imported earth to reduce wind-blown dust. In addition, all clearing, earthmoving, or excavation activities must be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of fugitive dust.

Finally, the contractors must comply with other SCAQMD regulations governing equipment idling and emissions controls as well as mandatory SCAQMD regulations governing fugitive dust (Rule 403) and odors (Rule 1401). In addition, future truck drivers visiting the site during the project's construction must adhere to Title 13 - §2485 of the California Code of Regulations, which limits the idling of diesel-powered vehicles to less than five minutes. These regulations will reduce the particulate emissions by as much a 50%. As a result, the impacts will be less than significant.

D. Would the project result in other emissions (such as those leading to odors adversely affecting a substantial number of people? ● Less Than Significant Impact.

The SCAQMD has identified those land uses that are typically associated with odor complaints. These uses include activities involving livestock, rendering facilities, food processing plants, chemical plants, composting activities, refineries, landfills, and businesses involved in fiberglass molding.[32] Given the nature of the intended use, no operational impacts related to odors are anticipated with the proposed project. All truck drivers visiting the site must adhere to Title 13 - §2485 of the California Code of Regulations, which limits the idling of diesel-powered vehicles to less than five minutes. Adherence to the aforementioned standard condition will minimize odor impacts from diesel trucks. Furthermore, adherence to SCAQMD Rule 402 Nuisance Odors will minimize odors generated during daily activities. Adherence to the existing SCAQMD regulations governing "nuisance odors" will reduce potential impacts to levels that are less than significant.

[32] South Coast Air Quality Management District. *CEQA Air Quality Handbook, Appendix 9*. As amended 2017.

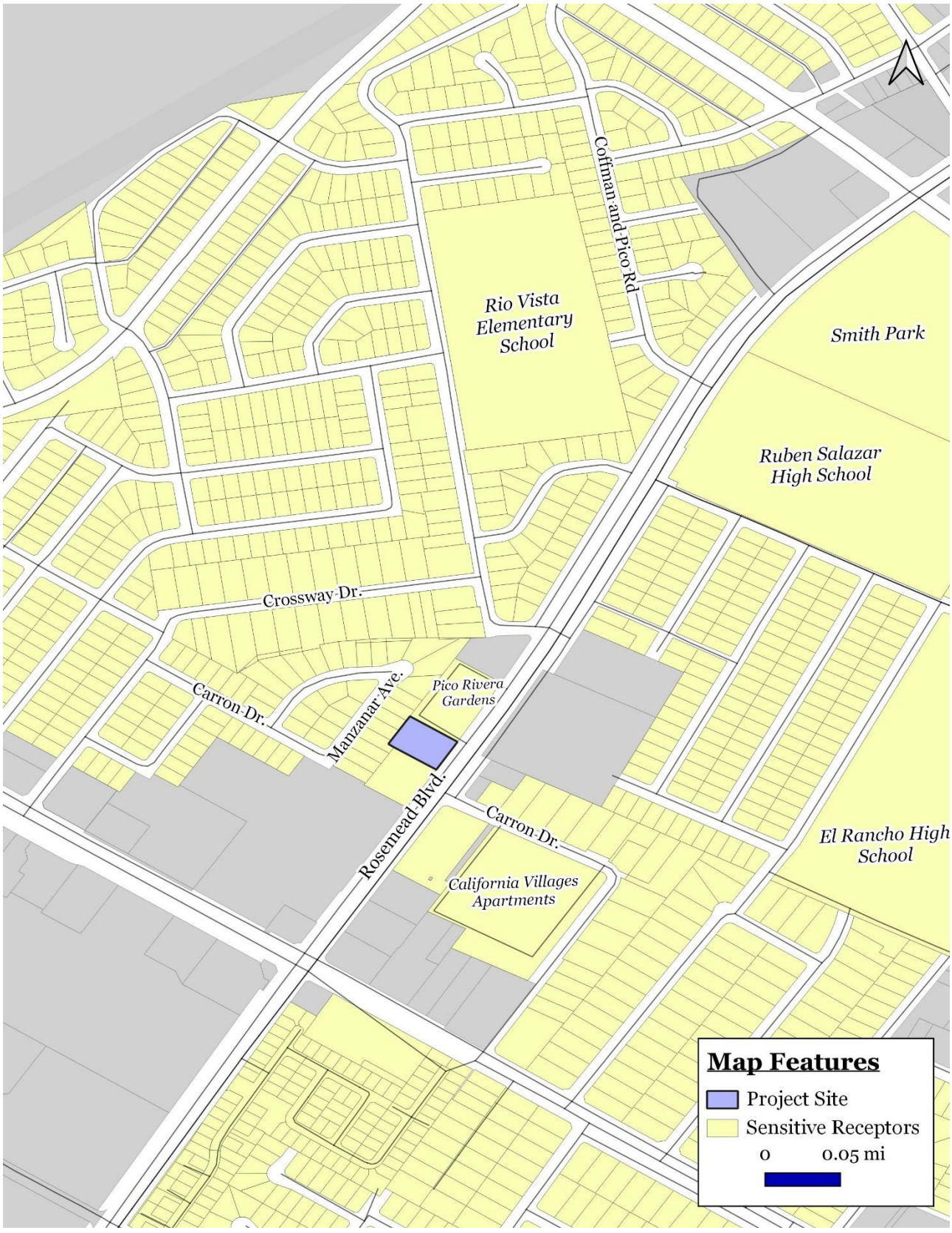

EXHIBIT 3-3
SENSITIVE RECEPTORS MAP
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

3.3.3 CUMULATIVE IMPACTS

The proposed project's short-term construction emissions will be well below thresholds that are considered to represent a significant adverse impact. The operational emissions will not significantly change from the existing levels since the proposed project will not lead to the generation of any airborne emissions.

3.3.4 MITIGATION MEASURES

The analysis of air quality impacts indicated that no impacts on these resources would occur as part of the proposed project's implementation. As a result, no mitigation is required.

3.4 BIOLOGICAL RESOURCES

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

3.4.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Pico Rivera, acting as Lead Agency, a project may be deemed to have a significant adverse impact on biological resources if it results in any of the following:

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

- Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?

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

- Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

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

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

3.4.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? ● No Impact.

A review of the California Department of Fish and Wildlife California Natural Biodiversity Database (CNDDB) Bios Viewer for the Whittier Quadrangle indicates that there are seven threatened or endangered species located within the Whittier Quadrangle (the City of Pico Rivera is listed under the Whittier Quadrangle).[33] These species include:

- The *California Gnatcatcher* which is not likely to be found on-site due to the lack of habitat suitable for the California Gnatcatcher. The absence of coastal sage scrub, the California Gnatcatcher's primary habitat, further diminishes the likelihood of encountering such birds.

- The *Least Bell's Vireo* lives in a riparian habitat, with a majority of the species living in San Diego County. As a result, it is not likely that any Least Bell's Vireos will be encountered in the project area due to the lack of riparian habitat in the surrounding area.

- The *Santa Ana Sucker* will not be found on-site because the Santa Ana Sucker is a fish and there are no bodies of water present on-site.[34] The nearest body of water is the San Gabriel River. located approximately 0.93 miles to the east of the project site.

- The *Bank Swallow* lives in a riparian habitat. The nearest body of water is the San Gabriel River, located approximately 0.93 mile to the east of the project site. This river is channelized and extends through an urban area. Additionally, the current level of development around the project site is not an ideal environment for the Bank Swallow.

- The *Willow Flycatcher's* habitat consists of marsh, brushy fields, and willow thickets. These birds are often found near streams and rivers and are not likely to be found on-site due to the lack of marsh habitat.

- The *Western Yellow-Billed Cuckoo* is an insect-eating bird found in riparian woodland habitats. The likelihood of encountering a Western Yellow-Billed Cuckoo is slim due to the level of development

[33] California Department of Fish and Wildlife. *Bios Viewer*. https://wildlife.ca.gov/Data/BIOS

[34] Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was completed on October 26, 2021

present within the City of Pico Rivera. Furthermore, the lack of riparian habitat further diminishes the likelihood of encountering populations of Western Yellow-Billed Cuckoos.

- *California Orcutt Grass* is found near vernal pools throughout Los Angeles, Riverside, and San Diego Counties.[35] As indicated previously, the project site is located in the midst of an urban area. There are no bodies of water located on-site that would be capable of supporting populations of California Orcutt Grass nor does the site have the capacity to form vernal pools during wet seasons.

The proposed project will have no impact on the aforementioned species because the project site is located in the midst of an urban area. The project site and surrounding areas are not conducive to the survival of the aforementioned species due to the lack of suitable habitat. As a result, no impacts on any candidate, sensitive, or special status species will result from proposed project's implementation.

B. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service? ● No Impact.

The site was formerly developed and does not include any streams, wetland habitat, or riparian vegetation. This conclusion is also supported by a review of the U.S. Fish and Wildlife Service National Wetlands Inventory, Wetlands Mapper.[36] In addition, there are no designated "blue line streams" located within the project site. As a result, no impacts on natural or riparian habitats will result from the proposed project's implementation.

C. Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? ● No Impact.

As indicated in the previous subsection, the project site and adjacent developed properties do not contain any natural wetland and/or riparian habitat.[37] As a result, the proposed project will not impact any protected wetland area or designated blue-line stream and no impacts will occur.

D. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? ● No Impact.

The site is surrounded by development and lacks suitable wildlife habitat.[38] Furthermore, the site contains no natural hydrological features. Constant disturbance (noise and vibration) from vehicles travelling on the adjacent Rosemead Boulevard limits the site's utility as a migration corridor. Since the site is surrounded by development on all sides and lacks suitable habitat, the site's utility as a migration corridor is restricted. Therefore, no impacts will result from the implementation of the proposed project.

[35] County of Los Angeles Department of Public Works. *Listed Species in the County of Los Angeles*. http://dpw.lacounty.gov/pdd/bikepath/bikeplan/docs/App_C_Bio.pdf.

[36] United States Fish and Wildlife Service. *National Wetlands Inventory*. https://www.fws.gov/Wetlands/data/Mapper.html

[37] Ibid.

[38] Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted October 24, 2021.

E. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? ● Less than Significant Impact

Title 12 – Streets, Sidewalks, and Public Places, Chapter 12.40 – Trees serves as the city's tree preservation ordinance. According to the aforementioned code, a person is required to obtain a permit from the city's Public Works Director prior to the removal and/or alteration of trees located within the public right-of-way (also known as roadside trees). The project's implementation will not involve the removal of any trees along Rosemead Boulevard. In addition, the Applicant is proposing two new trees along the public right-of-way and 2,339 square feet of landscaping. As a result, the potential impacts are considered to be less than significant, and no specific mitigation is required.

F. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? ● No Impact.

The Whittier Narrows Dam County Recreation Area Significant Ecological Area (SEA #42) abuts the City of Pico Rivera to the north and is located approximately 2.7 miles from the project site. The construction and operation of the proposed project will not affect the Whittier Narrows SEA because the proposed development will be restricted to the designated project site. Therefore, no impacts will occur. In addition, the Puente Hills Significant Ecological Area (SEA #15) is the closest protected SEA and is located approximately 4.25 miles northeast from the project site.[39] The construction and operation of the proposed project will not affect the Puente Hills SEA because the proposed development will be restricted to the project site. Therefore, no impacts will occur.

3.4.3 CUMULATIVE IMPACTS

The proposed project will not involve an incremental loss or degradation of protected habitat. The analysis determined that the proposed project will not result in any impacts on protected plant and animal species. As a result, no cumulative impacts on biological resources will be associated with the proposed project's implementation.

3.4.4 MITIGATION MEASURES

The analysis indicated that the proposed project would not result in any impacts on biological resources. As a result, no mitigation measures are required.

[39] County of Los Angeles Department of Regional Planning. *Significant Ecological Areas and Coastal Resource Areas Policy Map.* February 2015.

3.5 CULTURAL RESOURCES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?				✖
B. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?		✖		
C. Would the project disturb any human remains, including those interred outside of formal cemeteries?			✖	

3.5.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Pico Rivera, acting as Lead Agency, a project may be deemed to have a significant adverse impact on cultural resources if it results in any of the following:

- Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?
- Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?
- Would the project disturb any human remains, including those interred outside of formal cemeteries?

3.5.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5? ● No Impact.

Historic structures and sites are defined by local, State, and Federal criteria. A site or structure may be historically significant if it is locally protected through a local general plan or historic preservation ordinance. A site or structure may be historically significant according to State or Federal criteria even if the locality does not recognize such significance. The California State Historic Preservation Office (SHPO), maintains an inventory of those sites and structures that are considered to be historically significant. Finally, the U.S. Department of Interior has established specific Federal guidelines and criteria that indicate the manner in which a site, structure, or district is to be defined as having historic significance and in the determination of its eligibility for listing on the National Register of Historic Places.[40] To be considered eligible for the National Register, a property's significance may be determined if the property is associated with events, activities, or developments that were important in the past, with the lives of people who were important in the past, or represents significant architectural, landscape, or engineering elements. State historic preservation regulations include the statutes and guidelines contained in the California Environmental

[40] U.S. Department of the Interior, National Park Service. *National Register of Historic Places.* https://www.nps.gov/subjects/nationalregister/index.htm. 2010.

Quality Act (CEQA) and the Public Resources Code (PRC). A historical resource includes, but is not limited to, any object, building, structure, site, area, place, record, or manuscript, which is historically or archaeologically significant. The State regulations that govern historic resources and structures include Public Resources Code (PRC) Section 5024.1 and CEQA Guidelines Sections 15064.5(a) and 15064.5(b). In addition, California law protects Native American burials, skeletal remains, and associated grave goods regardless of the antiquity and provides for the sensitive treatment and disposition of those remains. CEQA, as codified at PRC Sections 21000 et seq., is the principal statute governing the environmental review of projects in the State. The project site is presently undeveloped and is not included on a list of historic resources compiled by the United States Department of the Interior, National Park Service.[41] In addition, the building project site is not present on the list of historic resources identified by the State Office of Historic Preservation (SHPO).[42] The city's General Plan does not identify any specific historical resource such as a building or monument currently on-site that may be affected by the project. Since the project's implementation will not impact any Federal, State, or locally designated historic resources, no impacts will occur.

B. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? ● Less Than Significant Impact with Mitigation.

The greater Los Angeles Basin was previously inhabited by the Gabrieleño people, named after the San Gabriel Mission. The Gabrieleño-Kizh tribe has lived in this region for around 7,000 years.[43] Prior to Spanish contact, approximately 5,000 Gabrieleño people lived in villages throughout the Los Angeles Basin.[44] Villages were typically located near major rivers such as the San Gabriel, Rio Hondo, or Los Angeles Rivers. AB-52 requires a lead agency to begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project, if the tribe requested to the lead agency, in writing, to be informed by the lead agency of proposed projects in that geographic area and the tribe requests consultation. The tribal representative of the Gabrieleño-Kizh indicated that although the project site is located in the midst of an urban area, the project is situated in an area of high archaeological significance. In addition, the project will require grading as part of the site's preparation. Therefore, the project could have potentially significant impacts to cultural resources. As a result, the following mitigation is required:

- The project Applicant will be required to obtain the services of a qualified Native American Monitor(s) during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, potholing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground-disturbing activities. NOTE TO DRAFT: TO BE REVISED WITH ADDITIONAL DETAILS FOLLOWING TRIBAL CONSULTATION PROCESS.

[41] National Park Service. *National Register of Historic Places*. https://www.nps.gov/subjects/nationalregister/index.htm. Website accessed October 18, 2021.

[42] California Department of Parks and Recreation. *California Historical Resources*. http://ohp.parks.ca.gov/ ListedResources. Website accessed on October 18, 2021

[43] Tonga People of Sunland-Tujunga. *Introduction*. http://www.lausd.k12.ca.us/Verdugo_HS/classes/multimedia/intro.html.

[44] Indigenous Mexico. *The Native Roots of Southern California*. https://indigenousmexico.org/southwest-us/california/the-native-roots-of-southern-californians/.

In the unlikely event that human remains are uncovered by construction crews during grading and/or excavation, the following, mitigation will be applicable:

- In the event that human remains are discovered during grading or excavation, all excavation and grading activities shall be stopped and the Los Angeles County Sheriff's Department will be contacted (the Department will then contact the County Coroner). Title 14; Chapter 3; Article 5; Section 15064.5 of CEQA and California Health and Safety Code Section 7050.5(b) will apply in terms of the identification of significant archaeological resources and their salvage.

Adherence to the above-mentioned mitigation will reduce potential impacts to levels that are less than significant.

C. Would the project disturb any human remains, including those interred outside of formal cemeteries?
● Less than Significant Impact.

There are no cemeteries located in the immediate area. The nearest cemetery to the project site is Rose Hills Memorial Park, located approximately 3.8 miles to the northeast of the project site.[45] The proposed project will not affect the aforementioned cemetery. However, the potential exists that human remains could be discovered on the site due to site construction activities and impacts could be potentially significant. In the unlikely event that human remains are uncovered by construction crews during grading and/or excavation, the following, standard condition/regulation will be applicable:

- In the event that human remains are discovered during grading or excavation, all excavation and grading activities shall be stopped and the Los Angeles County Sheriff's Department will be contacted (the Department will then contact the County Coroner). Title 14; Chapter 3; Article 5; Section 15064.5 of CEQA and California Health and Safety Code Section 7050.5(b) will apply in terms of the identification of significant archaeological resources and their salvage.

Adherence to this regulatory compliance measure will ensure reduce potential impacts remain less than significant. As a result, the impact would be less than significant.

3.5.3 CUMULATIVE IMPACTS

The potential environmental impacts related to cultural resources are site-specific. Furthermore, the analysis herein determined that the proposed project would not result in any impacts on cultural resources. As a result, no cumulative impacts will occur as part of the proposed project's implementation.

3.5.4 MITIGATION MEASURES

The following mitigation is required due to the potential for disturbance of archaeological resources:

Mitigation Measure No. 3 (Cultural Resources). The project Applicant will be required to obtain the services of a qualified Native American Monitor(s) during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, potholing or auguring, boring, grading, excavation, and trenching, within the project area. The

[45] Google Earth. Website accessed October 24, 2021.

monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground-disturbing activities. NOTE TO DRAFT: TO BE REVISED WITH ADDITIONAL DETAILS FOLLOWING TRIBAL CONSULTATION PROCESS

3.6 ENERGY

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			✖	
B. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			✖	

3.6.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Pico Rivera, acting as Lead Agency, a project may be deemed to have a significant adverse impact on cultural resources if it results in any of the following:

- Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?
- Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

3.6.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? ● Less than Significant Impact.

The project will include new light standards and fixtures that will be used as operational and security lighting. Table 3-4 provides an estimate of electrical and natural gas consumption for the proposed project. As indicated in the table, the project is estimated to consume approximately 829.4 kilowatts (kWh) of electricity and 812.1 cubic feet of natural gas on a daily basis. Energy facilities in the area are shown in Exhibit 3-4.

Table 3-4
Estimated Annual Energy Consumption

Project	Consumption Rate	Total Project Consumption
Self-Storage Facility (assumes 63,446 sq. ft.)		
Electrical Consumption	4.8 kWh/sq. ft./year	829.4 kWh/day
Natural Gas Consumption	4.70 cu. Ft./mo./sq. ft.	812.1 cu Ft/day

Source: Blodgett Baylosis Environmental Planning.

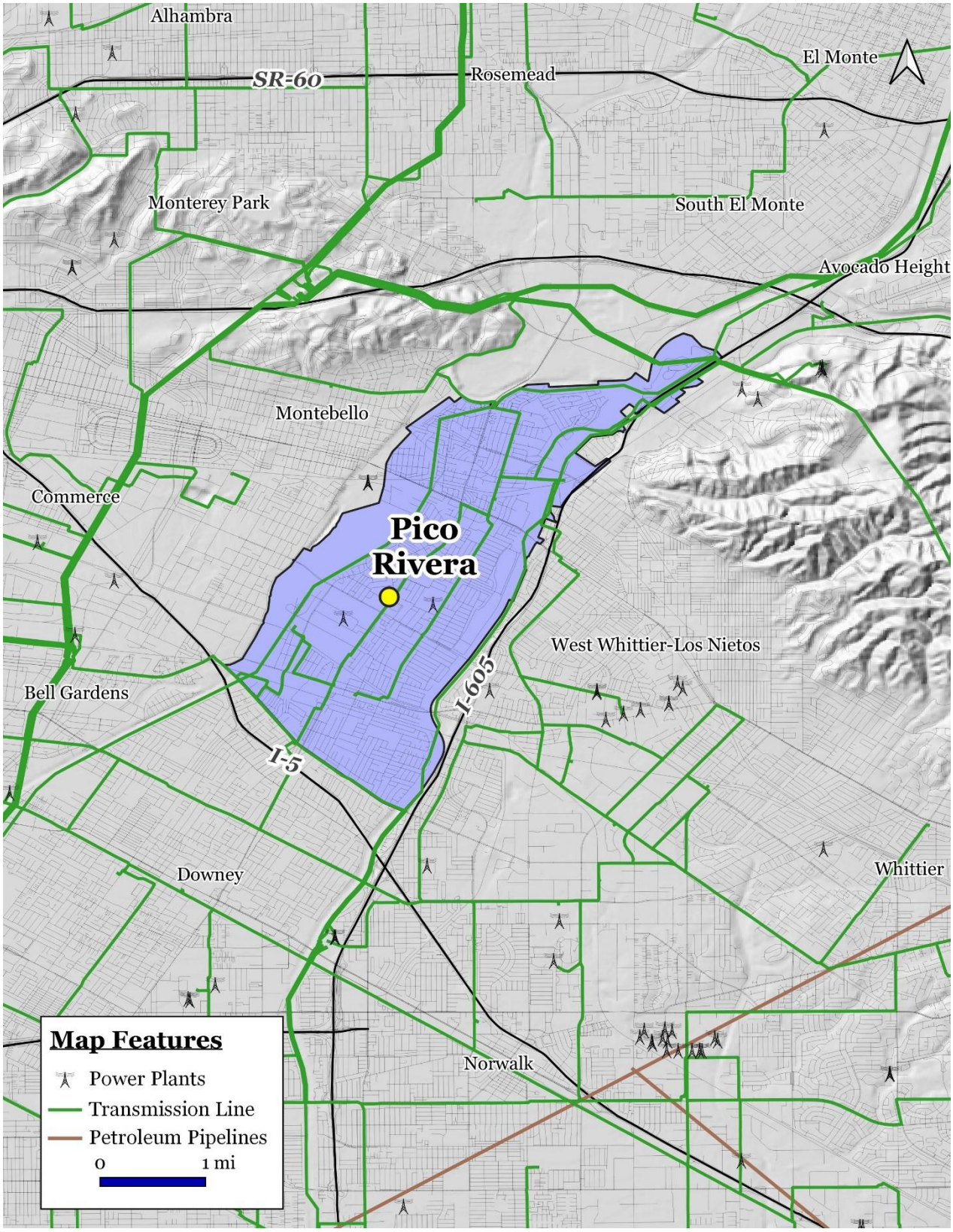

EXHIBIT 3-4
ENERGY MAP
SOURCE: CA ENERGY COMMISSION

In order to prevent inefficient consumption of energy, all exterior security lighting must be motion sensor controlled. This project design feature will prevent the continuous use of lighting thus reducing energy consumption. Adherence to the above-mentioned project design feature will further reduce potential impacts to be less than significant.

B. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency? ● Less than Significant Impact.

The majority of the project's energy consumption will be related to the use of electricity for the new outdoor lights. On January 12, 2010, the State Building Standards Commission adopted updates to the California Green Building Standards Code (Code) which became effective on January 1, 2020. The California Code of Regulations (CCR) Title 24, Part 11: California Green Building Standards (Title 24) became effective to aid efforts to reduce GHG emissions associated with energy consumption. Title 24 now requires that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials. The 2016 version of the standards became effective as of January 1, 2017.

The California Green Building Standards Code does not prevent a local jurisdiction from adopting a more stringent code as state law provides methods for local enhancements. As indicated previously, the project will be involved in commercial uses. A majority of the energy that will be consumed by daily operations will be related to lighting, cooling, and ventilation. Adherence to the aforementioned project design features will ensure conformance with the State's goal of promoting energy and lighting efficiency. As a result, the potential impacts are considered to be less than significant.

3.6.3 CUMULATIVE IMPACTS

The analysis herein determined that the proposed project would not result in any impacts on energy. As a result, no cumulative impacts will occur as part of the proposed project's implementation.

3.6.4 MITIGATION MEASURES

The analysis of energy impacts indicated that no impacts on these resources would occur as part of the proposed project's implementation As a result, no mitigation is required.

3.7 GEOLOGY AND SOILS

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault (refer to Division of Mines and Geology Special Publication 42); strong seismic ground shaking; seismic-related ground failure, including liquefaction; and, landslides?			✖	
B. Would the project result in substantial soil erosion or the loss of topsoil?			✖	
C. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			✖	
D. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			✖	
E. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				✖
F. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			✖	

3.7.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Pico Rivera, acting as Lead Agency, a project may be deemed to have a significant adverse impact on geology and soils if it results in any of the following:

- Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault (refer to Division of Mines and Geology Special Publication 42); strong seismic ground shaking; seismic-related ground failure, including liquefaction; and, landslides?

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

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

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

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

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

3.7.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault (refer to Division of Mines and Geology Special Publication 42); strong seismic ground shaking; seismic-related ground failure, including liquefaction; and, landslides? ● Less Than Significant Impact.

The City of Pico Rivera is located in the seismically active region of Southern California. Many major and minor local faults traverse the entire Southern California region, posing a threat to millions of residents, including those who reside in the City of Pico Rivera. Earthquakes from several active and potentially active faults in the Southern California region could affect the proposed project site. In 1972, the Alquist-Priolo Earthquake Zoning Act was passed in response to the damage sustained in the 1971 San Fernando Earthquake.[46] The Alquist-Priolo Earthquake Fault Zoning Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults.[47] A map displaying the cities and counties subject to the Alquist-Priolo Earthquake Fault Zones is available on the State's Department of Conservation website. No Alquist-Priolo Earthquake Fault Zones cross the City of Pico Rivera.[48] Even though the city is not on the list, there are a number of known faults within close proximity to the city. The nearest known fault is the Lower Elysian Park Thrust Fault located approximately two miles southwest of the project site. The potential impacts from fault movement and ground-shaking are considered no greater for the project site than for the surrounding areas. Surface ruptures are visible instances of horizontal or vertical displacement, or a combination of the two.

According to the United States Geological Survey, liquefaction is the process by which water-saturated sediment temporarily loses strength and acts as a fluid. As a result, the ground soil loses strength due to an increase in water pressure following seismic activity. The project site is located in an area that is subject to liquefaction as is the majority of the city (refer to Exhibit 3-5).[49] Lastly, the project site is not subject to the risk of landslides (refer to Exhibit 3-5) because there are no hills or mountains within the vicinity of the project site. As a result, the potential impacts in regard to ground shaking, liquefaction, and landslides are less than significant since the risk is no greater in and around the project site than for the rest of the area.

[46] California Department of Conservation. *Alquist-Priolo Earthquake Fault Zones.*

[47] Ibid.

[48] California Department of Conservation. *Table 4, Cities and Counties Affected by Alquist Priolo Earthquake Fault Zones as of January 2010.* https://maps.conservation.ca.gov/cgs/EQZApp/app/

[49] United States Geological Survey. *U.S. Quaternary Faults Map.*

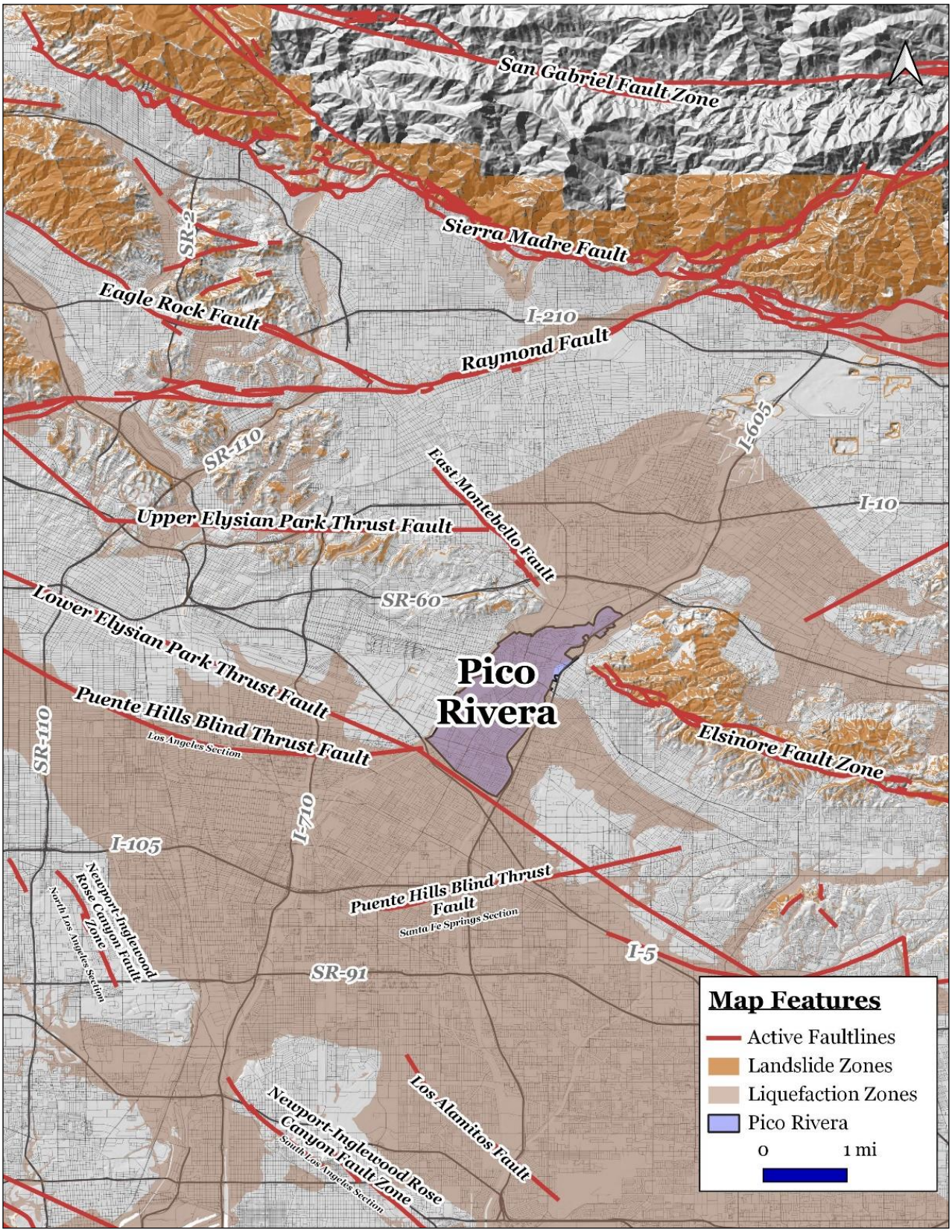

EXHIBIT 3-5
GEOLOGY MAP
SOURCE: UNITED STATES GEOLOGICAL SURVEY

B. Would the project result in substantial soil erosion or the loss of topsoil? ● Less than Significant Impact.

The United States Department of Agriculture's (USDA) Web Soil Survey was consulted to determine the nature of the soils that underlie the project site. According to the USDA Web Soil Survey, the site is underlain by Urban Land – Hueneme San Emigdio complex soils.[50] Urban Land – Hueneme San Emigdio complex soils have a slight risk for erosion; however, construction activities and the placement of "permanent vegetative cover" will reduce the soil's erosion risk. The site will continue to be level and no slope failure or landslide impacts are anticipated to occur.

Once operational, the project site would be paved over and landscaped, which would minimize soil erosion. The project's construction will not result in soil erosion. The project Applicant will be required to prepare a Stormwater Pollution Prevention Program (SWPPP) pursuant to Federal NPDES regulations since the project would connect to the city's MS4. The SWPPP will contain construction best management practices (BMPs) that will restrict the discharge of sediment into the streets and local storm drains. In addition, the Applicant will be required to obtain a grading permit and the approval of a final grading plan and erosion control plan which will further reduce the potential for adverse erosion impacts. As a result, the impacts will be less than significant.

C. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? ● Less Than Significant Impact.

Based on information obtained from the United States Department of Agriculture (USDA) Natural Resources Conservation Service Web Soil Survey online database, the subject property is mapped as Urban land-Hueneme drained-San Emigdio complex. The soils consist of discontinuous human-transported material over mixed alluvium derived from granite and/or sedimentary rock and are considered to be somewhat poorly drained with a moderately high to high permeability rate and a moderate available water storage capacity Slopes range from 0 to 2 percent. Soils of this association are at a moderate risk for erosion; however, the project site was previously developed and the underlying soils have been disturbed in order to facilitate previous construction activities. In addition, these soils are described as being used almost exclusively for residential and industrial development, as evident by the current level of urbanization present within the surrounding areas.[51]

As previously mentioned, the project site as well as the entire City is located in an area that is subject to liquefaction (refer to Exhibit 3-5).[52] The soils that underlie the project site pose no threat to development; in addition, the project site will remain level once the project is complete. Therefore, the proposed project will not expose any person or structure to risks associated with soil collapse, landslides, or soil expansion. As a result, the potential impacts are less than significant.

[50] United States Department of Agriculture. *Web Soil Survey*. https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx

[51] United States Department of Agriculture, Soil Conservation Service. *Report and General Soil Map, Los Angeles County, California*. Revised 1969.

[52] California Department of Conservation. *Regulatory Maps*. http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps.

D. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (2020), creating substantial direct or indirect risks to life or property? ● Less Than Significant Impact.

The surrounding area is level and is at no risk for landslides (refer to Exhibit 3-5). Lateral spreading is a phenomenon that is characterized by the horizontal, or lateral, movement of the ground. Lateral spreading could be liquefaction induced or can be the result of excess moisture within the underlying soils. The proposed project is located within an area that is subject to liquefaction though the site is level with no hillside areas present. Therefore, lateral spreading caused by liquefaction will not affect the project site. The proposed project will not expose future employees and patrons to subsidence. All of the proposed project's structural elements must be in compliance with Title 24 of the California Code of Regulations, which identifies building standards for seismic-related construction requirements that have been promulgated by the State of California. The standard development and design measures will be effective in minimizing potential risks stemming from liquefaction. As a result, the potential impacts are considered to be less than significant and no addition mitigation is required.

E. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? ● No Impact.

The proposed project will not utilize septic tanks or other alternative wastewater disposal systems. As a result, no impacts associated with the use of septic tanks will occur as a result of the proposed project's implementation.

F. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? ● Less Than Significant Impact.

According to the State of California Geological Survey, the site's geology is classified as "Alluvium' (Qal). Alluvium soil deposits that are present in a natural and undisturbed condition may contain paleontological resources, though these resources are more typically found in marine terraces and shales. The on-site soils have undergone disturbance due to the previous development, the demolition activities within the property, and the other on-site activities. The site was previously in agricultural production and a farmhouse that occupied the site was demolished in the 1970s. Furthermore, no extensive excavation will be required given the site's relatively small size and the nature of previous development. The on-site soils are recent alluvial deposits which were formerly used for agriculture and because of this disturbance, the proposed project is not anticipated to disturb any paleontological resources and the impacts are less than significant.

3.7.3 CUMULATIVE IMPACTS

The analysis herein determined that the proposed project would not result in significant adverse impacts related to ground shaking, liquefaction, landslides, soil erosion, lateral spreading, or subsidence. As a result, no cumulative impacts will occur.

3.7.4 MITIGATION MEASURES

The analysis indicated that the proposed project would not result in any geological impacts. As a result, no mitigation measures are required.

3.8 GREENHOUSE GAS EMISSIONS

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			✖	
B. Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			✖	

3.8.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Pico Rivera, acting as Lead Agency, a project may be deemed to have a significant adverse impact on greenhouse gas emissions if it results in any of the following:

- Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

- Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

3.8.2 ENVIRONMENTAL ANALYSIS

A. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? ● Less Than Significant Impact.

The accumulation of GHG in the atmosphere regulates the earth's temperature. Without these natural GHG, the Earth's surface would be about 61°F cooler. However, emissions from fossil fuel combustion have elevated the concentrations of GHG in the atmosphere to above natural levels. Scientific evidence indicates there is a correlation between increasing global temperatures/climate change over the past century and human-induced levels of GHG. These and other environmental changes have potentially negative environmental, economic, and social consequences around the globe. The major GHG that influence global warming are described below.

- *Water Vapor*. Water vapor is the most abundant GHG present in the atmosphere. While water vapor is not considered a pollutant, it remains in the atmosphere where it maintains a climate necessary for life. Changes in the atmospheric concentration of water vapor is directly related to the warming of the atmosphere rather than a direct result of industrialization. As the temperature of the atmosphere rises, more water is evaporated from ground storage (rivers, oceans, reservoirs, soil). Because the air is warmer, the relative humidity can be higher (in essence, the air is able to "hold" more water when it is warmer), leading to more water vapor in the atmosphere. As a GHG, the higher concentration of water vapor is then able to absorb more thermal indirect energy radiated from the Earth, thus further warming the atmosphere. When water vapor increases in the atmosphere, more of it will eventually also condense into clouds, which are more able to reflect

incoming solar radiation. This will allow less energy to reach the Earth's surface thereby affecting surface temperatures.

- *Carbon Dioxide (CO_2).* The natural production and absorption of CO_2 is achieved through the terrestrial biosphere and the ocean. Manmade sources of CO_2 include the burning coal, oil, natural gas, and wood. Since the industrial revolution began in the mid-1700's, these activities have increased the atmospheric concentrations of CO_2. Prior to the industrial revolution, concentrations were fairly stable at 280 parts per million (ppm). The International Panel on Climate Change (IPCC Fifth Assessment Report, 2014) Emissions of CO_2 from fossil fuel combustion and industrial processes contributed about 78% of the total GHG emissions increase from 1970 to 2010, with a similar percentage contribution for the increase during the period 2000 to 2010. [53]

- *Methane (CH_4).* CH_4 is an extremely effective absorber of radiation, although its atmospheric concentration is less than that of CO_2. Methane's lifetime in the atmosphere is brief (10 to 12 years), compared to some other GHGs (such as CO_2, N_2O, and Chlorofluorocarbons (CFCs). CH_4 has both natural and anthropogenic sources. It is released as part of the biological processes in low oxygen environments, such as in swamplands or in rice production (at the roots of the plants). Over the last 50 years, human activities such as growing rice, raising cattle, using natural gas, and mining coal have added to the atmospheric concentration of methane. Other human-related sources of methane production include fossil-fuel combustion and biomass burning.

- *Nitrous Oxide (N_2O).* Concentrations of N_2O also began to increase at the beginning of the industrial revolution. In 1998, the global concentration of this GHG was documented at 314 parts per billion (ppb). N_2O is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. It is also commonly used as an aerosol spray propellant.

- *Chlorofluorocarbons (CFC).* CFCs are gases formed synthetically by replacing all hydrogen atoms in methane or ethane (C_2H_6) with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the Earth's surface). CFCs have no natural source but were first synthesized in 1928. It was used for refrigerants, aerosol propellants, and cleaning solvents. Due to the discovery that they are able to destroy stratospheric ozone, a global effort to halt their production was undertaken and in 1989 the European Community agreed to ban CFCs by 2000 and subsequent treaties banned CFCs worldwide by 2010. This effort was extremely successful, and the levels of the major CFCs are now remaining level or declining. However, their long atmospheric lifetimes mean that some of the CFCs will remain in the atmosphere for over 100 years.

- *Hydrofluorocarbons (HFC).* HFCs are synthetic man-made chemicals that are used as a substitute for CFCs. Out of all the GHGs, they are one of three groups with the highest global warming potential. The HFCs with the largest measured atmospheric abundances are (in order), HFC-23 (CHF_3), HFC-134a (CF_3CH_2F), and HFC-152a (CH_3CHF_2). Prior to 1990, the only significant emissions were HFC-23. HFC-134a use is increasing due to its use as a refrigerant. Concentrations of HFC-23 and HFC-134a in the atmosphere are now about 10 parts per trillion (ppt) each.

[53] International Panel on Climate Change. *Climate Change 2014 Synthesis Report Summary for Policymakers*.

Concentrations of HFC-152a are about 1 ppt. HFCs are manmade and used for applications such as automobile air conditioners and refrigerants.

- *Perfluorocarbons (PFC).* PFCs have stable molecular structures and do not break down through the chemical processes in the lower atmosphere. High-energy ultraviolet rays about 60 kilometers above Earth's surface are able to destroy the compounds. Because of this, PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane (CF_4) and hexafluoroethane (C_2F_6). Concentrations of CF_4 in the atmosphere are over 70 ppt. The two main sources of PFCs are primary aluminum production and semiconductor manufacturing.

- *Sulfur Hexafluoride (SF_6).* SF_6 is an inorganic, odorless, colorless, nontoxic, nonflammable gas. SF_6 has the highest global warming potential of any gas evaluated; 23,900 times that of CO_2. Concentrations in the 1990s where about 4 ppt. Sulfur hexafluoride is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.

In 2008, the SCAQMD released draft guidance regarding interim CEQA GHG significance thresholds. Within its October 2008 document, the SCAQMD proposed the use of a percent emission reduction target to determine significance for commercial/ residential projects that emit greater than 3,000 MTCO2e per year. Under this proposal, commercial/residential projects that emit fewer than 3,000 MTCO2e per year would be assumed to have a less-than-significant impact on climate change. The project was shown to generate well under that figure (refer to Table 3-5). On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold of 10,000 MTCO2E per year for stationary source/industrial projects where the SCAQMD is the lead agency. However, the SCAQMD has yet to adopt a GHG significance threshold for land use development projects such as commercial/residential projects; the proposed commercial/residential thresholds were never formally adopted.

Amendments to CEQA Guidelines Section 15064.4 were adopted to assist lead agencies in determining the significance of the impacts of GHG emissions. Consistent with existing CEQA practice, Section 15064.4 gives lead agencies the discretion to determine whether to assess those emissions quantitatively or qualitatively. This section of CEQA recommends certain factors be considered in the determination of significance (i.e., the extent to which a project may increase or reduce GHG emissions compared to the existing environment; whether the project exceeds an applicable significance threshold; and the extent to which the project complies with regulations or requirements adopted to implement a plan for the reduction or mitigation of GHGs). The amendments do not establish a threshold of significance; rather, lead agencies are granted discretion to establish significance thresholds for their respective jurisdictions, including looking to thresholds developed by other public agencies or suggested by other experts, such as CAPCOA, so long as any threshold chosen is supported by substantial evidence (see CEQA Guidelines Section 15064.7(c)).The California Natural Resources Agency has also clarified that the CEQA Guidelines amendments focus on the effects of GHG emissions as cumulative impacts, and therefore GHG emissions should be analyzed in the context of CEQA's requirements for cumulative impact analyses (see CEQA Guidelines Section 15064(h)(3)).

The City of Pico Rivera has not adopted a numerical significance threshold for assessing impacts related to GHG emissions. Nor have the SCAQMD, OPR, CARB, CAPCOA, or any other state or regional agency adopted a numerical significance threshold for assessing GHG emissions that is applicable to the project. Since there is no applicable adopted or accepted numerical threshold of significance for GHG emissions,

the methodology for evaluating the project's impacts related to GHG emissions focuses on its consistency with statewide, regional, and local plans adopted for the purpose of reducing and/or mitigating GHG emissions. This evaluation of consistency with such plans is the sole basis for determining the significance of the project's GHG-related impacts on the environment. Notwithstanding, for informational purposes, the analysis also calculates the amount of GHG emissions that would be attributable to the Project using recommended air quality models, as described below. The primary purpose of quantifying the project's GHG emissions (refer to Table 3-5) is to satisfy State CEQA Guidelines Section 15064.4(a), which calls for a good- faith effort to describe and calculate emissions. The estimated emissions inventory is also used to determine if there would be a reduction in the Project's incremental contribution of GHG emissions as a result of compliance with regulations and requirements adopted to implement plans for the reduction or mitigation of GHG emissions. However, the significance of the project's GHG emissions impacts is not based on the amount of GHG emissions resulting from the project.

As discussed above, the SCAQMD has an interim GHG significance threshold of 10,000 $MTCO_2e$ per year for stationary source/industrial projects where the SCAQMD is the lead agency. This SCAQMD interim GHG significance threshold is not applicable to the project as the project is a residential/commercial project and the City of Pico Rivera is the Lead Agency. Table 3-5 summarizes annual greenhouse gas (CO_2E) emissions from the proposed project. Carbon dioxide equivalent, or CO_2E, is a term that is used for describing different greenhouses gases in a common and collective unit. As indicated in Table 3-5, the CO_2E total long-term GHG emissions for the project is 249.15 $MTCO_2E$ per year.

Table 3-5
Greenhouse Gas Emissions Inventory

Source	GHG Emissions (tons/year)			
	CO_2	CH_4	N_2O	CO_2E
Long-Term – Area Emissions	--	0.00	0.00	--
Long-Term - Energy Emissions	46.00	--	--	46.25
Long-Term - Mobile Emissions	157.43	--	--	159.67
Long-Term – Waste Emissions	0.00	0.00	0.00	0.00
Long-Term – Water Emissions	30.83	0.38	--	43.22
Long-Term - Total Emissions	**234.26**	**0.40**	**0.02**	**249.15**
Total Construction Emissions	**114.42**	**0.03**	**--**	**115.73**
Construction Emissions Amortized Over 30 Years				**3.02 $MTCO_2E$**
Total Operational Emissions				**250 $MTCO_2E$**
Significant Impact?				**No**

It is important to note that the project is an "infill" development, which is seen as an important strategy in combating the release of GHG emissions. As a result, the potential impacts are considered to be less than significant.

B. Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? ● Less Than Significant Impact.

Chapter 8 of the City of Pico Rivera General Plan contains a brief write up on greenhouse gases as well as goals and policies aimed at addressing and reducing Citywide GHG emissions. The project will conform to the following goals and policies:

Goal 8.1: A sustainable community where land use and transportation improvements are consistent with

regional planning efforts and adopted plans to reduce dependence on the use of fossil fuels and decrease greenhouse gas emissions.

Policy 8.1-4 Efficient Land Use Patterns. Promote efficient land use patterns and compact development that supports widespread walkability and bicycle use, providing for a modest and incremental overall increase in community development intensity that complements the existing community fabric by encouraging infill and redevelopment of vacant and underutilized sites.

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

Policy 8.2-2 GHG Reduction Measures. Reduce greenhouse gas emissions in the city and the region through the following measures including, but not limited to increasing building energy efficiency through site design, building orientation, landscaping, and incentive/rebate programs; the implementing water conservation measures; requiring the use of drought-tolerant landscaping; and increasing solid waste diversion through recycling efforts.

The proposed project will not be in conflict with the General Plan Goal 8.1 and Goal 8.2 which promotes sustainable development throughout the city and an improvement in local and regional air quality, respectively. In regards to Policy 8.1-4, the project is an infill development that will be located on an underutilized site situated within commercial area. In regard to Policy 8.2-2, the project will conform to all Title 24 requirements, as well as provide energy efficient lighting, water efficient appliances and fixtures, and drought tolerant landscaping. Furthermore, the project contractors will be required to recycle construction and demolition debris per Chapter 8.60 Demolition and Recycling of the City of Pico Rivera General Plan.

As stated previously, the project will involve the reuse of an existing urban property and "infill development" and is seen as an important strategy in reducing regional GHG emissions. The potential impacts are considered to be less than significant given the project's minor GHG emissions and its conformity with state and local goals of promoting infill development.

3.8.3 CUMULATIVE IMPACTS

The analysis herein also determined that the proposed project would not result in any significant adverse impacts related to the emissions of greenhouse gasses. As a result, no cumulative impacts will result from the proposed project's implementation.

3.8.4 MITIGATION MEASURES

The analysis of potential impacts related to greenhouse gas emissions indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

3.9 HAZARDS AND HAZARDOUS MATERIALS

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✖	
B. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			✖	
C. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				✖
D. Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				✖
E. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				✖
F. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				✖
G. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				✖

3.9.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Pico Rivera, acting as Lead Agency, a project may be deemed to have a significant adverse impact on hazards and hazardous materials if it results in any of the following:

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

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

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

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

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

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

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

3.9.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? ● Less than Significant.

The Phase I that was prepared for the project site did not identify any historical recognized environmental conditions (HRECs) during the course of site's assessment. The project site and surrounding area were historically used for agricultural purposes, specifically as an orchard, from at least the 1920s through 1930s. It is possible that residual agricultural chemicals (if any) would have likely degraded since the subject property was last utilized for agricultural purposes. Due to the nature of the proposed project, no hazardous materials will be used on-site beyond those which are used for routine cleaning and transport of hazardous materials. All future storage tenants would be required to sign a rental agreement which specifically outlines the terms and conditions imposed by management company on all prospective tenants. The storage of any hazardous materials and chemicals would be explicitly prohibited in the rental agreement. Therefore, the impacts will be less than significant.

B. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? ● Less Than Significant Impact.

As stated in Section 3.9.A, no hazardous materials will be used on-site beyond those which are used for routine cleaning and maintenance. The project's construction will require the use of diesel fuel to power the construction equipment. The diesel fuel would be properly sealed in tanks and would be transported to the site by truck. Other hazardous materials that would be used on-site during the project's construction phase include, but are not limited to, gasoline, solvents, architectural coatings, and equipment lubricants. These materials will be properly contained, handled, and disposed of in accordance with all pertinent local, State, and Federal regulations. The Code of Federal Regulation (49 CFR 171.2(a)) states that "no person may offer or accept a hazardous material for transportation in commerce unless that person is registered in conformance with the applicable regulations, and the hazardous material is properly classed, described, packaged, marked, labeled, and in condition for shipment as required or authorized. The Federal Chapter 49 requirements also apply to intrastate transport in California. In addition, the requirements of the City of Pico Rivera Municipal Code (Chapter 10.60 – Hazardous Material Transport) would also apply. Section 10.60.30 provides restrictions on vehicles transporting hazardous materials. This Code section states that "A vehicle transporting a hazardous material or substance, as identified in Title 49 of the CFR must be attended at all times by its driver or a qualified representative of the motor carrier that operates it, and shall not be parked on any highway, shoulder, street, alley, public way or public place, or within five feet of the traveled portion thereof, within a residential zone, or within one thousand feet of any school or within three hundred feet of

any bridge or tunnel, except for brief periods when mechanical or equipment failure or disablement or malfunction of the vehicle, or the necessities of operation, require the vehicle to be parked and make it impractical to park the vehicle in any other place." As a result, the potential impacts are considered to be less than significant.

C. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? ● No Impact.

The nearest schools to the project site include El Rancho High School (1,600 feet to the east of the project site), Ruben Salazar High School (located 1,600 feet to the northeast); Rio Vista Elementary School (located 1,550 feet to north); and Rivera Elementary and Middle Schools (located approximately 3,200 feet to the southeast).[54]. As stated in Section 3.9.A, no hazardous materials will be used on-site beyond those which are used for routine cleaning and maintenance. In addition, all prospective tenants would be required to sign a lease/rental agreement which specifically outlines the terms and conditions imposed by the management on all prospective tenants. The storage of any hazardous materials and chemicals would be explicitly prohibited in the lease/rental agreement. The proposed project is not within one-quarter mile of an existing or proposed school and therefore, will not emit or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Therefore, no impacts are anticipated.

D. Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? ● No Impact.

The project would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. A *Recognized Environmental Condition* refers to the "presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: due to release to the environment; under conditions indicative of a release to the environment; or under conditions that pose a material threat of a future release to the environment." The Phase I assessment did not identify any RECs during the course of the assessment. A HREC refers to a past release of any hazardous substances or petroleum products that has occurred in connection with the property. The Phase I did not identify any HRECs during the course of this assessment. The project site and surrounding area were historically used for agricultural purposes, specifically as an orchard, from at least the 1920s through 1930s. It is possible that residual agricultural chemicals (if any) would have likely degraded since the subject property was last utilized for agricultural purposes. Based on aerial photographs, there is no evidence of mixing or storage of agricultural chemicals on the subject property. Based on the conclusions of the Phase I assessment, the consultant concluded that no further investigation was warranted. There would be no impact from the proposed project.

E. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or private use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? ● No Impact.

The project site is not located within two miles of a public airport. The closest airport to the project site is the San Gabriel Valley Airport, located 8.32 miles to the northeast in the City of El Monte.[55] The proposed

[54] Google Earth. Website accessed October 18, 2021.

[55] Ibid.

project is not located within the Runway Protection Zone (RPZ) for the San Gabriel Valley Airport and the proposed project will not penetrate the airport's 20:1 slope.[56] As a result, the proposed project will not present a safety or noise hazard related to aircraft or airport operations at a public use airport to people residing or working in the project area and no impacts will occur.

F. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? ● No Impact.

At no time will Rosemead Boulevard be completely closed to traffic. All construction staging areas will be located within the project site. Once operational, vehicles loading/unloading store goods will be required to use one of the designed lading parking spaces. As a result, the project would not impair the implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan and no impacts are associated with the proposed project's implementation.

G. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? ● No Impact.

The project area is urbanized and the majority of the parcels are developed. There are no areas of native vegetation found within the project site or in the surrounding properties that could provide a fuel source for a wildfire. There are no street trees currently located in the parkway area though landscaping and a new parkway tree may be required. This new landscaping will be maintained. As a result, there are no impacts associated with potential wildfires from off-site locations.

3.9.3 CUMULATIVE IMPACTS

The analysis herein determined that the implementation of the proposed project would not result in any significant adverse impacts related to hazards and/or hazardous materials. As a result, no cumulative impacts related to hazards or hazardous materials will result from the proposed project's implementation.

3.9.4 MITIGATION MEASURES

The analysis of potential impacts related to hazards and hazardous materials indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

[56] Los Angeles County Department of Regional Planning. *Los Angeles County Airport Landuse Commission (ALUC), Airport Layout Plan*. http://planning.lacounty.gov/assets/upl/project/aluc_elmonte-plan.pdf

3.10 HYDROLOGY AND WATER QUALITY

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?			✖	
B. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?				✖
C. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or, impede or redirect flood flows?				✖
D. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?				✖
E. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				✖

3.10.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Pico Rivera, acting as Lead Agency, a project may be deemed to have a significant adverse impact on hydrology and water quality if it results in any of the following:

- Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

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

- Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or, impede or redirect flood flows?

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

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

3.10.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality? ● Less Than Significant Impact.

The project site is currently undeveloped. Upon implementation of the proposed project, there will be 4,663 square feet of landscaping added to the site. This amount of landscaping translates into 23% in pervious surfaces. The proposed project would be required to implement stormwater pollution control measures pursuant to the National Pollutant Discharge Elimination System (NPDES) requirements. The Applicant would also be required to prepare a Water Quality Management Plan (WQMP) utilizing Best Management Practices (BMPs) to control or reduce the discharge of pollutants to the maximum extent practicable. The WQMP will also identify post-construction BMPs that will be the responsibility of the Applicant to implement over the life of the project. The Applicant will also be required to prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP is required by the city and will be submitted to the Chief Building Official and City Engineer prior to the issuance of a grading permit. The Applicant shall register their SWPPP with the State of California. By complying with this required regulation, potential impacts would remain less than significant.

B. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? ● No Impact.

According to a previous subsurface investigation conducted on a nearby property (6015 Rosemead Boulevard and Case #SL184811464), the depth of groundwater in the vicinity of the subject property is anticipated to be approximately 40 to 70 feet below ground surface (bgs).[57] Historic high groundwater levels noted in the *Seismic Hazard Zone Report for the Whittier 7.5-Minute Quadrangle, Los Angeles and Orange Counties, California*, are approximately 25 feet below ground surface.[58] A search was conducted through the Regional Water Quality Control Board's on-line database Geotracker to identify the presence of any natural underground water wells within the project site. The search yielded no results.[59] In addition, the proposed project will be connected to the city's utility lines and will not result in any direct withdraw of groundwater. In addition, there are no water wells on-site that would be impacted by the proposed development. As a result, no groundwater impacts will occur.

[57] Partner. *Phase I Environmental Site Assessment Project No. 21-306333.1* March 25, 2021.

[58] Magellan Architects. Rosemead Boulevard Self Storage *6605 Rosemead Boulevard, Pico Rivera, California. Sheets A1.00-A1.10.* No Date.

[59] Geotracker GAMA. http://geotracker.waterboards.ca.gov/gama/gamamap/public/default.asp. Website accessed October 14, 2021.

C. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or, impede or redirect flood flows? ● No Impact.

The project site is currently vacant and undeveloped. The site will be graded so that stormwater runoff will be directed to the curbs and gutters on Rosemead Boulevard. Furthermore, there are no streams, rivers, or other bodies of water located within, or adjacent to the project site.[60] In addition, no natural drainage or riparian areas remain within the project site due to the past development. As a result, no impacts will occur. As indicated in the previous section, the proposed project will be restricted to the project site and will not alter the course of any designated "Waters of the U.S." No other natural or man-made channels are located adjacent to the site or in the immediate vicinity. As a result, no impacts will occur.

D. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation? ● No Impact.

According to the City of Pico Rivera Natural Hazards Mitigation Plan, "The 100-year flooding event is a flood having a one percent chance of being equaled or exceeded in magnitude in any given year. Contrary to popular belief, it is not a flood occurring once every 100 years. The 100-year floodplain is the area adjoining a river, stream, or watercourse covered by water in the event of a 100-year flood." According to the Los Angeles County Department of Public Works map provided in Exhibit 3-5, the project site is not located within a designated 100-year flood hazard area, as defined by the Federal Emergency Management Agency (FEMA).[61]

According to the FEMA flood insurance map obtained from the Los Angeles County Department of Public Works, the proposed project site is located in Zone X (refer to Exhibit 3-6).[62] This flood zone has an annual probability of flooding of less than 0.2% and represents areas outside the 500-year flood plain. Thus, properties located in Zone X are not located within a 100-year flood plain. As a result, the proposed project will not involve the placement of any structures that would impede or redirect potential floodwater flows since the site is not located within a flood hazard area. Therefore, no flood-related impacts are anticipated with the proposed project's implementation.

[60] Google Earth. Website accessed October 14, 2021.

[61] Federal Emergency Management Agency. *Flood Zones*. http://www.fema.gov/flood-zones.

[62] Los Angeles County Department of Public Works. *Flood Zone Determination Website*. http://dpw.lacounty.gov/wmd/floodzone/. Website accessed October 14, 2021.

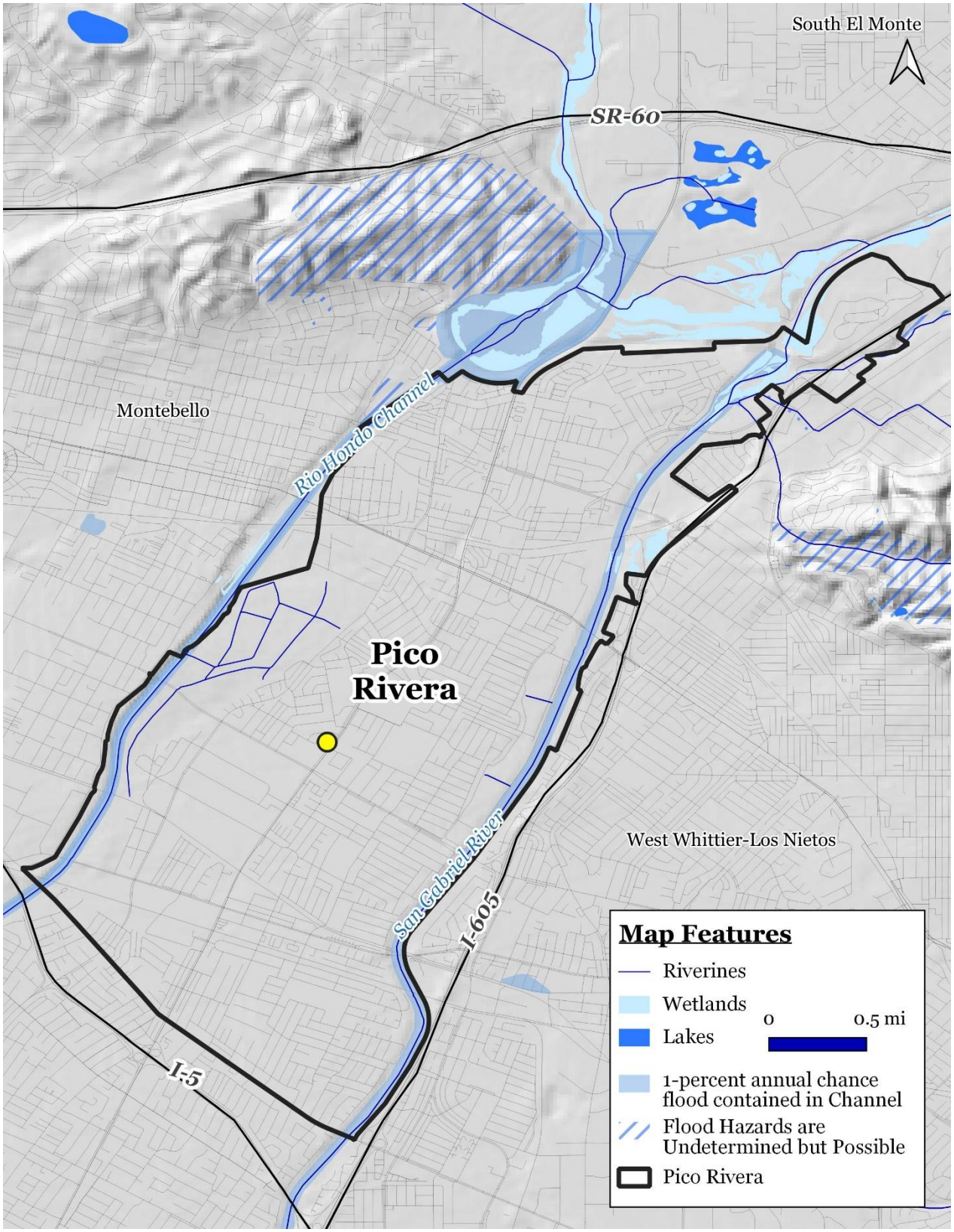

EXHIBIT 3-6
WATER RESOURCES MAP

SOURCE: LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS

The Pico Rivera General Plan and the city's Natural Hazards Mitigation Plan indicates the greatest potential for dam failure and the attendant inundation comes from the Whittier Narrows Dam located approximately five miles northwest of the project site. The City of Pico Rivera Multi-Hazard Functional Plan states there is a low risk that the city will experience flooding due to dam failure. The proposed project is not located in an area that is subject to inundation by seiche or tsunami. As indicated earlier, there are no rivers located in the vicinity that would result in a seiche. In addition, the project site is located approximately 22 miles inland from the Pacific Ocean and the project site would not be exposed to the effects of a tsunami.[63] Lastly, the proposed project will not result in any mudslides since the project site is generally level and is not located near any slopes. As a result, there will be no impacts.

E. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? ● No Impact.

The proposed project will be in compliance with Title 16 – Environment, Chapter 16.04 – Stormwater and Urban Runoff Pollution Prevention of the City of Pico Rivera Municipal Code. Title 16 – Environment, Chapter 16.04 – Stormwater and Urban Runoff Pollution Prevention of the City of Pico Rivera Municipal Code is responsible for implementing the NPDES and MS4 stormwater runoff requirements. In addition, the project's construction and operation will not interfere with any groundwater management or recharge plan. The project's water consumption would be limited to that used for landscaping, routing maintenance, and restroom usage. As a result, there will be no impacts.

3.10.3 CUMULATIVE IMPACTS

The potential impacts related to hydrology and storm water runoff are typically site-specific. Furthermore, the analysis determined that the implementation of the proposed project would not result in any significant adverse impacts with the adoption of the appropriate mitigation measures. As a result, no cumulative impacts are anticipated.

3.10.4 MITIGATION MEASURES

The analysis of potential impacts related to hydrology and water quality indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

[63] Google Earth. Website accessed October 14, 2021.

3.11 LAND USE AND PLANNING

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project physically divide an established community?				✖
B. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			✖	

3.11.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Pico Rivera, acting as Lead Agency, a project may be deemed to have a significant adverse impact on land use and planning if it results in any of the following:

- Would the project physically divide an established community?
- Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

3.11.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project physically divide an established community? ● No Impact.

The proposed project involves the construction and operation of a new self-storage building within a 0.65-acre site that is currently vacant. The 0.65-acre site is surrounded by commercial and residential uses as described below. Exhibit 2-4 shows an aerial photograph of the project site and the adjacent development. Surrounding land uses in the vicinity of the project site are listed below:

- *North of the Project Site*. A residential assisted living facility, the Pico Rivera Gardens, is located to the north of the site. This facility is located at 6525 Rosemead Boulevard. This building is located 32 feet from the property line.[64]
- *South of the Project Site*. A two-story motel, is located to the south of the project site. This motel, the Angel's Motel, is located at 6623 Rosemead Boulevard. This motel building is located approximately 5 feet from the property line.[65]
- *East of the Project Site*. Rosemead Boulevard extends along the site's east side. Rosemead Boulevard consists of four travel lanes, a left turn lane, and a median. Various commercial uses are located along the east side of Rosemead Boulevard.[66]

[64] Google Maps. Website Accessed October 25, 2021.

[65] Ibid.

[66] Google Maps. Website Accessed October 25, 2021.

- *West of the Project Site*. Single family homes are located along the project site's west side. A total of four residential properties that have frontage along Manzanar Avenue, about the project site's west side.[67]

Land uses that are located in the vicinity of the project site are shown in Exhibit 3-7. As a vacant parcel, the proposed project would not result in any division of an established community. As a result, no impacts would result.

B. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? ● Less than Significant Impact.

The City of Pico Rivera Land Use Element contains a number of goals and policies related to new development in the city. The relevant goals and policies, and the project's conformity to each, are summarized below.

- *Policy 3.8-2 Reuse and Intensification. Promote the reuse of vacant, underutilized, and inefficient commercial uses for more economically productive purposes, including higher intensity businesses, housing and mixed-use development.* The project is a request to construct a commercial use within a vacant and underutilized parcel.

- *Policy 3.8-4 New Commercial and Mixed-Use Development. Promote high quality commercial, office and mixed-use development and redevelopment that are compatible with surrounding uses and enhances adjacent streetscapes.* The project is a request to construct a commercial self-storage business within a vacant and underutilized parcel.

- *Policy 3.8-5 Diversity of Uses. Provide for and encourage the development of a broad range of uses in the commercial areas that reduce the need to travel to adjoining communities and capture a greater share of local spending.* The project will feature a self-storage use that will serve local residents. The project will be located in close proximity to the existing residential development; thereby reducing the need for local residents to travel to more distant locations for such services.

- *Policy 3.8-6 Enhanced Design Character. Encourage the renovation, infill and redevelopment of existing commercial areas to improve their architectural design and quality, reduce the visual prominence of parking lots, make centers more pedestrian friendly, reduce visual clutter associated with signage, and enhance the definition and character of the street frontage and associated streetscapes.* The project will be a high-quality infill commercial development characterized by modern architecture and façade treatments.

[67] Ibid.

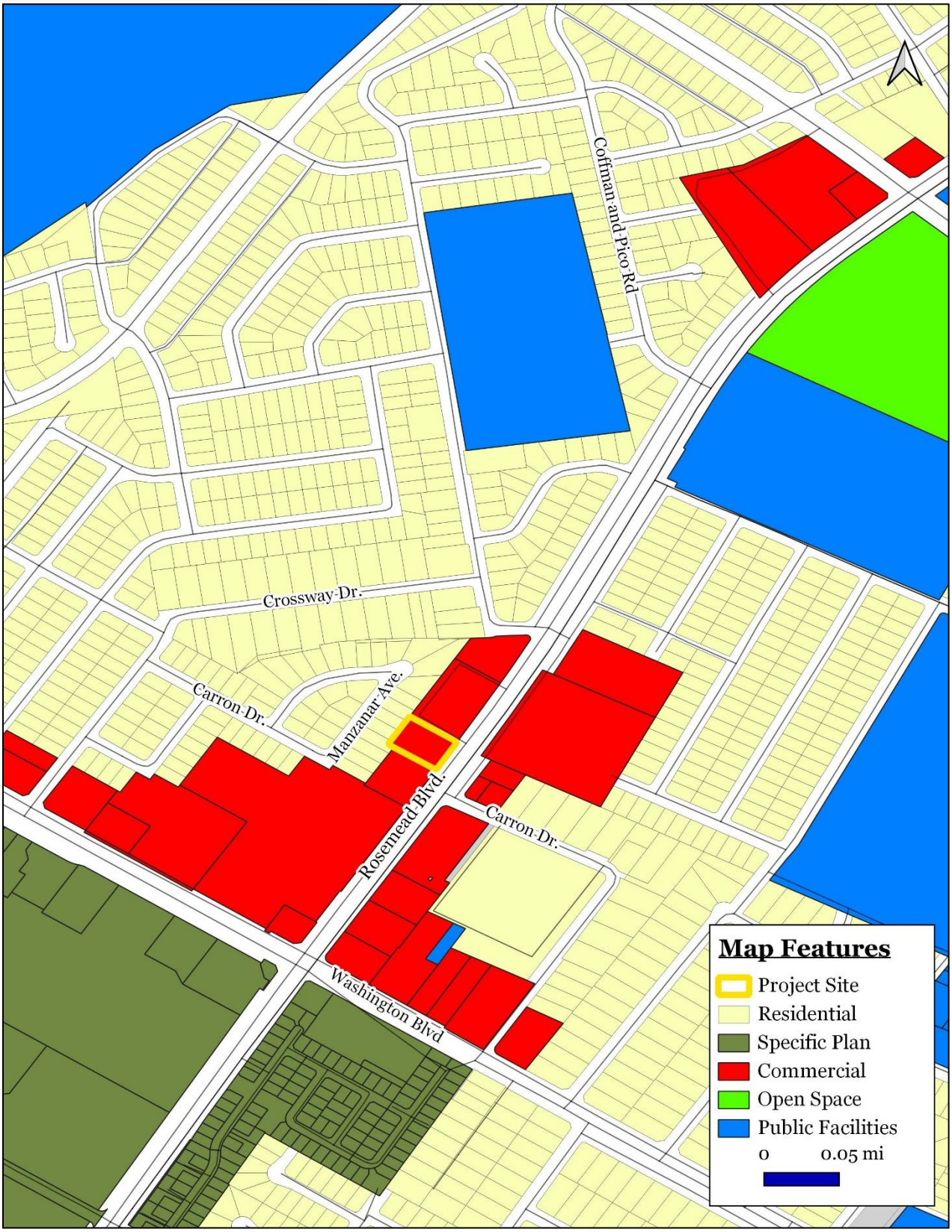

EXHIBIT 3-7
LAND USE MAP
SOURCE: CITY OF PICO RIVERA

The proposed project will require the following discretional approvals with respect to land use:

- A *General Plan Amendment* to add a footnote to Table 3-2 "C" Commercial Land Use designation to allow self-storage facilities up to a maximum of 2.25 to 1 FAR in conjunction with a discretionary approval in the City of Pico Rivera Land Use Element;

- A *Zone Text Amendment* to allow self-storage facilities in the P-A Zone as a permitted conditional use with approval of a Conditional Use Permit;

- A *Zone Reclassification* to revert the zoning of the site to P-A from the previously approved Zone Reclassification to C-G;

- *A Minor Variance* to allow the self-storage facility to allow the permitted height of 42 feet to be increased by up to 25 percent, or 10.5 feet and the required setbacks to be reduced by up to 25 percent, or 8.75 feet (reduced five feet at the third story and ten feet at the fourth story for an average setback reduction of 7.5 feet); and,

- A *Conditional Use Permit* to allow the proposed self-storage facility in the P-A Zone.

As indicated in the preceding analysis, the project will not deviate from the goals and policies outlined in the City's General Plan. Furthermore, the proposed project would not be in conflict with the city's adopted land use plan and/or policy as it applies to the project site. Therefore, with approval of the required discretionary approvals, the project's land use impacts will be less than significant.

3.11.3 CUMULATIVE IMPACTS

The potential cumulative impacts with respect to land use are site-specific. Furthermore, the analysis determined that the proposed project will not result in any impacts. As a result, no cumulative land use impacts will occur as part of the proposed project's implementation.

3.11.4 MITIGATION MEASURES

The analysis determined that no impacts on land use and planning would result upon the implementation of the proposed project. As a result, no mitigation measures are required.

3.12 MINERAL RESOURCES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✖
B. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✖

3.12.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Pico Rivera, acting as Lead Agency, a project may be deemed to have a significant adverse impact on mineral resources if it results in any of the following:

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

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

3.12.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project result in the loss of availability of a known mineral resource that would be of value is *to the region and the residents of the state? ● No Impact.*

The project site is not located in a Mineral Resource Zone (MRZ) nor is it located in an area with active mineral extraction activities. A review of California Division of Oil, Gas, and Geothermal Resources well finder indicates that there are no wells located in the vicinity of the project site.[68] In addition, study area maps prepared by the California Geological Survey, the City of Pico Rivera is located within the larger San Gabriel Valley SMARA (identified as the Portland cement concrete-grade aggregate).[69] However, as indicated in the San Gabriel Valley P-C region Mineral Resource Zone 2 (MRZ-2) map, the project site is not located in an area where there are significant aggregate resources present.[70] In addition, the project site is not located in an area with active mineral extraction activities. According to the California Department of Conservation Division of Oil, Gas, and Geothermal Resources (DOGGR) Well Finder, there are no wells located within the project site. As a result, no impacts will occur.

[68] California, State of. Department of Conservation. *California Oil, Gas, and Geothermal Resources Well Finder*. *https://maps.conservation.ca.gov/doggr/wellfinder/* Website accessed October 24, 2021.

[69] California Department of Conservation. *San Gabriel Valley P-C Region Showing MRZ-2 Areas and Active Mine Operations*. https://www.conservation.ca.gov/smgb/reports/Documents/Designation_Reports/Designation-Report-12-San-Gabriel.pdf

[70] California Department of Conservation. *San Gabriel Valley P-C Region Showing MRZ-2 Areas and Active Mine Operations*. ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR_209/Plate%201.pdf

B. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? ● No Impact.

As indicated above, there are no wells located on-site.[71] The project site is not located in an area with active mineral extraction activities. Additionally, the resources and materials that will be utilized for the construction of the proposed project will not include any materials that are considered rare or unique. Thus, the proposed project will not result in any impacts on mineral resources.

3.12.3 CUMULATIVE IMPACTS

The potential impacts on mineral resources are site-specific. Furthermore, the analysis determined that the proposed project would not result in any impacts on mineral resources. As a result, no cumulative impacts will occur.

3.12.4 MITIGATION MEASURES

The analysis of potential impacts related to mineral resources indicated that no impacts would result from the proposed project's implementation. As a result, no mitigation measures are required.

[71] California Department of Conservation. Division of Oil, Gas & Geothermal Resources Well Finder. http://maps.conservation.ca.gov/doggr/index.html#close. Website accessed October 24, 2021.

3.13 NOISE

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		✖		
B. Would the project result in generation of excessive ground borne vibration or ground borne noise levels?			✖	
C. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✖

3.13.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Pico Rivera, acting as Lead Agency, a project may be deemed to have a significant adverse impact on noise if it results in any of the following:

- Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
- Would the project result in generation of excessive ground borne vibration or ground borne noise levels?
- For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

3.13.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? ● Less Than Significant Impact with Mitigation.

Noise levels may be described using a number of methods designed to evaluate the "loudness" of a particular noise. The most commonly used unit for measuring the level of sound is the decibel (dB). Zero on the decibel scale represents the lowest limit of sound that can be heard by humans. The eardrum may rupture at 140 dB. In general, an increase of between 3.0 dB and 5.0 dB in the ambient noise level is considered to represent the threshold for human sensitivity. In other words, increases in ambient noise levels of 3.0 dB

or less are not generally perceptible to persons with average hearing abilities.[72] Noise levels that are associated with common, everyday activities are illustrated in Exhibit 3-8. Noise levels may be described using a number of methods designed to evaluate the "loudness" of a particular noise. The most commonly used unit for measuring the level of sound is the decibel (dB). Zero on the decibel scale represents the lowest limit of sound that can be heard by humans. The eardrum may rupture at 140 dB. An increase of between 3.0 dB and 5.0 dB is the ambient noise level considered to represent the threshold for human sensitivity.

The ambient noise environment within the project area is dominated by traffic noise emanating from Rosemead Boulevard. An Extec was used to conduct the noise measurements. The meter was performed using a slow response setting, with an "A" weighting. The noise meter's height above the ground surface was five feet. A series of 100 discrete noise measurements were recorded in one single location. These measurements were taken along the west side of Rosemead Boulevard near the project site's property line. The duration of each measurement period was 15 minutes. The measurements were taken on a Friday morning at 11:00 AM. The results of the survey are summarized in Table 3-6. The median ambient exterior noise level (L_{50}) was 60.6 dBA at the measurement location. The L_{50} represents the noise level that is exceeded 50% of the time (half the time the noise level exceeds this level and half the time the noise level is less than this level). As shown in Table 3-6, the average ambient noise levels were 62.0 dBA within the measurement locations.

Table 3-6
Noise Measurement Results

Noise Metric	Noise Level (dBA) Beverly Boulevard
L^{50} (Noise levels <50% of time)	60.6 dBA
L^{75} (Noise levels <75% of time)	67.0 dBA
L^{90} (Noise levels <90% of time)	72.7 dBA
L^{99} (Noise levels <99% of time)	76.9 dBA
L_{min} (Minimum Noise Level)	50.5 dBA
L_{max} (Maximum Noise Level)	78.6 dBA
Average Noise Level	62.0 dBA

Source: Blodgett Baylosis Environmental Planning.

As indicated in Table 3-6, the ambient noise environment within and around the project site is typical for a site located next to a major arterial roadway along a commercial corridor. In addition, the proposed use is not considered to be a noise sensitive land use. The existing noise levels within the measurement location are below the 70 dBA thresholds for certain commercial land uses.

[72] Bugliarello, et. al. *The Impact of Noise Pollution,* Chapter 127, 1975.

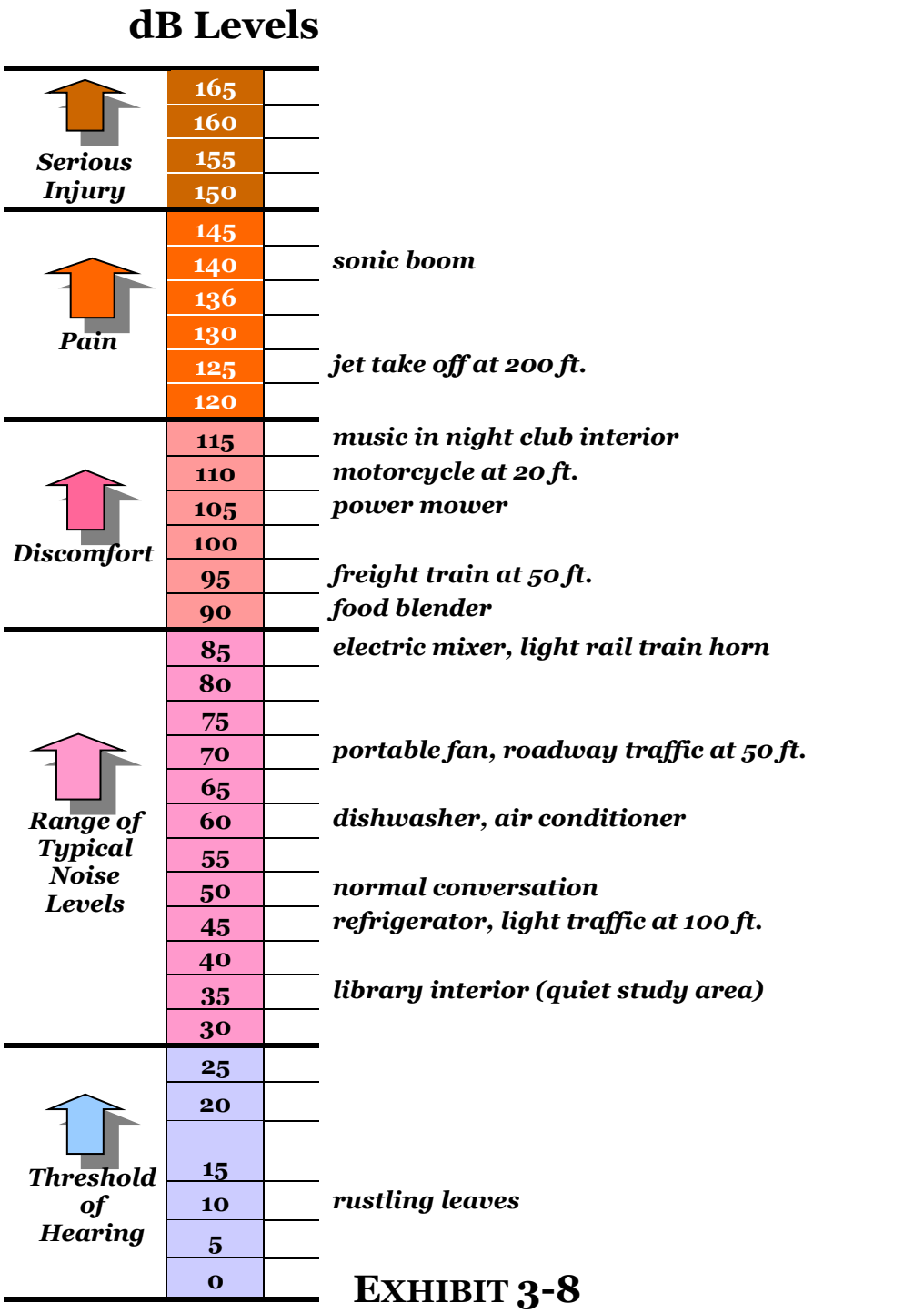

EXHIBIT 3-8

TYPICAL NOISE SOURCES AND LOUDNESS SCALE

Source: Blodgett Baylosis Environmental Planning

In order to further reduce construction noise levels, the following goal listed in the Noise Element of the city's General Plan is reiterated as a standard condition:

- Minimize construction-related noise and vibration by limiting construction activities within 500 feet of noise-sensitive uses from 7:00 AM to 7:00 PM seven days a week.

The aforementioned provision related to construction will apply to the proposed project. In addition, the following mitigation measures are required which will further reduce construction noise:

- The Applicant must ensure that the contractors use construction equipment that includes working mufflers and other sound suppression equipment as a means to reduce machinery noise.

- The Applicant shall notify the nearby residents within 200 feet of the site along Manzanar Avenue as to the times and duration of construction activities at least 10 days before the commencement of construction activities. In addition to the notification of the individual residences, signage must be placed on the construction security fences that would be located along the project site. The individual signs must clearly identify a contact person (and the phone number) that local residents may call to complain about noise related to construction.

Adherence to the mitigation outlined above and the temporary nature of the construction noise will reduce potential construction noise impacts to a less than significant level. As indicated in the project description, a six-foot high block wall extends along the project site's west side separating the project site from the homes located along the east side of Manzanar Avenue. In addition, the building's west-facing elevation will be solid and continuous. Finally, landscaping will be provided in the open space area between the new buildings and the west property line. Furthermore, the project will provide three loading doors along the south facing elevation. The line-of-sight between the loading areas and the adjacent single-family units will be obstructed by a new concrete block wall and additional trees and plants. The proposed hours of operation will be from 8:00 AM to 6:30 PM with the customer access available from 5:00 AM to 10:00 PM, seven days a week. These project design and operational features will reduce the potential operational noise impacts to levels that are less than significant.

B. Would the project result in generation of excessive groundborne vibration or groundborne noise levels? ● Less Than Significant Impact.

The nearest land use that may potentially be impacted by ground-borne vibration and noise (primarily from the use of heavy construction equipment) include the homes located along Manzanar Avenue, the residential care facility located to the north, and the motel located to the south of the project site. The noisiest phases of construction are anticipated to be 89 dBA as measured at a distance of 50 feet from the construction activity. The construction noise levels will decline as one moves further away from the noise source. This effect is known as *spreading loss*. In general, the noise level adjustment that takes the spreading loss into account calls for a 6.0 dBA reduction for every doubling of the distance beginning with the initial 50-foot distance. Noise levels associated with various types of construction equipment are summarized in Exhibit 3-9.

The noise levels are those that would be expected at a distance of 50 feet from the noise source. Composite construction noise is best characterized in a study prepared by the Bolt, Beranek, and Newman.[73] In the study, the noisiest phases of construction are anticipated to be 89 dBA as measured at a distance of 50 feet from the construction activity. In later phases during building erection, noise levels are typically reduced from these values and the physical structures further break up line-of-sight noise. Certain types of construction equipment will also potentially result in vibration. The background vibration velocity level in residential areas is usually around 50 vibration velocity level (VdB). The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximately dividing line between barely perceptible and distinctly perceptible levels for many people. Sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors causes most perceptible indoor vibration. Construction activities may result in varying degrees of ground vibration, depending on the types of equipment, the characteristics of the soil, and the age and construction of nearby buildings. The operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance.

Table 3-7 summarizes the levels of vibration and the usual effect on people and buildings. The U.S. Department of Transportation (U.S. DOT) has guidelines for vibration levels from construction related to their activities and recommends that the maximum peak-particle-velocity levels remain below 0.05 inches per second at the nearest structures. Vibration levels above 0.5 inches per second have the potential to cause architectural damage to normal dwellings. The U.S. DOT also states that vibration levels above 0.015 inches per second (in/sec) are sometimes perceptible to people, and the level at which vibration becomes an irritation to people is 0.64 inches per second. Typical levels from vibration generally do not have the potential for any structural damage. Some construction activities, such as pile driving and blasting, can produce vibration levels that may have the potential to damage some vibration sensitive structures if performed within 50 to 100 feet of the structure. In this instance, no pile driving will be used. The reason that normal construction vibration does not result in structural damage has to do with several issues, including the frequency vibration and magnitude of construction related vibration.

Table 3-7
Common Effects of Construction Vibration

Peak Particle Velocity (in/sec)	Effects on Humans	Effects on Buildings
<0.0	Imperceptible	No effect on buildings
0.005 to 0.015	Barely perceptible	No effect on buildings
0.02 to 0.05	Level at which continuous vibrations begin to annoy occupants of nearby buildings	No effect on buildings
0.1 to 0.5	Vibrations considered unacceptable for persons exposed to continuous or long-term vibration.	Minimal potential for damage to weak or sensitive structures
0.5 to 1.0	Vibrations considered bothersome by most people, however tolerable if short-term in length	Threshold at which there is a risk of architectural damage to buildings with plastered ceilings and walls.
>3.0	Vibration is unpleasant	Potential for architectural damage and possible minor structural damage

Source: U.S. Department of Transportation

[73] Design Guide for Traffic Noise Prediction. Bolt Beranek and Newman Inc., Van Nuys, California 91406. 1970

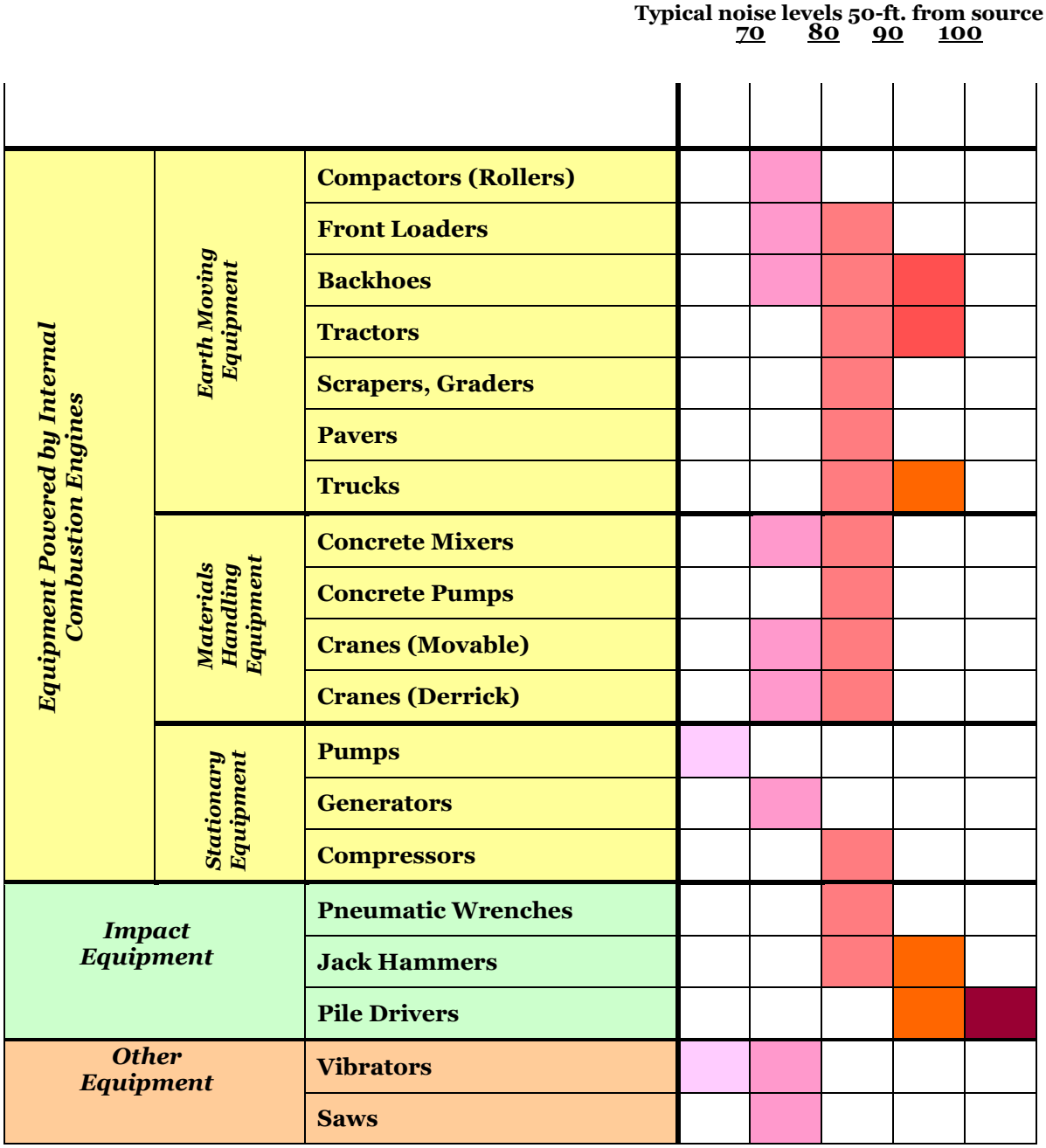

EXHIBIT 3-9
TYPICAL CONSTRUCTION NOISE LEVELS

Source: Blodgett Baylosis Environmental Planning

Unlike earthquakes, which produce vibration at very low frequencies and have a high potential for structural damage, most construction vibration is in the mid- to upper- frequency range, and therefore has a lower potential for structural damage. As a result, the ground vibration impacts will be less than significant.

C. *For a project located within the vicinity of an airport or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? ● No Impact.*

The project site is not located within two miles of a public airport. The closest airport to the project site is the San Gabriel Valley Airport, located 8.32 miles to the northeast in the City of El Monte.[74] The proposed project is not located within the Runway Protection Zone (RPZ) for the San Gabriel Valley Airport and the proposed project will not penetrate the airport's 20:1 slope.[75] As a result, the project will not expose people working in the project area to excessive noise levels and no impacts will occur.

3.13.3 CUMULATIVE IMPACTS

The analysis indicated that the proposed project would not result in any significant adverse noise impacts. As a result, no cumulative noise impacts will occur with the implementation of the proposed project.

3.13.4 MITIGATION MEASURES

The following mitigation measures are required which will further reduce construction noise:

Mitigation Measure No. 2 (Noise). The Applicant must ensure that the contractors use construction equipment that includes working mufflers and other sound suppression equipment as a means to reduce machinery noise.

Mitigation Measure No. 3 (Noise). The Applicant shall notify the nearby residents within 200 feet of the site along Manzanar Avenue as to the times and duration of construction activities at least 10 days before the commencement of construction activities. In addition to the notification of the individual residences, signage must be placed on the construction security fences that would be located along the project site. The individual signs must clearly identify a contact person (and the phone number) that local residents may call to complain about noise related to construction.

[74] Google Earth. Website accessed October 18, 2021.

[75] Los Angeles County Department of Regional Planning. *Los Angeles County Airport Landuse Commission (ALUC), Airport Layout Plan*. http://planning.lacounty.gov/assets/upl/project/aluc_elmonte-plan.pdf

3.14 POPULATION AND HOUSING

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			✖	
B. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				✖

3.14.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Pico Rivera, acting as Lead Agency, a project may be deemed to have a significant adverse impact on population and housing if it results in any of the following:

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

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

3.14.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

This IS evaluates the environmental impacts associated with the construction and operation of a new self-storage building within a 0.65-acre (28,208 square feet) site located at 6605 Rosemead Boulevard within the City of Pico Rivera. The proposed project would consist of a new, four-story self-storage building that would have a total floor area of 63,446 square feet on a site that is currently undeveloped. The proposed business hours of operation will be from 8:00 AM to 6:30 PM with the customer access available from 5:00 AM to 10:00 PM, seven days a week. Two to three employees will be onsite during each shift.[76]

Growth-inducing impacts are generally associated with the provision of urban services to an undeveloped or rural area. The variables that typically contribute to growth-inducing impacts identified in Table 3-8. As indicated in Table 3-8 the proposed development would not result in any direct growth-inducing impacts related to potential population growth. Any potential population growth will be indirect and will result from permanent employment growth. The employment projection is very minimal (up to three employees at the

[76] Magellan Architects. Rosemead Boulevard Self Storage *6605 Rosemead Boulevard, Pico Rivera, California. Sheets A1.00-A1.10.* No Date.

site) and is well within SCAG's employment projections for the City of Pico Rivera (refer to Section 3.3.2.A). As a result, the impacts would be less than significant.

Table 3-8
Potential Growth-Inducing Impacts

Factor Contributing to Growth Inducement	Project's Potential Contribution
New development in an area presently undeveloped.	The proposed project will develop a previously utilized parcel.
Extension of roadways and other transportation facilities.	The project will not involve the extension or modification of any off-site roadways.
Extension of infrastructure and other improvements.	No off-site water, sewer, and other infrastructure are anticipated.
Major off-site public projects (treatment plants, etc).	No major facilities are proposed.
Removal of housing requiring replacement housing elsewhere.	The project does not involve the removal of existing housing.
Additional population growth leading to increased demand for services.	Any potential population growth will be related to employment growth and will be minimal and incremental.
Short-term growth inducing impacts related to the project's construction.	The proposed project may result in the creation of new construction employment.

B. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? ● No Impact.

As indicated previously, the project site is currently vacant and undeveloped. Thus, no impacts related to housing or population displacement will result from the proposed project's implementation.

3.14.3 CUMULATIVE IMPACTS

The analysis of potential population and housing impacts indicated that no impacts would result from the proposed project's implementation. As a result, no cumulative impacts will occur.

3.14.4 MITIGATION MEASURES

The analysis of potential population and housing impacts indicated that no impacts would result from the proposed project's approval and subsequent implementation and no mitigation measures are required.

3.15 PUBLIC SERVICES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: fire protection, police protection, schools, parks or other public facilities?			✖	

3.15.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Pico Rivera, acting as Lead Agency, a project may be deemed to have a significant adverse impact on public services if it results in any of the following:

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

3.15.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: fire protection, police protection, schools, parks or other public facilities? ● Less Than Significant Impact.

The proposed project involves the construction and operation of a new self-storage building within a 0.65-acre (28,208 square feet) site located at 6605 Rosemead Boulevard within the City of Pico Rivera. The proposed project would consist of a new, four-story self-storage building that would have a total floor area of 63,446 square feet on a site that is currently undeveloped. The proposed business hours of operation will be from 8:00 AM to 6:30 PM with the customer access available from 5:00 AM to 10:00 PM, seven days a week. Two to three employees will be onsite during each shift.[77]

Fire Department

The City of Pico Rivera contracts with the Los Angeles County Fire Department (LACFD) for fire protection

[77] Magellan Architects. Rosemead Boulevard Self Storage *6605 Rosemead Boulevard, Pico Rivera, California. Sheets A1.00-A1.10.* No Date.

and emergency services. LACFD stations are located in the City of the Pico Rivera and the surrounding area to meet the demand for emergency services. Each station operates three shifts, providing ongoing 24-hour coverage. The locations for each fire station are listed below:

- *Fire Station #25,* located at 9209 East Slauson Avenue, serves the portion of the city south of Slauson Avenue.

- *Fire Station #40*, located at 4864 Durfee Avenue, provides fire protection services for the area of the city north of Mines Avenue, along with paramedic services for the entire city.

- *Fire Station #103,* located at 7300 Paramount Boulevard, serves the central portion of the city from Mines Avenue to Slauson Boulevard.

According to the Los Angeles County Fire Department (LACFD), the current average response time for emergency calls for services Countywide is 4 minutes, 32 seconds. The City of Pico Rivera has access to all the resources and facilities of the LACFD. The proposed project will be subject to review and approval by the LACFD to ensure that safety and fire prevention measures are incorporated into the project. As part of the project review process, the LACFD will review the project and make recommendations for fire protection services and fire flow rates. The Applicant and/or contractors must adhere to all of the recommendations of the LACFD and the Department's review of the proposed project's site and development plans. These review requirements may include, but not be limited to, any required improvements to the water system (e.g., additional hydrants), building design, equipment turn-around areas, emergency setbacks, etc. All required improvements would be provided at the expense of the Applicant. In addition, the proposed project must comply with all applicable State and local codes and ordinances related to fire protection. In addition to the aforementioned standard condition, the proposed project will not negatively impact fire protection services because the project will be constructed in accordance with the most recent fire and building codes. As a result, the potential impacts are considered to be less than significant.

Police Protection

Law enforcement services are provided by the Los Angeles County Sheriff's Department (LACSD). The Sheriff's station is located at 6631 Passons Boulevard adjacent to the City Hall. The Station is equipped with 69 fleet assets including patrol vehicles, unmarked vehicles, motorcycles, trucks, and vans. Based on standards established in the 2014 General Plan, the city strives to maintain a standard of one officer per 1,000 residents for police service. The Department maintains a total sworn staff of 141 personnel with 109 sworn deputies and 32 civilian staff. Based on the 2020 population of 62,286 residents and a staff of approximately 141 sworn personnel, the Station currently exceeds the standard of 1.0 sworn officer from every 1,000 residents thus exceeding the General Plan standard. Response times to locations in the city vary, depending on the time of day and traffic conditions, as well as the nature of the call. In 2017, the average response time for emergency calls was 3.4 minutes, priority calls were 6.8 minutes, and routine calls was 16.8 minutes. The City's General Plan lists multiple policies regarding maintaining service ratios and response times.

The final site plan, elevations, building floor plans, and site circulation must be reviewed by the Los Angeles County Sheriff's Department to ensure it conforms to their operational requirements. In addition, the Applicant will be required to prepare a security plan for approval by the Los Angeles County Sheriff's

Department. The primary potential security issues will be related to vandalism and potential burglaries during off-business hours. The project Applicant must install security cameras throughout the storage facility. Adherence to the aforementioned standard conditions and regulatory compliance measures will ensure that potential impacts remain less than significant.

Schools

Due to the nature of the proposed project, no direct enrollment impacts regarding school services will occur. The proposed project will not directly increase demand for school services. Given the local school district's declining enrollments (2018-2020 a decrease of 3.7%), the potential increase in students from the proposed poroject would not be a significant impact. In addition, the project developer will be required to pay all required school development fees at the time of Building Permit issuance. As a result, less than significant school-related impacts are anticipated to occur.

Parks

The proposed project does not involve recreational facilities or the construction or expansion of recreational facilities. In addition, the proposed project would not result in any residential development that would potentially significantly increase the demand for recreational facilities and services. There are no park facilities that would be physically impacted by the proposed self-storage project. No parks are located adjacent to the proposed project site. As a result, no impacts on parks or recreational services are anticipated.

Other Governmental Services

No new governmental services will be needed, and the proposed project is not expected to have any impact on existing governmental services. The proposed project will not directly increase demand for governmental services. As a result, the impact would be less than significant impacts.

3.15.1 CUMULATIVE IMPACTS

The future development contemplated as part of the proposed project's implementation will not result in a significant incremental increase in the demand for public services. As a result, no cumulative impacts are anticipated.

3.15.2 MITIGATION MEASURES

The analysis of potential public service impacts indicated that no impacts would result from the proposed project's approval and subsequent implementation and no mitigation measures are required.

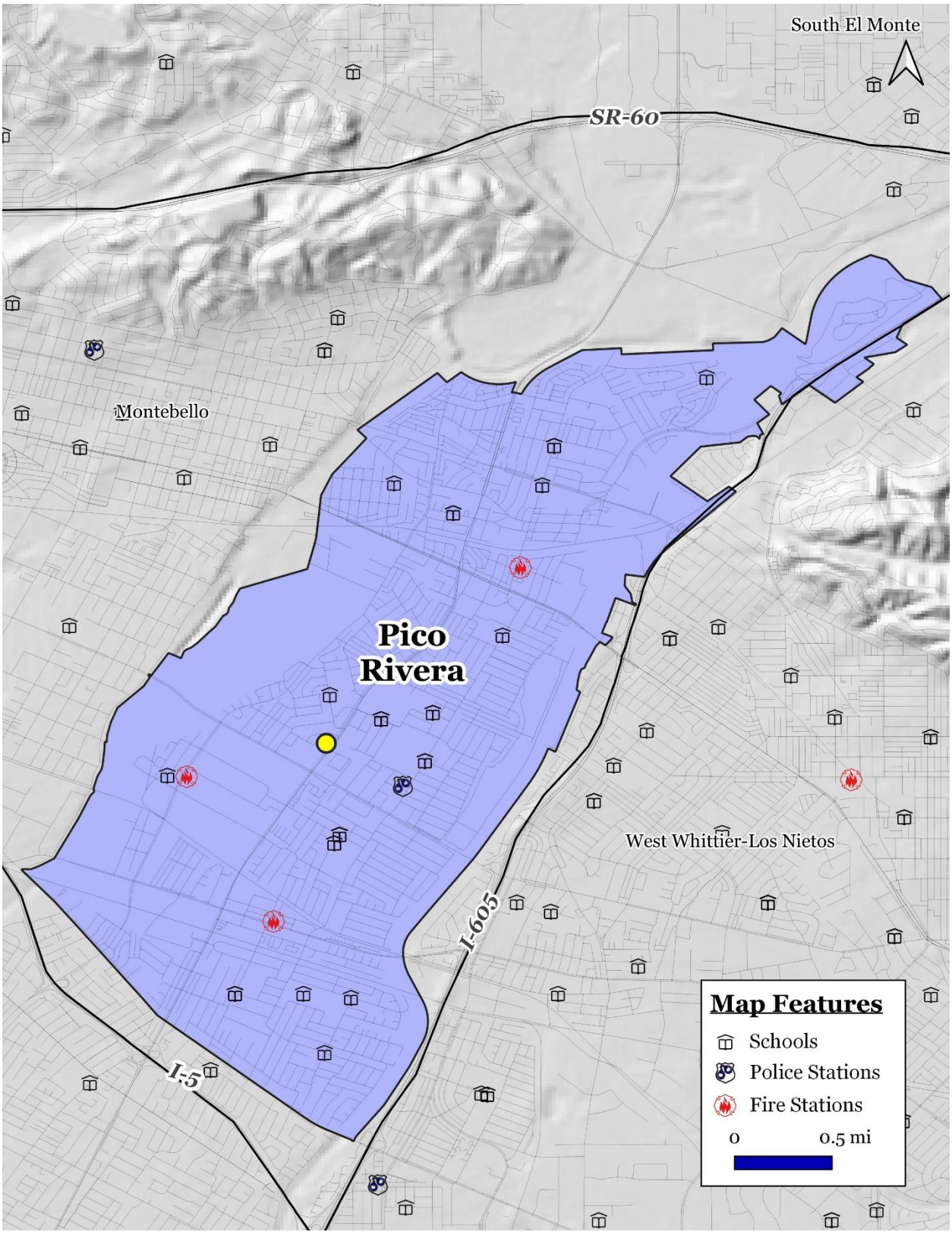

EXHIBIT 3-10
PUBLIC SERVICES MAP

Source: City of Pico Rivera

3.16 RECREATION

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

3.16.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Pico Rivera, acting as Lead Agency, a project may be deemed to have a significant adverse impact on recreation if it results in any of the following:

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

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

3.16.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? ● No Impact.

No parks or recreational facilities are located near the project site (refer to Exhibit 3-11). Due to the nature of the proposed project, no significant increase in the usage of city parks and recreational facilities is anticipated to occur. The proposed development would not result in any direct recreational services impacts related to potential population growth since this new employment may be drawn from the local labor pool. In addition, the potential employment growth is very minimal and is well within SCAG's employment growth projections for the City of Pico Rivera up to 2045. As a result, there will be no impacts.

B. Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? ● No Impact.

The proposed project does not involve recreational facilities or the construction or expansion of recreational facilities. In addition, the proposed project would not result in any development that would potentially significantly increase the demand for recreational facilities and services. As a result, there will be no impact.

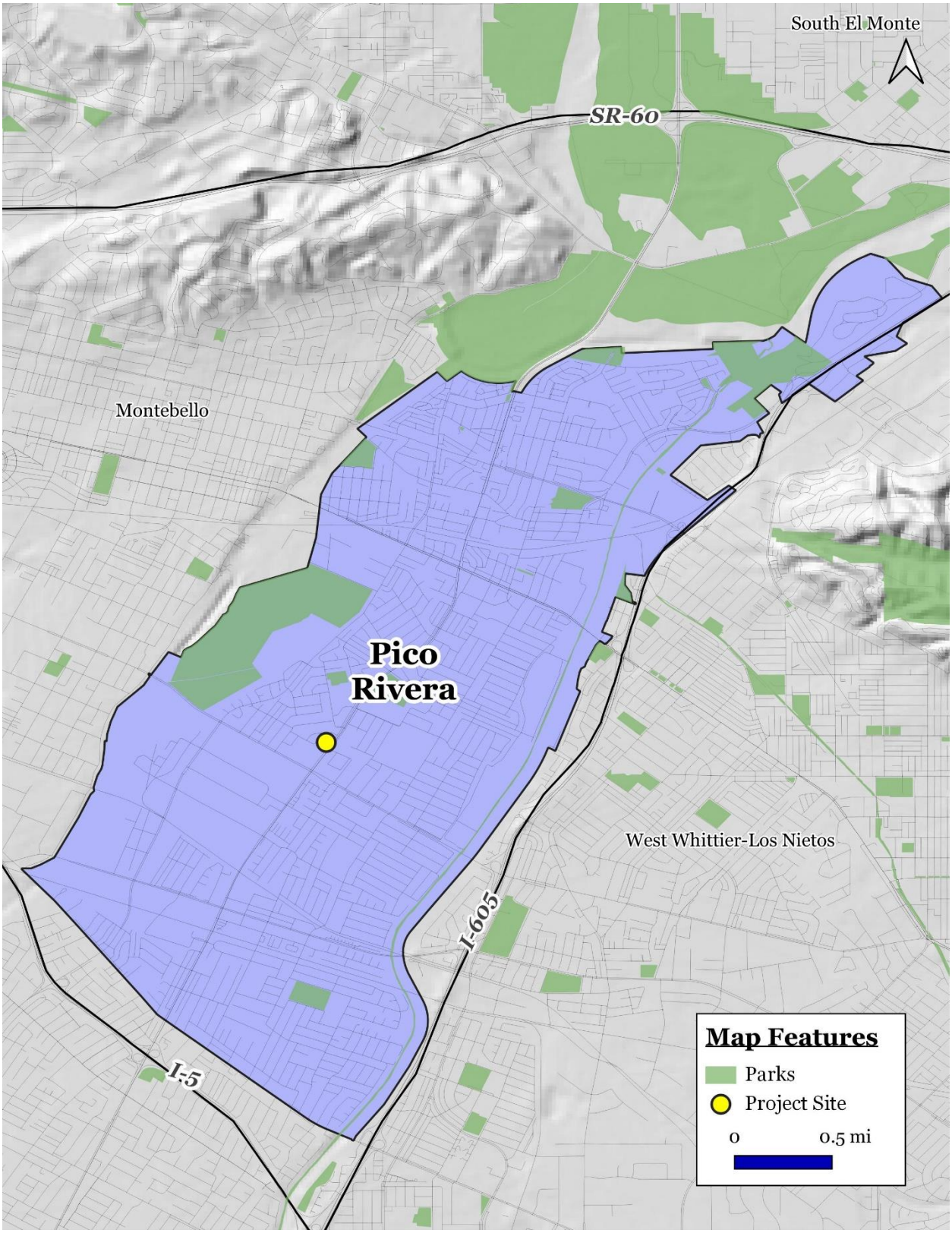

EXHIBIT 3-11
RECREATION MAP

Source: Parks and Recreation Department

3.16.3 CUMULATIVE IMPACTS

The analysis determined that the proposed project would not result in any significant impact on recreational facilities and services. As a result, no cumulative impacts on recreational facilities would result from the proposed project's implementation.

3.16.4 MITIGATION MEASURES

The analysis of potential impacts related to parks and recreation indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

3.17 TRANSPORTATION AND CIRCULATION

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			✖	
B. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?			✖	
C. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				✖
D. Would the project result in inadequate emergency access?				✖

3.17.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Pico Rivera, acting as Lead Agency, a project may be deemed to have a significant adverse impact on transportation and circulation if it results in any of the following:

- Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?
- Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?
- Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- Would the project result in inadequate emergency access?

3.17.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? ● Less Than Significant Impact.

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Traffic volumes expected to be generated by the proposed project were estimated for the weekday commuter AM and PM peak hours, as well as over a 24-hour daily period, using trip generation rates provided in the Institute of Transportation Engineers' (ITE) Trip Generation Manual. The ITE document contains trip rates for a variety of land uses which have been derived based on traffic counts conducted at existing sites throughout California and the United States. The trip generation rates and forecast of the vehicular trips anticipated to be generated by the proposed project are presented in Table 3-9.

Table 3-9
Project Trip Generation

ITE Land Use/Project	ITE Code & Unit	Unit	Daily	AM Peak Hour Total	PM Peak Hour Total
Self-Storage (Trip Rates)	151	KSF	2.5	0.15	0.26
Proposed Generation	63K	**KSF**	**96**	**6**	**11**

KSF = 1,000 sq. ft.
Source: Institute of Transportation Engineers (ITE) 10th Edition

Traffic volumes expected to be generated by the proposed project were based upon rates per thousand square feet of gross floor area. ITE Land Use Code 151 (Mini-Warehouse) trip generation average rates were used to forecast the traffic volumes expected to be generated by the proposed self-storage project.

The proposed project will require two to three employees will be onsite during each shift. As summarized in Table 3-9, the proposed project is expected to generate six (6) vehicle trips (four inbound trips and two outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the proposed project is expected to generate 11 vehicle trips (five inbound trips and six outbound trips). Over a 24-hour period, the proposed project is forecast to generate 96 daily trip ends during a typical weekday (48 inbound trips and 48 outbound trips). These trips include both employees and patrons of the future self-storage use. The traffic volumes would be far less than the potential traffic volumes for other types of commercial land uses and development that would otherwise be permitted under the city's Zoning Ordinance for the property. As a result, the potential impacts are anticipated to be less than significant.

B. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?
● Less Than Significant Impact.

It is important to note that the project is an "infill" development, which is seen as an important strategy in combating the release of GHG emissions. Infill development provides a regional benefit in terms of a reduction in Vehicle Miles Traveled (VMT) since the project is consistent with the regional and State sustainable growth objectives identified in the State's Strategic Growth Council (SGC).[78] Infill development reduces VMT by recycling existing undeveloped or underutilized properties located in established urban areas. When development is located in a more rural setting, such as further east in the desert areas, employees, patrons, visitors, and residents may have to travel farther since rural development is often located a significant distance from employment, entertainment, and population centers. Consequently, this distance is reduced when development is located in urban areas since employment, entertainment, and population centers tend to be set in more established communities.

The State of California Governor's Office of Planning and Research (OPR) issued proposed updates to the CEQA guidelines in November 2017 and an accompanying technical advisory guidance was finalized in December 2018 (OPR Technical Advisory) that amends the Appendix G question for transportation impacts to delete reference to vehicle delay and level of service and instead refer to Section 15064.3, subdivision (b)(1) of the CEQA Guidelines asking if the project will result in a substantial increase in Vehicles Miles Traveled (VMT). For the purpose of environmental review under CEQA, the City of Pico Rivera has established criteria for transportation impacts based on Vehicles Miles Traveled (VMT) for land use projects and plans which is generally consistent with the recommendations provided by OPR in the Technical Advisory. Public agencies traditionally have set certain thresholds to determine whether a project requires

[78] California Strategic Growth Council. https://sgc.ca.gov/

detailed transportation analysis or if it could be assumed to have less than significant environmental impacts without additional study. Consistent with the OPR's Technical Advisory, the City of Pico Rivera has determined the following screening criteria for certain land development projects that may be presumed to result in a less than significant VMT impact:

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

Proposed projects are not required to satisfy all of the screening criteria in order to screen out of further VMT analysis; satisfaction of at least one criterion is sufficient for screening purposes. As mentioned in OPR's Technical Advisory, new retail development typically redistributes and reroutes existing shopping trips rather than create new trips. By adding retail opportunities into the urban fabric and thereby improving destination proximity, local-serving retail and other local-serving projects tends to shorten trips and reduce VMT. It is also noted that lead agencies may presume such local-serving projects create a less than significant transportation impact. Similarly, the proposed project would improve the proximity of self-storage facilities serving the local community, thereby shortening travel distances and reducing VMT. The project will have a limited retail function related to packing supplies. The proposed project is forecast to generate approximately 1,792 fewer weekday daily vehicle trips, 41 fewer weekdays AM peak hour trips, and 180 fewer weekday PM peak hour trips than that expected to be generated by a 50,000 square-foot local serving retail development. Further, the proposed project is expected to generate less than 110 new weekday daily trips. Therefore, the proposed project satisfies the criteria to be considered a local serving use and is screened out from further VMT analysis as it is presumed to cause less than significant transportation impacts. No further VMT analysis is required for the proposed project. Therefore, the potential impacts are considered to be less than significant.

C. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? ● No Impact.

The site is currently undeveloped and vacant. The site was formerly developed in an agricultural use and the site was occupied by a farmhouse that was demolished in the 1970s. There is an existing curb-cut that connects with Rosemead Boulevard that will be removed as part of the new development. Future direct vehicular access to the project site is planned to be accommodated by a single new driveway on Rosemead

Boulevard near the southern project boundary. The new driveway will be shifted south from the location of the existing driveway (that will be eliminated) in order to align with the proposed internal drive aisle/fire lane. The proposed project driveway will be restricted to southbound right-turns only (i.e., ingress only movement) and eastbound right-turns only (i.e., egress only movement) due to the existing raised median island along the middle of Rosemead Boulevard. Within the project site, vehicle circulation will be accommodated by the drive aisle situated in an east-west alignment to provide adequate space for circulation of inbound and outbound vehicles during loading and unloading operations. As a result, no impacts are anticipated.

D. Would the project result in inadequate emergency access? ● No Impact.

The proposed project will not affect emergency access to the project site or to any adjacent parcels since no vehicular access is currently provided. The adjacent properties currently maintain their own fire access. At no time during construction or operation will any local streets, including Rosemead Boulevard, be closed to traffic. As a result, no impacts will result upon the proposed project's implementation.

3.17.3 CUMULATIVE IMPACTS

The future development contemplated as part of the proposed project's implementation will not result in a significant increase in traffic generation in the area. As a result, no cumulative impacts are anticipated.

3.17.4 MITIGATION MEASURES

The analysis of potential impacts related to traffic and circulation indicated that no significant impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

3.18 TRIBAL CULTURAL RESOURCES

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

3.18.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Pico Rivera, acting as Lead Agency, a project may be deemed to have a significant adverse impact on tribal cultural resources if it results in any of the following:

- Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

- Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

3.18.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)? ● Less Than Significant Impact with Mitigation.

A Tribal Resource is defined in the State of California Public Resources Code Section 21074 and includes the following:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following: included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

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

- A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.

- A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a "non-unique archaeological resource" as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

The project site is located within the cultural area that was formerly occupied by the Gabrielino-Kizh. The project site is located within an urbanized area of the city that has been disturbed due to past development and there is a limited likelihood that artifacts will be encountered during the site's development. In addition, the project area is not located within an area that is typically associated with habitation sites, foraging areas, ceremonial sites, or burials. The following mitigation is required due to the potential for disturbance of tribal cultural resources:

- The project Applicant will be required to obtain the services of a qualified Native American Monitor(s) during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot- holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground-disturbing activities. NOTE TO DRAFT: TO BE REVISED WITH ADDITIONAL DETAILS OF TRIBAL CONSULTATION PROCESS

B. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. ● Less Than Significant Impact with Mitigation.

As previously mentioned, the project site is located within the cultural area that was formally occupied by the Gabrielino-Kizh and it was determined that the site may be situated in an area of high archaeological significance. However, the project site is located within an urbanized area of the city that has been disturbed due to past development and there is a limited likelihood that artifacts will be encountered. The grading and excavation will involve the installation of the new building footings and utility connections. In addition, the project area is not located within an area that is typically associated with habitation sites, foraging areas, ceremonial sites, or burials. Nevertheless, the previous mitigation provided in Section 3.18.2.A above, the tribal cultural impacts will be reduced to levels that are considered to be less than significant.

3.18.3 CUMULATIVE IMPACTS

The analysis determined that the potential impacts related to tribal cultural resources are considered to be less than significant. As a result, no significant cumulative impacts will occur as part of the implementation of the proposed project.

3.18.4 MITIGATION MEASURES

The analysis of tribal cultural resources indicated that no significant impacts would result with the implementation of the following mitigation measure

Mitigation Measure No. 4 (Tribal/Cultural Resources). The project Applicant will be required to obtain the services of a qualified Native American Monitor(s) during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot- holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground-disturbing activities. NOTE TO DRAFT: TO BE REVISED WITH ADDITIONAL DETAILS OF TRIBAL CONSULTATION PROCESS

3.19 UTILITIES AND SERVICE SYSTEMS

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?				✖
B. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			✖	
C. Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			✖	
D. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			✖	
E. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?				✖

3.19.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Pico Rivera, acting as Lead Agency, a project may be deemed to have a significant adverse impact on utilities if it results in any of the following:

- Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?
- Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?
- Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?
- Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?
- Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

3.19.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? ● No Impact.

The proposed project involves the construction and operation of a new self-storage building within a 0.65-acre (28,208 square feet) site located at 6605 Rosemead Boulevard within the City of Pico Rivera. The proposed project would consist of a new, four-story self-storage building that would have a total floor area of 63,446 square feet on a site that is currently undeveloped. The proposed business hours of operation will be from 8:00 AM to 6:30 PM with the customer access available from 5:00 AM to 10:00 PM, seven days a week. Two to three employees will be onsite during each shift.[83] The office will total 900 square feet in floor area and will include a restroom. The project site is presently vacant and undeveloped. There are no existing water or wastewater treatment plants, electric power plants, telecommunications facilities, natural gas facilities, or stormwater drainage infrastructure located on-site. The farmhouse that previously occupied the site was demolished in the 1970's. Therefore, the project's implementation will not require the relocation of any of the aforementioned facilities. In addition, the increase in demand for waste disposal, water, and wastewater treatment services can be adequately handled and no expansion of these services is required As a result, no impacts are anticipated.

B. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? ● Less Than Significant Impact.

The City of Pico Rivera is served by two water purveyors: the City of Pico Rivera Water Authority (PRWA) and the Pico Water District (PWD). Each purveyor maintains its own distribution system and operates several water supply wells to extract local groundwater from the Central Basin aquifer. The city's total land area is 8.9 square miles, of which approximately 32% (2.87 square miles) is served by PWD, and the remaining 68% (6.03 square miles) is served by PRWA. Both PRWA and PWD supply water to their respective residential, commercial, industrial, and fire protection customers within Pico Rivera. The project site is located within the boundaries of the PRWA. According to Table 3-10, the proposed project is projected to consume 757 gallons of water on a daily basis.

Table 3-10
Water Consumption (gals/day)

Use	Unit	Factor	Generation
Warehouse	63,446	0.01 gals/day/sq. ft	631 gals/day
Office	900 sq. ft.	0.14 gals/day/sq. ft.	126 gals/day
Total Consumption			757 gals/day

Source: Blodgett Baylosis Environmental Planning.

The state of California has experienced a prolonged drought over the past decade. The project will include various project design features that will include water efficient fixtures and drought tolerant landscaping. No new water and wastewater treatment facilities will be needed to accommodate the water demand generated by the proposed project and no impacts are anticipated to occur. The existing water supply

facilities can accommodate this additional demand. As a result, the impacts are considered to be less than significant.

C. Would the project result in a determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments? ● Less Than Significant Impact.

The City of Pico Rivera is located within District 2 in the Los Angeles County Sanitation District (LACSD). The City of Pico Rivera's Sewer Division is responsible for the collection of waste water within the city limits and delivery to the trunk sewer mains of Los Angeles County Sanitation Districts (LACSD). After sewage is collected locally and delivered to the regional trunk lines, wastewater will flow south toward the Los Coyotes Water Reclamation Plant of LACSD in the City of Cerritos or the Joint Water Pollution Control Plant located in the City of Carson.[84] The Los Coyotes WRP has a design capacity of 37.5 million gallons per day (mgd) and currently processes an average flow of 21.1 mgd. The Joint Water Pollution Control Plant in Cerritos has a design capacity of 400 mgd and currently processes an average flow of 20.4 mgd. The Los Coyotes Water Reclamation Plant currently produces an average recycled water flow of 20.5 million gallons a day (mgd), and the Joint Water Pollution Control Plant currently produces an average recycled water flow of 252.7 mgd. As a result, both plants have the capacity to treat the proposed project's effluent.

Table 3-11 indicates the future wastewater generation in gallons per day. The wastewater generation will be limited to the effluent related to the use of the restroom facilities by either the employees or patrons of the self-storage facility. According to Table 3-11, the proposed project is expected to generate approximately 604 gallons of sewage per day, well within the daily average totals for the Los Coyotes WRP.

Table 3-11
Wastewater (Effluent) Generation (gals/day)

Use	Unit	Factor	Generation
Warehouse	63,446 sq. ft.	0.008 gals/day/sq. ft	505 gals/day
Office	900 sq. ft.	0.11 gals/day/sq. ft.	99 gals/day
Total Consumption			604 gals/day

Source: Blodgett Baylosis Environmental Planning.

The project will connect to an existing sewer line located along Rosemead Boulevard. This sewer line will ultimately discharge effluent into the districts' 18-inch diameter Downey-Bellflower Relief Trunk Sewer Section 2. This 18-inch trunk sewer has a capacity of three million gallons per day and conveyed a peak flow of 1.4 mgd when measured in 2016. Therefore, the existing sewer line has sufficient capacity to accommodate the projected flows. Adequate sewage collection and treatment are currently available at the aforementioned WRPs. Therefore, project implementation will not exceed wastewater treatment requirements and the impacts are considered to be less than significant.

D. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? ● No Impact.

The Sanitation Districts operate a comprehensive solid waste management system serving the needs of a large portion of Los Angeles County. Trash collection is provided by NASA Disposal Services, Inc. for

disposal into area landfills. Waste is then transferred to either the Mesquite Regional Landfill in Imperial County or to the nearby Puente Hills Transfer Station/Materials Recovery Facility (MRF). The Los Angeles County Sanitation District selected the Mesquite Regional Landfill in Imperial County as the new target destination for the County's waste (as an alternative to the closed Puente Hills landfill). The Mesquite Regional Landfill in Imperial County has a 100-year capacity at 8,000 tons per day. The Puente Hills Transfer Station and MRF is able to accept 4,440 tons per day of solid waste. As indicated in Table 3-12, the proposed project is estimated to generate 432 pounds of solid waste per day. This amount is not significant and will be accommodated by the aforementioned landfill. As a result, the potential impacts are considered to be less than significant.

Table 3-12
Solid Waste Generation (pounds/day)

Use	Unit	Factor	Generation
Warehouse	63,446 sq. ft.	6 lbs./day/1,000 sq. ft.	378 lbs./day
Office	900 sq. ft.	6 lbs./day/1,000 sq. ft.	54 lbs./day
Total Generation			432 lbs./day

Source: Blodgett Baylosis Environmental Planning.

E. Would the project comply with federal, state, and local statutes and regulations related to solid waste?
● *No Impact.*

The proposed use, like all other development in the city, will be required to adhere to all pertinent ordinances and State and federal statues related to waste reduction and recycling. As a result, no impacts on the existing regulations pertaining to solid waste generation will result from the proposed project's implementation.

3.19.3 CUMULATIVE IMPACTS

The analysis herein determined that the proposed project would not result in any significant adverse impacts on local utilities. The ability of the existing sewer lines, water lines, and other utilities to accommodate the projected demand from future related projects will require evaluation on a case-by-case basis. As a result, no cumulative impacts on utilities will occur.

3.19.4 MITIGATION MEASURES

The analysis of utilities impacts indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation is required.

3.20 WILDFIRE

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?				✖
B. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				✖
C. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				✖
D. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				✖

3.20.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Pico Rivera, acting as Lead Agency, a project may be deemed to have a significant adverse impact on wildfire risk and hazards if it results in any of the following:

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

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

- If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

- If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

3.20.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan? ● No Impact.*

The project site and surrounding areas is located in an urbanized area. The proposed project would not result in a closure or alteration of any existing emergency response and evacuation routes that would be important in the event of a wildfire. As a result, no impacts will occur.

B. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? ● No Impact.*

The project site and surrounding areas are relatively flat land. Furthermore, the project site and the adjacent properties are urbanized and there are no native or natural vegetation found within the project area. The project site is not located in any fire hazard severity zone (refer to Exhibit 3-12). The proposed project will not be exposed to certain criteria pollutant emissions generated by wildland fires given the project site's distance, more than 3 miles, to the nearest fire hazard severity zones. The potential impacts would not be exclusive to the project site since criteria pollutant emissions from wildland fires may affect the entire city as well as the surrounding cities and unincorporated county areas. As a result, no impacts will occur.

C. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? ● No Impact.*

The project site is not located in any fire hazard severity zone. There is no risk of wildlife within the project site or surrounding area given the project site's distance from any area that may be subject to a wildfire event. The project will be constructed in compliance with the current Building Code and the Fire Department's recommendations and will not exacerbate wildfire risks. As a result, no impacts will occur.

D. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? ● No Impact.*

The project site is not located in any fire hazard severity zone. Therefore, the project will not expose future employees to flooding or landslides facilitated by runoff flowing down barren and charred slopes. As a result, no impacts will occur.

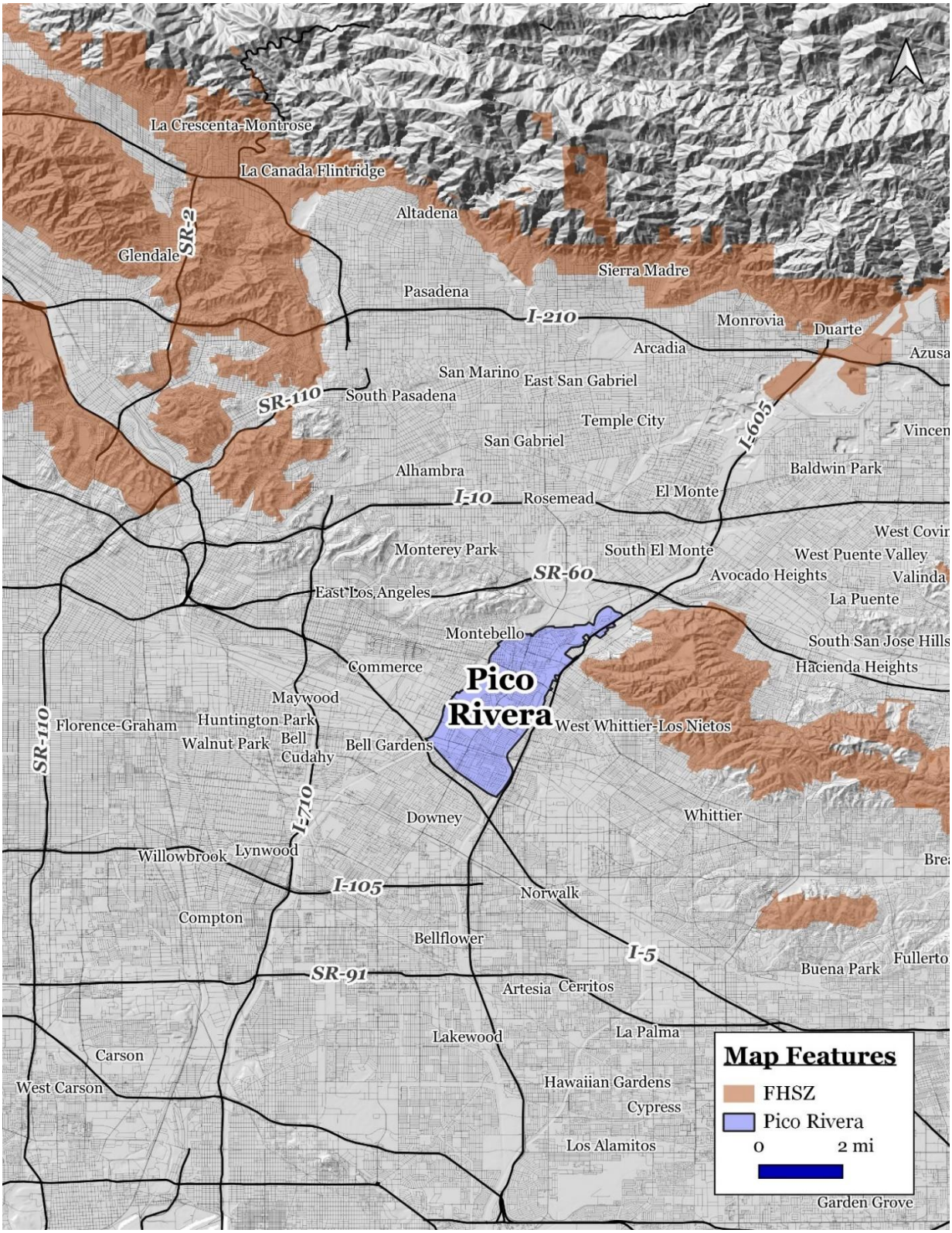

EXHIBIT 3-12
FIRE HAZARD SAFETY ZONE

Source: CALFire

3.20.3 CUMULATIVE IMPACTS

The analysis herein determined that the proposed project would not result in any significant adverse impacts with respect to potential wildfire. As a result, no cumulative impacts related to wildfire will occur.

3.20.4 MITIGATION MEASURES

The analysis of utilities impacts indicated that no significant adverse impacts with respect to wildfire risk would result from the proposed project's approval and subsequent implementation. As a result, no mitigation is required.

3.21 MANDATORY FINDINGS OF SIGNIFICANCE

The following findings can be made regarding the Mandatory Findings of Significance set forth in Section 15065 of the CEQA Guidelines based on the results of this environmental assessment:

- The proposed project *will not* have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species or eliminate important examples of the major periods of California history or prehistory.
- The proposed project *will not* have impacts that are individually limited, but cumulatively considerable.
- The proposed project *will not* have environmental effects which will cause substantially adverse effects on human beings, either directly or indirectly.

SECTION 4 - CONCLUSIONS

4.1 FINDINGS

The IS determined that the proposed project is not expected to have any significant adverse environmental impacts. Pursuant to Section 21081(a) of the Public Resources Code, findings must be adopted by the decision-maker coincidental to the approval of a Mitigated Negative Declaration, which relates to the Mitigation Monitoring Program. These findings shall be incorporated as part of the decision-maker's findings of fact, in response to AB-3180 and in compliance with the requirements of the Public Resources Code. In accordance with the requirements of Section 21081(a) and 21081.6 of the Public Resources Code, the City of Pico Rivera can make the following findings:

- A mitigation reporting or monitoring program will be required; and,
- An accountable enforcement agency or monitoring agency shall be identified for the mitigation measures adopted as part of the decision-maker's final determination.

A number of mitigation measures have been recommended as a means to reduce or eliminate potential adverse environmental impacts to insignificant levels. AB-3180 requires that a monitoring and reporting program be adopted for the recommended mitigation measures.

4.2 MITIGATION MEASURES

The following mitigation is required due to the potential for disturbance of archaeological resources:

Mitigation Measure No. 1 (Cultural Resources). The project Applicant will be required to obtain the services of a qualified Native American Monitor(s) during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, potholing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground-disturbing activities. NOTE TO DRAFT: TO BE REVISED WITH ADDITIONAL DETAILS FOLLOWING TRIBAL CONSULTATION PROCESS

The following mitigation measures are required which will further reduce construction noise:

Mitigation Measure No. 2 (Noise). The Applicant must ensure that the contractors use construction equipment that includes working mufflers and other sound suppression equipment as a means to reduce machinery noise.

Mitigation Measure No. 3 (Noise). The Applicant shall notify the nearby residents within 200 feet of the site along Manzanar Avenue as to the times and duration of construction activities at least 10 days before the commencement of construction activities. In addition to the notification of the individual residences, signage must be placed on the construction security fences that would be located along the project site. The individual signs must clearly identify a contact person (and the phone number) that local residents may call to complain about noise related to construction.

The analysis of tribal cultural resources indicated that no significant impacts would result with the implementation of the following mitigation measure

Mitigation Measure No.4 (Tribal/Cultural Resources). The project Applicant will be required to obtain the services of a qualified Native American Monitor(s) during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot- holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground-disturbing activities. NOTE TO DRAFT: TO BE REVISED WITH ADDITIONAL DETAILS OF TRIBAL CONSULTATION PROCESS

The following mitigation is required due to the potential for disturbance of archaeological resources:

Mitigation Measure No. 1 (Cultural Resources). The project Applicant will be required to obtain the services of a qualified Native American Monitor(s) during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot- holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground-disturbing activities.

The following mitigation measures are required which will further reduce construction noise:

Mitigation Measure No. 2 (Noise). The Applicant must ensure that the contractors use construction equipment that includes working mufflers and other sound suppression equipment as a means to reduce machinery noise.

Mitigation Measure No. 3 (Noise). The Applicant shall notify the nearby residents within 200 feet of the site along Manzanar Avenue as to the times and duration of construction activities at least 10 days before the commencement of construction activities. In addition to the notification of the individual residences, signage must be placed on the construction security fences that would be located along the project site. The individual signs must clearly identify a contact person (and the phone number) that local residents may call to complain about noise related to construction.

The following mitigation measures are required due to the potential for disturbance of tribal cultural resources:

Mitigation Measure No. 4 (Tribal Cultural Resources). The project Applicant will be required to obtain the services of a qualified Native American Monitor(s) during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot- holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground-disturbing activities.

SECTION 5 - REFERENCES

5.1 PREPARERS

Blodgett Baylosis Environmental Planning
2211 S. Hacienda Boulevard, Suite 107
Hacienda Heights, California A 91745

Karla Nayakarathne, Project Manager
Marc Blodgett, Project Principal
Echanna Porter, Administrator

City of Pico Rivera
Community and Economic Development Department, Planning Division
6615 Passons Boulevard
Pico Rivera, California 90660

Julia Gonzalez, Deputy Director
Michael Rocque (Contract Planner)
Anna Choudhuri (Contract Planner)

5.2 REFERENCES

References are noted using footnotes.

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APPENDICES

APPENDIX A – AIR QUALITY WORKSHEETS
APPENDIX B – UTILITIES WORKSHEETS
APPENDIX C – GEOTECHNICAL REPORT

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APPENDIX A - AIR QUALITY WORKSHEETS

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Pico 047

South Coast Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	63.45	1000sqft	0.65	63,446.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	9			**Operational Year**	2023
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - four-story building

Construction Phase - Project Characteristics

Grading - 0.65 acre site

Trips and VMT - No Demo

Area Mitigation -

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblConstructionPhase	NumDays	5.00	30.00
tblConstructionPhase	NumDays	100.00	120.00
tblConstructionPhase	NumDays	10.00	0.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblConstructionPhase	NumDays	2.00	7.00
tblConstructionPhase	NumDays	5.00	30.00
tblConstructionPhase	NumDays	1.00	7.00
tblGrading	AcresOfGrading	3.50	0.65
tblGrading	AcresOfGrading	5.25	0.65
tblLandUse	LotAcreage	1.46	0.65
tblTripsAndVMT	HaulingTripNumber	0.00	2.00
tblTripsAndVMT	HaulingTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	WorkerTripNumber	10.00	0.00
tblTripsAndVMT	WorkerTripNumber	5.00	6.00

2.0 Emissions Summary

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	19.8264	12.1158	8.3335	0.0161	4.7145	0.5186	5.2330	2.5198	0.4771	2.9969	0.0000	1,586.1951	1,586.1951	0.4458	0.0366	1,606.3917
Maximum	**19.8264**	**12.1158**	**8.3335**	**0.0161**	**4.7145**	**0.5186**	**5.2330**	**2.5198**	**0.4771**	**2.9969**	**0.0000**	**1,586.1951**	**1,586.1951**	**0.4458**	**0.0366**	**1,606.3917**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	19.8264	12.1158	8.3335	0.0161	4.7145	0.5186	5.2330	2.5198	0.4771	2.9969	0.0000	1,586.1951	1,586.1951	0.4458	0.0366	1,606.3917
Maximum	**19.8264**	**12.1158**	**8.3335**	**0.0161**	**4.7145**	**0.5186**	**5.2330**	**2.5198**	**0.4771**	**2.9969**	**0.0000**	**1,586.1951**	**1,586.1951**	**0.4458**	**0.0366**	**1,606.3917**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.4180	6.0000e-005	6.4800e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0139	0.0139	4.0000e-005		0.0148
Energy	1.6100e-003	0.0147	0.0123	9.0000e-005		1.1100e-003	1.1100e-003		1.1100e-003	1.1100e-003		17.5870	17.5870	3.4000e-004	3.2000e-004	17.6915
Mobile	0.3785	0.4386	4.1988	9.7000e-003	0.9967	6.7500e-003	1.0035	0.2656	6.2700e-003	0.2719		988.5026	988.5026	0.0576	0.0389	1,001.5261
Total	**1.7981**	**0.4533**	**4.2176**	**9.7900e-003**	**0.9967**	**7.8800e-003**	**1.0046**	**0.2656**	**7.4000e-003**	**0.2730**		**1,006.1035**	**1,006.1035**	**0.0580**	**0.0392**	**1,019.2324**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.4180	6.0000e-005	6.4800e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0139	0.0139	4.0000e-005		0.0148
Energy	1.6100e-003	0.0147	0.0123	9.0000e-005		1.1100e-003	1.1100e-003		1.1100e-003	1.1100e-003		17.5870	17.5870	3.4000e-004	3.2000e-004	17.6915
Mobile	0.3785	0.4386	4.1988	9.7000e-003	0.9967	6.7500e-003	1.0035	0.2656	6.2700e-003	0.2719		988.5026	988.5026	0.0576	0.0389	1,001.5261
Total	**1.7981**	**0.4533**	**4.2176**	**9.7900e-003**	**0.9967**	**7.8800e-003**	**1.0046**	**0.2656**	**7.4000e-003**	**0.2730**		**1,006.1035**	**1,006.1035**	**0.0580**	**0.0392**	**1,019.2324**

Pico 047 - South Coast Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2022	12/31/2021	5	0	
2	Site Preparation	Site Preparation	1/1/2022	1/11/2022	5	7	
3	Grading	Grading	1/12/2022	1/20/2022	5	7	
4	Building Construction	Building Construction	1/21/2022	7/7/2022	5	120	
5	Paving	Paving	7/8/2022	8/18/2022	5	30	
6	Architectural Coating	Architectural Coating	8/19/2022	9/29/2022	5	30	

Acres of Grading (Site Preparation Phase): 0.65

Acres of Grading (Grading Phase): 0.65

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 95,169; Non-Residential Outdoor: 31,723; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Grading	Graders	1	6.00	187	0.41
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	6.00	2.00	2.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	4.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	27.00	10.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	2.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Pico 047 - South Coast Air Basin, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0985	0.0000	0.0985	0.0106	0.0000	0.0106			0.0000			0.0000
Off-Road	0.5797	6.9332	3.9597	9.7300e-003		0.2573	0.2573		0.2367	0.2367		942.5179	942.5179	0.3048		950.1386
Total	**0.5797**	**6.9332**	**3.9597**	**9.7300e-003**	**0.0985**	**0.2573**	**0.3558**	**0.0106**	**0.2367**	**0.2474**		**942.5179**	**942.5179**	**0.3048**		**950.1386**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.2500e-003	0.0459	0.0109	1.7000e-004	5.0000e-003	3.7000e-004	5.3600e-003	1.3700e-003	3.5000e-004	1.7200e-003		19.1882	19.1882	1.1400e-003	3.0500e-003	20.1253
Vendor	3.6500e-003	0.0944	0.0316	3.8000e-004	0.0128	9.6000e-004	0.0138	3.6900e-003	9.2000e-004	4.6100e-003		41.3094	41.3094	1.5200e-003	6.0000e-003	43.1351
Worker	0.0205	0.0145	0.2273	6.1000e-004	0.0671	4.0000e-004	0.0675	0.0178	3.7000e-004	0.0182		61.2687	61.2687	1.6000e-003	1.4600e-003	61.7447
Total	**0.0254**	**0.1548**	**0.2698**	**1.1600e-003**	**0.0849**	**1.7300e-003**	**0.0866**	**0.0229**	**1.6400e-003**	**0.0245**		**121.7663**	**121.7663**	**4.2600e-003**	**0.0105**	**125.0051**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0985	0.0000	0.0985	0.0106	0.0000	0.0106			0.0000			0.0000
Off-Road	0.5797	6.9332	3.9597	9.7300e-003		0.2573	0.2573		0.2367	0.2367	0.0000	942.5179	942.5179	0.3048		950.1386
Total	**0.5797**	**6.9332**	**3.9597**	**9.7300e-003**	**0.0985**	**0.2573**	**0.3558**	**0.0106**	**0.2367**	**0.2474**	**0.0000**	**942.5179**	**942.5179**	**0.3048**		**950.1386**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.2500e-003	0.0459	0.0109	1.7000e-004	5.0000e-003	3.7000e-004	5.3600e-003	1.3700e-003	3.5000e-004	1.7200e-003		19.1882	19.1882	1.1400e-003	3.0500e-003	20.1253
Vendor	3.6500e-003	0.0944	0.0316	3.8000e-004	0.0128	9.6000e-004	0.0138	3.6900e-003	9.2000e-004	4.6100e-003		41.3094	41.3094	1.5200e-003	6.0000e-003	43.1351
Worker	0.0205	0.0145	0.2273	6.1000e-004	0.0671	4.0000e-004	0.0675	0.0178	3.7000e-004	0.0182		61.2687	61.2687	1.6000e-003	1.4600e-003	61.7447
Total	**0.0254**	**0.1548**	**0.2698**	**1.1600e-003**	**0.0849**	**1.7300e-003**	**0.0866**	**0.0229**	**1.6400e-003**	**0.0245**		**121.7663**	**121.7663**	**4.2600e-003**	**0.0105**	**125.0051**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.6150	0.0000	4.6150	2.4933	0.0000	2.4933			0.0000			0.0000
Off-Road	1.0832	12.0046	5.9360	0.0141		0.5173	0.5173		0.4759	0.4759		1,364.8198	1,364.8198	0.4414		1,375.8551
Total	**1.0832**	**12.0046**	**5.9360**	**0.0141**	**4.6150**	**0.5173**	**5.1323**	**2.4933**	**0.4759**	**2.9692**		**1,364.8198**	**1,364.8198**	**0.4414**		**1,375.8551**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	2.5000e-003	0.0919	0.0218	3.5000e-004	9.9900e-003	7.3000e-004	0.0107	2.7400e-003	7.0000e-004	3.4400e-003		38.3765	38.3765	2.2700e-003	6.1000e-003	40.2506
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0273	0.0193	0.3031	8.1000e-004	0.0894	5.4000e-004	0.0900	0.0237	4.9000e-004	0.0242		81.6916	81.6916	2.1400e-003	1.9500e-003	82.3262
Total	**0.0298**	**0.1111**	**0.3249**	**1.1600e-003**	**0.0994**	**1.2700e-003**	**0.1007**	**0.0265**	**1.1900e-003**	**0.0277**		**120.0680**	**120.0680**	**4.4100e-003**	**8.0500e-003**	**122.5768**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Grading - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.6150	0.0000	4.6150	2.4933	0.0000	2.4933			0.0000			0.0000
Off-Road	1.0832	12.0046	5.9360	0.0141		0.5173	0.5173		0.4759	0.4759	0.0000	1,364.8198	1,364.8198	0.4414		1,375.8551
Total	**1.0832**	**12.0046**	**5.9360**	**0.0141**	**4.6150**	**0.5173**	**5.1323**	**2.4933**	**0.4759**	**2.9692**	**0.0000**	**1,364.8198**	**1,364.8198**	**0.4414**		**1,375.8551**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	2.5000e-003	0.0919	0.0218	3.5000e-004	9.9900e-003	7.3000e-004	0.0107	2.7400e-003	7.0000e-004	3.4400e-003		38.3765	38.3765	2.2700e-003	6.1000e-003	40.2506
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0273	0.0193	0.3031	8.1000e-004	0.0894	5.4000e-004	0.0900	0.0237	4.9000e-004	0.0242		81.6916	81.6916	2.1400e-003	1.9500e-003	82.3262
Total	**0.0298**	**0.1111**	**0.3249**	**1.1600e-003**	**0.0994**	**1.2700e-003**	**0.1007**	**0.0265**	**1.1900e-003**	**0.0277**		**120.0680**	**120.0680**	**4.4100e-003**	**8.0500e-003**	**122.5768**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422		1,103.9393	1,103.9393	0.3570		1,112.8652
Total	**0.6863**	**7.0258**	**7.1527**	**0.0114**		**0.3719**	**0.3719**		**0.3422**	**0.3422**		**1,103.9393**	**1,103.9393**	**0.3570**		**1,112.8652**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0183	0.4719	0.1578	1.9200e-003	0.0640	4.8100e-003	0.0688	0.0184	4.6000e-003	0.0230		206.5467	206.5467	7.6000e-003	0.0300	215.6755
Worker	0.0921	0.0650	1.0230	2.7300e-003	0.3018	1.8100e-003	0.3036	0.0800	1.6600e-003	0.0817		275.7091	275.7091	7.2100e-003	6.5800e-003	277.8509
Total	**0.1104**	**0.5369**	**1.1808**	**4.6500e-003**	**0.3658**	**6.6200e-003**	**0.3724**	**0.0985**	**6.2600e-003**	**0.1047**		**482.2558**	**482.2558**	**0.0148**	**0.0366**	**493.5265**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422	0.0000	1,103.9393	1,103.9393	0.3570		1,112.8652
Total	**0.6863**	**7.0258**	**7.1527**	**0.0114**		**0.3719**	**0.3719**		**0.3422**	**0.3422**	**0.0000**	**1,103.9393**	**1,103.9393**	**0.3570**		**1,112.8652**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0183	0.4719	0.1578	1.9200e-003	0.0640	4.8100e-003	0.0688	0.0184	4.6000e-003	0.0230		206.5467	206.5467	7.6000e-003	0.0300	215.6755
Worker	0.0921	0.0650	1.0230	2.7300e-003	0.3018	1.8100e-003	0.3036	0.0800	1.6600e-003	0.0817		275.7091	275.7091	7.2100e-003	6.5800e-003	277.8509
Total	**0.1104**	**0.5369**	**1.1808**	**4.6500e-003**	**0.3658**	**6.6200e-003**	**0.3724**	**0.0985**	**6.2600e-003**	**0.1047**		**482.2558**	**482.2558**	**0.0148**	**0.0366**	**493.5265**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6469	5.9174	7.0348	0.0113		0.2961	0.2961		0.2758	0.2758		1,035.8246	1,035.8246	0.3017		1,043.3677
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6469**	**5.9174**	**7.0348**	**0.0113**		**0.2961**	**0.2961**		**0.2758**	**0.2758**		**1,035.8246**	**1,035.8246**	**0.3017**		**1,043.3677**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.6500e-003	0.0944	0.0316	3.8000e-004	0.0128	9.6000e-004	0.0138	3.6900e-003	9.2000e-004	4.6100e-003		41.3094	41.3094	1.5200e-003	6.0000e-003	43.1351
Worker	0.0614	0.0434	0.6820	1.8200e-003	0.2012	1.2000e-003	0.2024	0.0534	1.1100e-003	0.0545		183.8060	183.8060	4.8100e-003	4.3900e-003	185.2340
Total	**0.0651**	**0.1377**	**0.7135**	**2.2000e-003**	**0.2140**	**2.1600e-003**	**0.2162**	**0.0571**	**2.0300e-003**	**0.0591**		**225.1154**	**225.1154**	**6.3300e-003**	**0.0104**	**228.3691**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6469	5.9174	7.0348	0.0113		0.2961	0.2961		0.2758	0.2758	0.0000	1,035.8246	1,035.8246	0.3017		1,043.3677
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6469**	**5.9174**	**7.0348**	**0.0113**		**0.2961**	**0.2961**		**0.2758**	**0.2758**	**0.0000**	**1,035.8246**	**1,035.8246**	**0.3017**		**1,043.3677**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.6500e-003	0.0944	0.0316	3.8000e-004	0.0128	9.6000e-004	0.0138	3.6900e-003	9.2000e-004	4.6100e-003		41.3094	41.3094	1.5200e-003	6.0000e-003	43.1351
Worker	0.0614	0.0434	0.6820	1.8200e-003	0.2012	1.2000e-003	0.2024	0.0534	1.1100e-003	0.0545		183.8060	183.8060	4.8100e-003	4.3900e-003	185.2340
Total	**0.0651**	**0.1377**	**0.7135**	**2.2000e-003**	**0.2140**	**2.1600e-003**	**0.2162**	**0.0571**	**2.0300e-003**	**0.0591**		**225.1154**	**225.1154**	**6.3300e-003**	**0.0104**	**228.3691**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	19.6048					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	**19.8094**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**		**281.4481**	**281.4481**	**0.0183**		**281.9062**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0171	0.0120	0.1894	5.1000e-004	0.0559	3.3000e-004	0.0562	0.0148	3.1000e-004	0.0151		51.0572	51.0572	1.3400e-003	1.2200e-003	51.4539
Total	**0.0171**	**0.0120**	**0.1894**	**5.1000e-004**	**0.0559**	**3.3000e-004**	**0.0562**	**0.0148**	**3.1000e-004**	**0.0151**		**51.0572**	**51.0572**	**1.3400e-003**	**1.2200e-003**	**51.4539**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Architectural Coating - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	19.6048					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
Total	**19.8094**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.9062**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0171	0.0120	0.1894	5.1000e-004	0.0559	3.3000e-004	0.0562	0.0148	3.1000e-004	0.0151		51.0572	51.0572	1.3400e-003	1.2200e-003	51.4539
Total	**0.0171**	**0.0120**	**0.1894**	**5.1000e-004**	**0.0559**	**3.3000e-004**	**0.0562**	**0.0148**	**3.1000e-004**	**0.0151**		**51.0572**	**51.0572**	**1.3400e-003**	**1.2200e-003**	**51.4539**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.3785	0.4386	4.1988	9.7000e-003	0.9967	6.7500e-003	1.0035	0.2656	6.2700e-003	0.2719		988.5026	988.5026	0.0576	0.0389	1,001.5261
Unmitigated	0.3785	0.4386	4.1988	9.7000e-003	0.9967	6.7500e-003	1.0035	0.2656	6.2700e-003	0.2719		988.5026	988.5026	0.0576	0.0389	1,001.5261

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Unrefrigerated Warehouse-No Rail	110.40	110.40	110.40	473,126	473,126
Total	110.40	110.40	110.40	473,126	473,126

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Unrefrigerated Warehouse-No Rail	0.544109	0.060768	0.184625	0.129879	0.023845	0.006339	0.011719	0.008584	0.000815	0.000515	0.024285	0.000743	0.003774

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	1.6100e-003	0.0147	0.0123	9.0000e-005		1.1100e-003	1.1100e-003		1.1100e-003	1.1100e-003		17.5870	17.5870	3.4000e-004	3.2000e-004	17.6915
NaturalGas Unmitigated	1.6100e-003	0.0147	0.0123	9.0000e-005		1.1100e-003	1.1100e-003		1.1100e-003	1.1100e-003		17.5870	17.5870	3.4000e-004	3.2000e-004	17.6915

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Unrefrigerated Warehouse-No Rail	149.489	1.6100e-003	0.0147	0.0123	9.0000e-005		1.1100e-003	1.1100e-003		1.1100e-003	1.1100e-003		17.5870	17.5870	3.4000e-004	3.2000e-004	17.6915
Total		**1.6100e-003**	**0.0147**	**0.0123**	**9.0000e-005**		**1.1100e-003**	**1.1100e-003**		**1.1100e-003**	**1.1100e-003**		**17.5870**	**17.5870**	**3.4000e-004**	**3.2000e-004**	**17.6915**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Unrefrigerated Warehouse-No Rail	0.149489	1.6100e-003	0.0147	0.0123	9.0000e-005		1.1100e-003	1.1100e-003		1.1100e-003	1.1100e-003		17.5870	17.5870	3.4000e-004	3.2000e-004	17.6915
Total		**1.6100e-003**	**0.0147**	**0.0123**	**9.0000e-005**		**1.1100e-003**	**1.1100e-003**		**1.1100e-003**	**1.1100e-003**		**17.5870**	**17.5870**	**3.4000e-004**	**3.2000e-004**	**17.6915**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.4180	6.0000e-005	6.4800e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0139	0.0139	4.0000e-005		0.0148
Unmitigated	1.4180	6.0000e-005	6.4800e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0139	0.0139	4.0000e-005		0.0148

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1611					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.2562					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	6.0000e-004	6.0000e-005	6.4800e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0139	0.0139	4.0000e-005		0.0148
Total	**1.4180**	**6.0000e-005**	**6.4800e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**		**0.0139**	**0.0139**	**4.0000e-005**		**0.0148**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1611					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.2562					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	6.0000e-004	6.0000e-005	6.4800e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0139	0.0139	4.0000e-005		0.0148
Total	**1.4180**	**6.0000e-005**	**6.4800e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**		**0.0139**	**0.0139**	**4.0000e-005**		**0.0148**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

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APPENDIX B – UTILITIES WORKSHEETS

INTRODUCTION TO UTILITY SCREENING TABLES

The following worksheets are used to evaluated the potential impacts of a project.

Table 1 Definition of Project

This Table is used to establish the proposed development parameters that are used the calculation of utilities use. The independent variable to be entered is identified by shading. For residentia development, the number of housing units should be entered in the shaded area. For non-residential development, the total floor area of development should be entered in the shaded area.

Tables 2 Summary of Project Impacts

consumption/generation rates. This table indicates the development's projected electrical consumption, natural gas consumption, water consumption, effluent generation, and solid waste generation. No modifications should be made to this area of the worksheet.

Tables 3 through 7 Calculation of Project Impacts

Table 3 through 7 indicate the results of the analysis.

Table 3 Electrical Consumption - This table calculates the projected electrical consumption for new development. Default generation rates provided in the shaded areas may be changed.

Table 4 Natural Gas Consumption - This table calculates the projected natural gas useage for new development. Default generation rates provided in the shaded areas may be changed.

Table 5 Water Consumption - This table calculates the projected water consumption rates for new development. Default generation rates provided in the shaded areas may be changed.

Table 6 Sewage Generation - This table calculates the projected effluent generation rates for new development. Default generation rates provided in the shaded areas may be changed.

Table 7 Solid Waste Generation - This table calculates the projected waste generation for new development. Default generation rates provided in the shaded areas may be changed.

Table 1: Golden State Storage, 13020 Telegraph Road, Santa Fe Springs

Definition of Project Parameters **- Enter independent variable (no. of units or floor area) in the shaded area. The independent variable to be entered is the number of units (for residential development) or the gross floor area (for non-residential development)**

Land Use	Variable	Factor
Residential Uses	**Variable**	**Total Units**
Single-Family Residential	No. of Units	1
Medium Density Residential	No. of Units	0
Multiple-Family Residential	No. of Units	0
Mobile Home Park	No. of Units	0
Office Uses	**Variable**	**Total Floor Area**
Office	Square Feet	1,404
Medical Office Building	Square Feet	0
Office Park	Square Feet	0
Bank/Financial Services	Square Feet	0
Commercial Uses	**Variable**	**Total Floor Area**
Specialty Retail Commercial	Square Feet	0
Convenience Store	Square Feet	0
Movie Theater	Square Feet	0
Shopping Center	Square Feet	0
Sit-Down Restaurant	Square Feet	0
Fast-Food Restaurant	Square Feet	0
Manufacturing Uses	**Variable**	**Total Floor Area**
Industrial Park	Square Feet	0
Manufacturing	Square Feet	0
General Light Industry	Square Feet	0
Warehouse	Square Feet	100,050
Public/Institutional	**Variable**	**Total Floor Area**
Public/Institutional	Square Feet	0
Open Space	Square Feet	0

Table 2.: Projected Utility Consumption/Generation

Summary of Project Impacts **- Results of analysis identified below. No modifications should be to this Table.**

Utilities Consumption and Generation	Factor	Rates
Electrical Consumption	kWh/day	1,416
Natural Gas Consumption	cubic feet/day	1,314
Water Consumption	gallons/day	1,450
Sewage Generation	gallons/day	1,140
Solid Waste Generation	pounds/day	613

Table 3: Electrical Consumption

Project Component	Units of Measure	Consumption Factors	Projected Consumption
Residential Uses	**No. of Units**	**kWh/Unit/Year**	**kWh/Unit/Day**
Single-Family Residential	1	7,554.00	20.7
Medium Density Residential	0	4,644.00	0.0
Multiple-Family Residential	0	4,644.00	0.0
Mobile Home Park	0	4,644.00	0.0
Office Uses	**Square Feet**	**kWh/Sq. Ft./Year**	**kWh/Sq. Ft./Day**
Office	1,404	20.80	80.0
Medical Office Building	0	14.20	0.0
Office Park	0	20.80	0.0
Bank/Financial Services	0	20.80	0.0
Commercial Uses	**Square Feet**	**kWh/Sq. Ft./Year**	**kWh/Sq. Ft./Day**
Specialty Retail Commercial	0	16.00	0.0
Convenience Store	0	16.00	0.0
Movie Theater	0	16.00	0.0
Shopping Center	0	35.90	0
Sit-Down Restaurant	0	49.10	0.0
Fast-Food Restaurant	0	49.10	0.0
Manufacturing Uses	**Square Feet**	**kWh/Sq. Ft./Year**	**kWh/Sq. Ft./Day**
Industrial Park	0	4.80	0.0
Manufacturing	0	4.80	0.0
General Light Industry	0	4.80	0.0
Warehouse	100,050	4.80	1,315.7
Public/Institutional	**Square Feet**	**kWh/Sq. Ft./Year**	**kWh/Sq. Ft./Day**
Public/Institutional	0	4.80	0.0
Open Space	0	0.00	0.0

Total Daily Electrical Consumption (kWh/day)	**1,416.4**

Source: Common Forecasting Methodology VII Demand Forms, 1989

Table 4: Natural Gas Consumption

Project Component	Units of Measure	Consumption Factors	Projected Consumption
Residential Uses	**No. of Units**	**Cu. Ft./Mo./Unit**	**Cu. Ft./Day**
Single-Family Residential	1	6,665.00	18.3
Medium Density Residential	0	4,011.50	0.0
Multiple-Family Residential	0	4,011.50	0.0
Mobile Home Park	0	4,011.50	0.0
Office Uses	**Square Feet**	**Cu. Ft./Mo./Sq. Ft.**	**Cu. Ft./Day**
Office	1,404	2.00	7.7
Medical Office Building	0	2.00	0.0
Office Park	0	2.00	0.0
Bank/Financial Services	0	2.00	0.0
Commercial Uses	**Square Feet**	**Cu. Ft./Mo./Sq. Ft.**	**Cu. Ft./Day**
Specialty Retail Commercial	0	2.90	0.0
Convenience Store	0	2.90	0.0
Movie Theater	0	2.90	0.0
Shopping Center	0	2.90	0.0
Sit-Down Restaurant	0	2.90	0.0
Fast-Food Restaurant	0	2.90	0.0
Manufacturing Uses	**Square Feet**	**Cu. Ft./Mo./Sq. Ft.**	**Cu. Ft./Day**
Industrial Park	0	4.70	0.0
Manufacturing	0	4.70	0.0
General Light Industry	0	4.70	0.0
Warehouse	100,050	4.70	1,288.3
Public/Institutional Use	**Square Feet**	**Cu. Ft./Mo./Sq. Ft.**	**Cu. Ft./Day**
Public/Institutional	0	2.90	0.0
Open Space	0	2.90	0.0

Total Daily Natural Gas Consumption (cubic feet/day)	**1,314.3**

Source: South Coast Air Quality Management District, CEQA Air Quality Handbook. April 1993

Table 5: Water Consumption

Project Component	Units of Measure	Consumption Factors	Projected Consumption
Residential Uses	**No. of Units**	**Gals./Day/Unit**	**Gals./Day**
Single-Family Residential	1	250.00	250.0
Medium Density Residential	0	250.00	0.0
Multiple-Family Residential	0	250.00	0.0
Mobile Home Park	0	250.00	0.0
Office Uses	**Square Feet**	**Gals./Day/Sq. Ft.**	**Gals./Day**
Office	1,404	0.14	199.4
Medical Office Building	0	0.14	0.0
Office Park	0	0.14	0.0
Bank/Financial Services	0	0.14	0.0
Commercial Uses	**Square Feet**	**Gals./Day/Sq. Ft.**	**Gals./Day**
Specialty Retail Commercial	0	0.10	0.0
Convenience Store	0	0.10	0.0
Movie Theater	0	0.10	0.0
Shopping Center	0	0.10	0.0
Sit-Down Restaurant	0	0.11	0.0
Fast-Food Restaurant	0	0.11	0.0
Manufacturing Uses	**Square Feet**	**Gals./Day/Sq. Ft.**	**Gals./Day**
Industrial Park	0	0.14	0.0
Manufacturing	0	0.14	0.0
General Light Industry	0	0.14	0.0
Warehouse	100,050	0.01	1,000.5
Public/Institutional Use	**Square Feet**	**Gals./Day/Sq. Ft.**	**Gals./Day**
Public/Institutional	0	0.10	0.0
Open Space	0	0.10	0.0
Total Daily Water Consumption (gallons/day)			1,449.9
Source: Derived from Orange County Sanitation District rates.			

Table 6: Sewage Generation

Project Component	Units of Measure	Consumption Factors	Projected Consumption
Residential Uses	**No. of Units**	**Gals./Day/Unit**	**Gals./Day**
Single-Family Residential	1	180.00	180.0
Medium Density Residential	0	180.00	0.0
Multiple-Family Residential	0	180.00	0.0
Mobile Home Park	0	180.00	0.0
Office Uses	**Square Feet**	**Gals./Day/Sq. Ft.**	**Gals./Day**
Office	1,404	0.11	159.5
Medical Office Building	0	0.11	0.0
Office Park	0	0.11	0.0
Bank/Financial Services	0	0.11	0.0
Commercial Uses	**Square Feet**	**Gals./Day/Sq. Ft.**	**Gals./Day**
Specialty Retail Commercial	0	0.08	0.0
Convenience Store	0	0.08	0.0
Movie Theater	0	0.08	0.0
Shopping Center	0	0.08	0.0
Sit-Down Restaurant	0	0.08	0.0
Fast-Food Restaurant	0	0.08	0.0
Manufacturing Uses	**Square Feet**	**Gals./Day/Sq. Ft.**	**Gals./Day**
Industrial Park	0	0.11	0.0
Manufacturing	0	0.11	0.0
General Light Industry	0	0.11	0.0
Warehouse	100,050	0.01	800.4
Public/Institutional Use	**Square Feet**	**Gals./Day/Sq. Ft.**	**Gals./Day**
Public/Institutional	0	0.08	0.0
Open Space	0	0.08	0.0
Total Daily Sewage Generation (gallons/day)			1,140
Source: Orange County Sanitation Districts. 1994			

Table 7: Solid Waste Generation

Project Component	Units of Measure	Generation Factors	Projected Generation
Residential Uses	**No. of Units**	**Lbs./Day/Unit**	**Lbs./Day**
Single-Family Residential	1	4.00	4.0
Medium Density Residential	0	4.00	0.0
Multiple-Family Residential	0	4.00	0.0
Mobile Home Park	0	4.00	0.0
Office Uses	**Square Feet**	**Lbs./Day/1,000 Sq. Ft.**	**Lbs./Day**
Office	1,404	6.00	8.4
Medical Office Building	0	6.00	0.0
Office Park	0	6.00	0.0
Bank/Financial Services	0	6.00	0.0
Commercial Uses	**Square Feet**	**Lbs./Day/1,000 Sq. Ft.**	**Lbs./Day**
Specialty Retail Commercial	0	42.00	0.0
Convenience Store	0	42.00	0.0
Movie Theater	0	6.00	0.0
Shopping Center	0	6.00	0.0
Sit-Down Restaurant	0	6.00	0.0
Fast-Food Restaurant	0	42.00	0.0
Manufacturing Uses	**Square Feet**	**Lbs./Day/1,000 Sq. Ft.**	**Lbs./Day**
Industrial Park	0	6.00	0.0
Manufacturing	0	6.00	0.0
General Light Industry	0	6.00	0.0
Warehouse	100,050	6.00	600.3
Public/Institutional Use	**Square Feet**	**Lbs./Day/1,000 Sq. Ft.**	**Lbs./Day**
Public/Institutional	0	4.00	0.0
Open Space	0	3.00	0.0
Total Daily Solid Waste Generation			**613**

Source: City of Los Angeles Average Solid Waste Generation Rates, April 1981

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APPENDIX C – GEOTECHNICAL REPORT

Geotechnical Site Evaluation and Report Update
Proposed Three-Story Structure,
Golden State Storage,
13020 Telegraph Road,
Santa Fe Springs, California.

prepared for:

Ojai Oil Company
760 Paseo Camarillo, Suite 400
Camarillo, California 93010

Work Order: 2813-0-0-102

TABLE OF CONTENTS

GORIAN AND ASSOCIATES, INC.

GORIAN & ASSOCIATES, INC.

Applied Earth Sciences
Geotechnical Engineers
Engineering Geologists
DSA Accepted Testing Laboratory
Special Inspection and Materials Testing

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August 15, 2017

Ojai Oil Company
760 Paseo Camarillo, Suite 400
Camarillo, California 93010

Work Order: 2813-0-0-102

Subject: **Geotechnical Site Evaluation and Report Update, Proposed Three-Story Structure, Golden State Storage, 13020 Telegraph Road, Santa Fe Springs, California**

1. INTRODUCTION

This report contains our geotechnical site evaluation addressing design and construction of a three story storage building at 13020 Telegraph Road, Santa Fe Springs, California. The layout of the proposed development is shown on Plate 1 of this report. This property is in the southeast corner of Telegraph Road and Shoemaker Avenue, just to the east of the Highway 5 and Highway 605 interchange (see Figure 1). It is underlain by a thin layer of clay fill material over alluvial soils consisting primarily of silty fine sands to fine sandy silts.

The field portion of our site evaluation consisted of two hollow stem auger borings to a depth of 26 feet to obtain data regarding the underlying earth materials for geotechnical analysis. The borings were excavated to evaluate the site for the use of conventional footings. Based on our evaluation of the site, it is suitable for the proposed construction from a geotechnical standpoint provided recommendations presented herein are implemented into the project design and construction. Descriptions of the site and soil conditions along with our conclusions and recommendations are presented within the text of this report along with site preparation recommendations.

2. PROPOSED DEVELOPMENT

The parcel will be renovated with a three story storage building to replace existing storage facilities. The proposed building will be at the center of the site, replacing the existing 5 central storage buildings, with the outer perimeter of storage buildings to remain intact. The building will be approximately 23,285 square feet. Access will remain the same as the current layout, along Telegraph road.

3. SCOPE OF SERVICES

Gorian and Associates, Inc. conducted the following scope of services in accordance with our authorized Proposal Number 6356-10, dated February 2nd, 2017. The site evaluation was conducted under the supervision of a State registered geotechnical engineer and included the following:

Work Order: 2813-0-0-102

3.1 ARCHIVAL REVIEW
Regional geologic maps were reviewed with regard to the areal distribution and physical properties of the alluvial deposits in the vicinity of the site. A list of the reports reviewed for this evaluation is included in the attached References section.

3.2 SITE RECONNAISSANCE AND EXPLORATION
Field exploration by this firm was initiated by an overall site reconnaissance by an engineer from this office. The reconnaissance was performed to observe the surficial conditions and locate and mark the boring locations prior to starting our subsurface exploration.

To evaluate the soil conditions within the parcel, two 8-inch diameter hollow stem auger borings (B-1-17 and B-2-17) were excavated to a depth of 26 feet. The explorations were performed at the approximate locations shown on the attached Geotechnical Map, Plate 1 and the boring logs are presented in Appendix A.

A subcontractor supplied and operated hollow-stem auger drill rig was used to advance the borings to the exploration depths. An engineer from this office logged the underlying materials and obtained bulk and relatively undisturbed drive soil samples for laboratory analyses. The drive samples were obtained using a hammer weighing 140 pounds with a 30-inch drop.

Upon completion of logging and sampling the geotechnical borings were backfilled with the spoils and patched with quick set concrete. However, boring backfills may settle over time and the property owner or designated representative should periodically observe the boring locations and fill any depressions should they develop.

Prior geotechnical exploration was done by this firm in 2008, with a single boring (B-1) advanced to 26' below ground surface near the center of the site as shown on the Geotechnical Map on Plate 1 and on the boring log in Appendix A.

3.3 LABORATORY TESTING
A program of laboratory testing was performed on soil samples obtained during the subsurface exploration. Tests included in-situ moisture content and dry density, consolidation/collapse potential, remolded shear strength characteristics, maximum dry density/optimum moisture content relationships. Laboratory test results are presented in Appendix B and the soil moisture contents presented in the subsurface logs. A sample of soil was previously submitted to an independent corrosion engineer to determine the soil corrosion characteristics, the results are presented in Appendix B.

3.4 GEOTECHNICAL ENGINEERING ANALYSIS AND REPORT PREPARATION
Results of the archival review, field exploration, and laboratory testing programs were used to evaluate geotechnical engineering factors affecting the development plan. This geotechnical report was prepared to summarize the site's setting and soil conditions along with provide geotechnical conclusions and recommendations for site development and construction. This report includes Logs of Subsurface Data (Appendix A), Laboratory Testing (Appendix B) including methods and results, and Geotechnical Map (Plate 1).

4. SITE LOCATION AND DESCRIPTION
The rectangular site is in the southeast corner of Telegraph Road and Shoemaker Avenue in Santa Fe Springs, California. The site is currently developed and used as a storage facility. The current facility consists of an outer perimeter of storage units with the central portion of the facility containing 5 east-west oriented storage buildings. A main site office and entryway are along Telegraph Road on the northeast corner of the site with another entry/exit gate on the southwest corner of the site along Shoemaker Avenue. The areas between the outer storage buildings and inner storage buildings, as well

as between the individual inner buildings, are concrete drives. The building and businesses surrounding the site, on all sides, are used for industrial and commercial purposes.

5. SUBSURFACE CONDITIONS

Portions of the site are covered by a layer of fill material 2.5 to 6 feet thick as encountered in the recent and previous exploratory borings. The fill consists primarily of moist-wet brown to reddish brown silty clay to grey silty sandy clay in a stiff to very stiff condition.

Below the fill are alluvial soils consisting primarily of silty fine sands to fine sandy silts. The soils are generally stiff and medium dense within the upper 6 feet, becoming much stiffer and denser with depth and maintaining moist soil conditions throughout the explored depth.

6. GROUNDWATER

Groundwater was not encountered during exploration, with the maximum depth of exploration being 26 feet. Historic high groundwater levels noted in the *Seismic Hazard Zone Report for the Whittier 7.5-Minute Quadrangle, Los Angeles and Orange Counties, California*, are approximately 25 feet below ground surface.

7. FAULTING AND SEISMICITY

The Santa Fe Springs area is in a seismically active region prone to occasional damaging earthquakes. The destructive power of earthquakes can be grouped into fault-rupture, ground shaking (strong motion), and secondary effects of ground shaking such as tsunami, liquefaction, settlement, mass wasting, landslides, etc.

The hazard of fault-rupture is generally thought to be associated with a relatively narrow zone along well-defined pre-existing active or potentially active faults. No doubt, there are and will be exceptions to this, because it is not possible to predict the precise location of a new fault where none existed before (CDMG, 1975). Direct evidence for faulting or geomorphic features suggestive of faulting was not observed on-site. The site is not within an Alquist-Priolo Fault-Rupture Hazard Zone as defined by the State Geologist (Bryant and Hart, 2007). The nearest fault considered active is the Whittier Fault approximately 3.5 miles northeast of the site (Figure 2). Other active faults near to the site are the East Montebello fault approximately 6.8 miles north of the site, and the Los Alamitos fault approximately 8.5 miles south of the site. As such, the potential for on-site ground rupture due to faulting is considered remote during the life expectancy of the project.

Although no active or potentially active faults are known to exist within or adjacent the site, the area will be subject to strong ground motion from occasional earthquakes in the region. Four significant earthquakes have occurred epicentered within a 40± mile radius of the site within the last eight decades; the March 11, 1933 Long Beach earthquake (6.4 magnitude), the February 9, 1971 San Fernando earthquake (6.6 magnitude), the October 1, 1987 Whittier Narrows earthquake (5.9 magnitude) and the January 17, 1994 Northridge earthquake (6.7 magnitude). Significant earthquakes will likely occur in this area within the life expectancy of the project and the site will experience strong ground shaking from these events.

Based on the latest United States Geological Survey (USGS) interactive web application, *Unified Hazard Tool*, <https://earthquake.usgs.gov/hazards/interactive/> probabilistic seismic hazard analyses (PSHA) predict the Design Basis Earthquake for a 475 year return period (10% chance of being exceeded in 50 years) peak horizontal ground acceleration will be on the order of 0.44g for the stiff soil conditions (assumed V_s=275 m/sec.) on site. The mean magnitude from this PSHA is 6.6 (Mw) with a mean distance of 17.7 km from the property and a modal magnitude of 7.3 (Mw) with a modal distance of 9.81 km from the property. The peak ground acceleration PGA_M = 0.81 was determined using the USGS

spectral acceleration response maps and calculator: (http://earthquake.usgs.gov/hazards/designmaps/). The USGS Design Maps Summary Report is presented in Appendix C.

The Design Basis Earthquake for a 2475 year return period (2% chance of being exceeded in 50 years) peak horizontal ground acceleration will be on the order of 0.85g for the stiff soil conditions (assumed V_s=259m/sec.) on site. The mean magnitude from this PSHA is 6.8 (Mw) with a mean distance of 10.7 km from the property and a modal magnitude of 7.3 (Mw) with a modal distance of 10.0 km from the property.

As previously mentioned, the secondary effects of strong ground motion include tsunami, seiche, liquefaction, seismic settlement, earthquake triggered landslides, and flooding from dam failures. Tsunamis are impulsively generated water waves that can cause damage to ocean shoreline areas. A seiche is an oscillation wave within an enclosed body of water. The site is not near the ocean or adjacent a body of water and, therefore, is not subject to tsunami and seiche hazards, nor is the site near any slopes and is not subject to landslide hazards.

8. CONCLUSIONS AND RECOMMENDATIONS

8.1 GENERAL

The parcel in the southeast corner of 13020 Telegraph Road and Shoemaker Avenue was evaluated from a geotechnical standpoint for the design and construction of the three story storage building. The parcel is underlain alluvial soils that are suitable for support of the proposed construction, however, remedial grading will be necessary as described later herein. The site may be developed as previously described earlier in this report provided recommendations presented herein are followed and incorporated into the project design and construction.

8.2 SEISMIC DESIGN PARAMETERS

As previously discussed, active faults identified by the State are not onsite nor is the site within an Alquist-Priolo Earthquake Fault Zone. Nevertheless, the site is within a seismically active region prone to occasional damaging earthquakes.

Structures within the site may be designed using a code based approach and ground motion procedures for seismic design using the procedures in the California Building Code (CBC). Seismic ground motion values based on ASCE/SEI 7-10 are initially determined on site class D (Stiff Soil) conditions. The values are adjusted to obtain the maximum considered earthquake (MCE) spectral acceleration values for the site based on its site class of D. The seismic design parameters for the site's coordinates (latitude 33.94126°N and longitude, 118.05471°W) were obtained from the USGS web based spectral acceleration response maps and calculator: http://earthquake.usgs.gov/designmaps/us/application.php

CBC CHAPTER 16 TABLE/FIGURE NO.	SEISMIC PARAMETER	VALUE PER CBC
Figure 1613.5 (3)	Short Period Mapped Acceleration (S_s)	2.088g
Figure 1613.5 (4)	Long Period Mapped Acceleration (S_1)	0.742g
Table 1613.5.2	Site Class Definition	D
Table 1613.5.3 (1)	Site Coefficient (F_a)	1.0
Table 1613.5.3 (2)	Site Coefficient (F_v)	1.5
Equation 16-37	$S_{MS} = F_a S_s$	2.088g
Equation 16-38	$S_{M1} = F_v S_1$	1.113g
Equation 16-39	$S_{DS} = 2/3 S_{MS}$	1.392g
Equation 16-40	$S_{D1} = 2/3 S_{M1}$	0.742g

The purpose of the building code earthquake provisions is primarily to safeguard against major structural failures and loss of life, not to limit damage nor maintain function. Therefore, values provided in the building code should be considered minimum design values and should be used with the understanding site acceleration could be higher than addressed by code based parameters. Cracking of walls and possible structural damage should be anticipated in a significant seismic event.

8.3 SITE PREPARATION AND GRADING

8.3.1 General

The following sections contain geotechnical recommendations concerning site preparation and grading. These recommendations are provided for the use of conventional foundations. All aspects of grading should be per the city of Santa Fe Springs Codes unless superseded by recommendations herein.

8.3.2 Soil Removals

Upper loose or soft native alluvial soils and existing fill soils should be removed and replaced as engineered compacted fill for the support of the proposed construction. Removal of the soils within the proposed building footprint and 5 feet beyond should extend to a minimum of 3 feet below the bottom of the proposed footings or 5 feet below pad subgrade, whichever is deeper.

After removals are completed as addressed above, the exposed ground surface should be observed and tested by a field representative of this office to determine if additional soil removal is required. Fill soils should not be placed until the geotechnical observation of removal areas is complete.

8.3.3 Existing Utilities

Existing utilities are present within the street right of ways and possibly within the area of proposed development. Utilities to be protected during construction are the responsibility of the construction contractor.

8.3.4 Processing

The surface of the in-place soils should be processed prior to fill placement. Processing of the in-place soils should consist of scarification to a depth of 6 to 8 inches. The scarified surface should be relatively free of uneven features that would prevent uniform compaction. Soils should be moisture conditioned and compacted to at least 90% relative compaction.

8.3.5 Fill Placement

Soils excavated from within the site may be used as fill providing the soils are cleaned of major vegetation, trash, and debris. Fill soils should be placed in thin uniform lifts not exceeding 8 inches in depth. The moisture content should be controlled so the fills are slightly over the optimum moisture content prior to compaction. Fills should be compacted to a minimum density of 90% relative compaction. Soils placed within building pad areas should be mixed and blended so the completed engineered compacted fill pad is relatively uniform.

8.3.6 Relative Compaction

Relative Compaction is the ratio of in-place dry soil density to the maximum dry soil density determined in general conformance with ASTM test method D 1557.

8.3.7 Shrinkage/Bulking

Shrinkage is the volume loss of soils from cut to fill and from removal areas. Bulking is the volume expansion of the earth materials from cut to fill. The amount of volume change will depend on the material in situ density, the final compacted density achieved, etc.

Shrinkage will vary depending upon placement and compaction and expected to be minor. Estimated factors based on an assumption the fills will be placed and compacted as recommended herein. The values are provided for gross estimating purposes only.

8.4 EXCAVATIONS

During construction, excavation and maintenance of safe and stable slope angles are the responsibility of the contractor. All subsurface construction should conform to the requirements of OSHA. Surcharge loads should be set back from the top of temporary excavations a minimum horizontal distance equal to the depth of the cut or 10 feet, whichever is greater.

8.5 SOIL EXPANSIVENESS

Soil expansion tests were performed on a representative upper soil sample obtained from the site. Test results indicate the underlying materials are moderate in expansion (51-90 expansion index range).

Expansive soils contain clay minerals that change in volume (shrink or swell) due to changes in the soil moisture content. Volume change is caused by the attraction of water molecules to the clay minerals. The amount of volume change depends upon the soil swell potential, availability of water, and soil restraining pressure. Swelling occurs when soils containing clay become wet due to excessive water from poor surface drainage, over-irrigation of lawns and planters, and sprinkler or plumbing leaks. Swelling clay soils can cause distress to lightly loaded structures, walks, drains, and slabs.

8.6 FOUNDATION RECOMMENDATIONS

8.6.1 Conventional Foundation Design Data

Conventional footings may be designed to impose an allowable soil bearing pressure of 2000 pounds per square foot (psf) for a footing having a minimum width of 12 inches. The above net bearing pressure capacities may be increased by one third for short term wind and seismic loading. The weight of the concrete in the footings need not be included in the footing loads.

Footing embedment should be a minimum of 24 inches for perimeter and interior footings or per the structural engineer's recommendations, whichever is the deeper embedment. The lowest adjacent grade is the lowest soil grade adjacent the footings, interior or exterior. Steel reinforcement should be per the structural engineer's recommendations. However, minimum reinforcement for continuous footings should consist of two number four bars in the top and bottom.

Lateral forces on foundations may be resisted by passive earth pressure and base friction. For footings bearing against engineered compacted fill, the lateral passive earth pressure may be equal to an equivalent fluid having a density of 250 pounds per cubic foot (pcf). Base friction may be computed at 0.30 times the normal load. Base friction and passive earth pressure may be combined without reduction. Lateral resistance is considered an ultimate design in that no safety factor is included. The values may be increased by one third for temporary loading.

8.6.2 Estimated Static Foundation Settlements

Static settlement of footings should be evaluated once building footing locations and structural loads are known. However, footing settlement for static loading is anticipated on the order of 1/2 inch or less, with a maximum differential settlement of 1/2± inch over a span of approximately 30 feet or between adjacent individual footings. This is provided building construction is started directly after footing excavation, footings are cast soon after the footing excavation, and construction is completed in a timely manner. Settlements due to static loading are expected to occur rapidly as the loads are applied. The settlement potential described in this section is for static loading only and does not include potential settlement from seismic loading or soil wetting as previously described herein.

Minor wall cracking could occur within the structure associated with expansion and contraction of the structural wood members due to thermal or moisture changes. In addition, wall or slab cracking may be associated with settlement or expansive soil movement. All structures settle during construction and some minor settlement of the structures can occur after construction during the life of the project. Additional settlement/soil movement could occur if the soils become saturated due to excessive water infiltration generally caused by excessive irrigation, poor drainage, etc.

8.6.3 Footing Excavations

Footings should be cut square and level and cleaned of slough. Soil excavated from footing and utility trenches should not be spread over areas of construction unless properly compacted. A representative of this office should observe the footing excavations prior to placing reinforcing steel.

8.6.4 Footing Subgrade Moisture

Conventional footing subgrade soils should be moistened to a minimum of 3% over the optimum moisture content to a minimum depth of 18 inches. The above moisture should be obtained and maintained at least a suggested 2 days prior to casting the concrete. A representative of this office should observe the subgrade soil premoistening prior to casting the concrete. Soils silted into the footing excavations during premoistening operations should be removed prior to casting concrete. Footings should be cast as soon as possible to avoid deep desiccation of the footing subsoils.

8.7 SLABS-ON-GRADE

8.7.1 Site Preparation

Concrete slabs on-grade may be supported on compacted engineered fill soils. Subgrade soils should be recompacted prior to placing the sand subbase, if the soils were disturbed during footing or utility construction.

8.7.2 Design Data

Concrete slabs on-grade should be 4 inches thick and underlain by 4 inches of sand or sand-rock base per the applicable building code. Slab should be reinforced with a minimum of number 3 bars at 18 inch centers in each direction. Reinforcement should be placed and kept at slab mid-depth.

Exterior concrete slabs-on-grade for light vehicle traffic should be a minimum of 5 inches thick and underlain by a minimum of 4 inches of aggregate base. Exterior slabs should be reinforced with minimum No. 3 bars on 24 inch centers in each direction. Reinforcement should be placed at mid-depth of the slab.

8.7.3 Premoistening

Slab on-grade subgrade soils should be moistened to a minimum of 3% over the optimum moisture content to a minimum depth of 18 inches. The above moisture should be obtained and maintained at least a suggested 2 days prior to casting the concrete. A representative of this office should observe the subgrade soil premoistening prior to placing concrete.

8.7.4 Moisture Vapor Retarder Layer

A properly installed moisture retarder is recommended for at grade interior area slabs where moisture through the slab would be a concern. Ten-mil plastic sheeting is commonly used as a moisture retarder. However, to provide improved resistance to moisture vapor transmission a retarder layer specifically manufactured per ASTM E 1745-97 *Standard Specification for Plastic Water Vapor Retarders Used in Contact with Soil or Granular Fill under Concrete Slabs* should be considered below the interior concrete slabs on-grade. The class of moisture vapor retarder layer should be strong enough to withstand abrasion during construction. The retarder should be installed per ASTM E1643-98(2005) *Standard Practice for Installation of Water Vapor Retarders Used in Contact with Earth or Granular Fill Under Concrete Slabs*.

Perforations through the moisture vapor retarder such as at pipes, conduits, columns, grade beams, and wall footing penetrations should be sealed per the manufacture's specifications or ASTM E1643-98(2005) *Standard Practice for Installation of Water Vapor Retarders Used in Contact with Earth or Granular Fill Under Concrete Slabs*. Proper construction practices should be followed during construction of slabs on-grade. Repair and seal tears or punctures in the moisture barrier that may result from the construction process prior to concrete placement.

Minimizing shrinkage cracks in the slab on-grade can further minimize moisture vapor emissions. A properly cured slab utilizing low-slump concrete will reduce the risk of shrinkage cracks in the slab as described herein.

The concrete contractor should be made aware of the moisture vapor retarder and required to protect the layer. Perforations made in the layer should be properly sealed prior to concrete placement. In addition, if the concrete is placed directly on top of the layer the concrete contractor should make the necessary changes in the concrete placement and curing. Placing the concrete directly on top of the moisture vapor retarder layer allows the layer to be observed for damage directly prior to concrete placement.

8.8 Concrete Placement and Cracking

Minor cracking of concrete slabs is common and generally the result of concrete shrinkage continuing after construction. Concrete shrinks as it cures resulting in shrinkage tension within the concrete mass. Since concrete is weak in tension, development of tension results in cracks within the concrete. Concrete should be placed using procedures to minimize the cracking within the slab. Shrinkage cracks can become excessive if water is added to the concrete above the allowable limit and proper finishing and curing practices are not followed. Concrete mixing, placement, finishing, and curing should be performed per the recommendations of the American Concrete Institute. Concrete slump during concrete placement should not exceed the design slump specified by the structural engineer or a maximum of 5 inches. Where shrinkage cracks would be unsightly, concrete slabs on grade should be provided with tooled crack control joints at 10-15 foot centers or as specified by the structural engineer.

8.9 SITE DRAINAGE

Positive drainage should be provided away from structures and hardscape during and after construction per the grading plan or applicable building codes. Water should not be allowed to gather or pond against foundations.

8.10 GUTTERS AND DOWNSPOUTS

Gutters and downspouts should be installed to collect roof water that might otherwise infiltrate the soils adjacent the building. The downspouts should be drained into collector pipes that will carry the water away from the building or other positive drainage should be provided.

9. CLOSURE

This report was prepared under the direction of State registered Geotechnical Engineer for Ojai Oil Company solely for design and construction of the project as described herein. No warranty, express or implied, is made as to conclusions and professional advice included in this report. Gorian and Associates, Inc. disclaim any and all responsibility and liability for problems that may occur if the recommendations presented in this report are not followed.

This report may not contain sufficient information for other uses or the purposes of other parties. Recommendations should not be extrapolated to other areas or used for other facilities without consulting Gorian and Associates, Inc. Services of this office should not be construed to relieve the owner or contractors of their responsibilities or liabilities.

Work Order: 2813-0-0-102

The scope of the services provided by Gorian and Associates, Inc. and its staff, excludes responsibility and/or liability for work conducted by others. Such work includes, but is not limited to, means and methods of work performance, quality control of the work, superintendence, sequencing of construction and safety in, on, or about the jobsite.

The recommendations are based on interpretations of the subsurface conditions concluded from information gained from subsurface explorations and a surficial site reconnaissance. The interpretations may differ from actual subsurface conditions, which can vary horizontally and vertically across the site. Due to possible subsurface variations, this office should observe all aspects of field construction addressed in this report. Any persons using this report for bidding or construction purposes should perform such independent investigations as they deem necessary.

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Please call if you have any questions regarding the information or recommendations contained in this report or require additional consultation.

Respectfully,

Gorian and Associates, Inc.

By: Jerome J Blunck, GE 151
Principal Geotechnical Engineer

Distribution: Addressee

Work Order: 2813-0-0-102

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