NEW BELL DISTRICT SPECIFIC PLAN
Initial Study and Mitigated Negative Declaration

The following Initial Study and Mitigated Negative Declaration
has been prepared in compliance with the
California Environmental Quality Act.

Prepared For:

City of Bell
6330 Pine Avenue
Bell, California 90201

Prepared By:

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811 W. 7th Street, Suite 200
Los Angeles, California 90017

July 2025

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I. INTRODUCTION

This Initial Study and Mitigated Negative Declaration (collectively, the "IS/MND") has been prepared to analyze the potential physical environmental impacts of the City of Bell's (City) New Bell District Specific Plan (herein referenced as the "Project" or "Proposed Plan"). The Proposed Plan is intended to introduce new zoning and development guidelines to permit and guide future commercial and mixed-use developments within the Proposed Plan Area ("Plan Area"). In accordance with California Environmental Quality Act (CEQA) (Pub. Res. Code [PRC] § 21000 *et seq.*) and CEQA Guidelines (Cal. Code Regs., tit. 14, § 15000 *et seq.*) Section 15367, the City of Bell is the Lead Agency under CEQA for the Project.

1.1 PROJECT INFORMATION

Project Title: New Bell District Specific Plan

Project Location: City of Bell

Lead Agency: City of Bell
6330 Pine Avenue
Bell, California 90201

1.2 ORGANIZATION OF INITIAL STUDY AND NEGATIVE DECLARATION

This document consists of both the Initial Study (IS) for the Project and the Mitigated Negative Declaration (MND). This IS/MND is composed of five sections, as follows:

I. **Introduction**: This section provides introductory information such as the Project title, Project applicant, lead agency for the Project, and background on CEQA.

II. **Project Description**: This section provides a detailed description of the environmental setting and the Project, including Project characteristics and environmental review requirements.

III. **Environmental Initial Study Checklist and Impact Analysis**: This section contains the completed Appendix G Initial Study Checklist. Each environmental issue identified in the Initial Study Checklist contains an assessment and discussion of impacts associated with each subject area.

IV. **References**: This section provides a listing of sources and information cited in this document.

V. **Initial Study Preparers:** This section provides a listing of those involved in the preparation of this document and persons and agencies consulted.

1.3 PURPOSE OF AN INITIAL STUDY

An Initial Study (IS) is a preliminary analysis conducted by the Lead Agency, in consultation with other agencies (responsible or trustee agencies, as applicable), to determine whether there is substantial evidence to support a fair argument that a project may have a significant effect on the environment.

All projects within the State of California are required to undergo an environmental review to determine the environmental impacts associated with the implementation of a project in accordance with CEQA. CEQA was enacted in 1970 by the California legislature to disclose to decision makers and the public the significant environmental effects of proposed activities, as well as ways to avoid or reduce the environmental effects by requiring implementation of feasible alternatives or mitigation measures. CEQA applies to all California governmental agencies at all levels, including local agencies, regional agencies, state agencies, boards, commissions, and special districts.

If the IS concludes that the project, with mitigation, may have a significant effect on the environment, an EIR should be prepared; otherwise, the Lead Agency may adopt a Negative Declaration (ND) or a Mitigated Negative Declaration (MND). This IS/MND has been prepared in accordance with Section 15063 of the California Environmental Quality Act (CEQA) Guidelines (Title 14, California Code of Regulations, Sections 15000 et seq.). This IS/MND document evaluates potential environmental effects resulting from the implementation of the Project.

The IS determined that the Proposed Plan would not cause any potentially significant impacts on the environment. Consequently, the analysis contained herein concludes that an MND is the appropriate CEQA clearance documentation for the Project.

1.4 FUTURE USE OF THE MND AND SUBSEQUENT PROJECTS

Approval of the Proposed Plan does not constitute a commitment to any specific development project. It is contemplated that future site-specific approvals in the Plan Area may be evaluated with consideration of the IS/MND under CEQA rules for subsequent approvals, where applicable, including but not limited to the following:

- **Addenda** (*State CEQA Guidelines* Sections 15164). Addenda may be used when a subsequent approval contains some changes or additions to the Project, a change in circumstances, or new information, as a result of a new significant impact or an identified significant impact being more severe, but no major revisions to the MND are required based on the changes.

- **Tiering** (Public Resources Code Section 21094 and *State CEQA Guidelines* Section 15152). Tiering refers to using the analysis of general matters contained in a broader EIR with later EIRs and negative declarations on narrower projects; incorporating by reference the general discussion from the broader EIR; and concentrating the later EIR or negative declaration solely on the issues specific to the later project.

- **Transit Priority Projects** (SB 375; PRC Section 21155-21155.2). Transit Priority Projects (TPP) consistent with the SCAG Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) near transit that have imposed all or all applicable mitigation measures from a prior EIR may be exempt from CEQA or be subject to streamlined review. A project within the Plan Area that meets the requirements of a TPP may use the mitigation measures in this MND and the SCAG RTP EIR to demonstrate it meets the requirements of SB 375.

1.5 NATIVE AMERICAN CONSULTATION

California Native American tribes traditionally and culturally affiliated with the Project area are required to be consulted pursuant to PRC Section 21080.3.1. Impact Sciences submitted a Sacred Lands File records search request to the Native American Heritage Commission (NAHC) for the Project. The NAHC responded that no known records were identified and provided a list of tribes to contract for tribal consultation (please see **Appendix B**, **Cultural Resources and Tribal Consultation Resources**). The City contacted the list of tribes by certified mail and email to offer the tribes an opportunity for tribal consultation on the Project. To date, no tribes have requested consultation.

1.6 SCOPE OF ENVIRONMENTAL ANALYSIS

For evaluation of environmental impacts, each question from the Environmental Initial Study Checklist contained in Appendix G of the *State CEQA Guidelines* is stated, and responses are provided according to the analysis undertaken as part of the IS/MND.

1.6.1 Thresholds of Significance

The City has not adopted specific thresholds of significance and rather relies upon the specific questions relating to the topical environmental factors listed in Appendix G to the *State CEQA Guidelines* to assist in the determination of whether an identified impact is potentially significant. The City may, depending on the circumstances of a particular project, use specific thresholds of significance on a case-by-case basis (*Oakland Heritage Alliance v. City of Oakland* (2011) 195 Cal.App.4th 884).

For the analysis of transportation impacts, the City uses Los Angeles County's "Transportation Impact Analysis Guidelines," which includes a CEQA threshold of significance for vehicle miles traveled (VMT).

1.6.2 Impact Evaluation Methodology

The environmental impact methodology is described below.

Construction Impacts. While the Proposed Plan does not include any site-specific designs or proposals, nor grant any entitlements for development, implementation of the Proposed Plan has the potential to result in up to 957 residential units within the Plan Area, this would be a 584 unit net increase in residential units compared to existing conditions. As such, construction-related impacts associated with the buildout of the Proposed Plan are included in the environmental analysis.

Indirect Impacts. The CEQA Guidelines require evaluation of reasonably foreseeable direct or indirect impacts to the environment which are caused by a project. Therefore, this environmental analysis includes construction-related impacts associated with future development projects that may be implemented under the scope of the Proposed Plan. Due to the lack of site-specific project information, additional environmental review may be necessary for future development projects.

1.6.3 Impact Levels

There are four possible responses to the threshold of significance questions in each of the topical environmental factors in **Section III, Environmental Initial Study Checklist and Impact Analysis**:

1. **No Impact**: No substantial evidence exists to support a fair argument that the Project would have an impact on the environment.

2. **Less than Significant Impact**: Environmental impacts have been identified but are less than the thresholds of significance and do not include or require mitigation measures.

3. **Less than Significant Impact With Mitigation Incorporated**: Environmental impacts have been identified but are less than significant with the incorporation of mitigation measures, thereby reducing the impact from Potentially Significant Impact to a Less Than Significant Impact.

4. **Potentially Significant Impact**: Potentially significant direct project-level impacts and have been identified and require preparation of an EIR.

II. PROJECT DESCRIPTION

2.1 PROJECT SUMMARY

Pursuant to *State CEQA Guidelines* Section 15063, the Project includes the adoption of the New Bell District Specific Plan ("Proposed Plan").

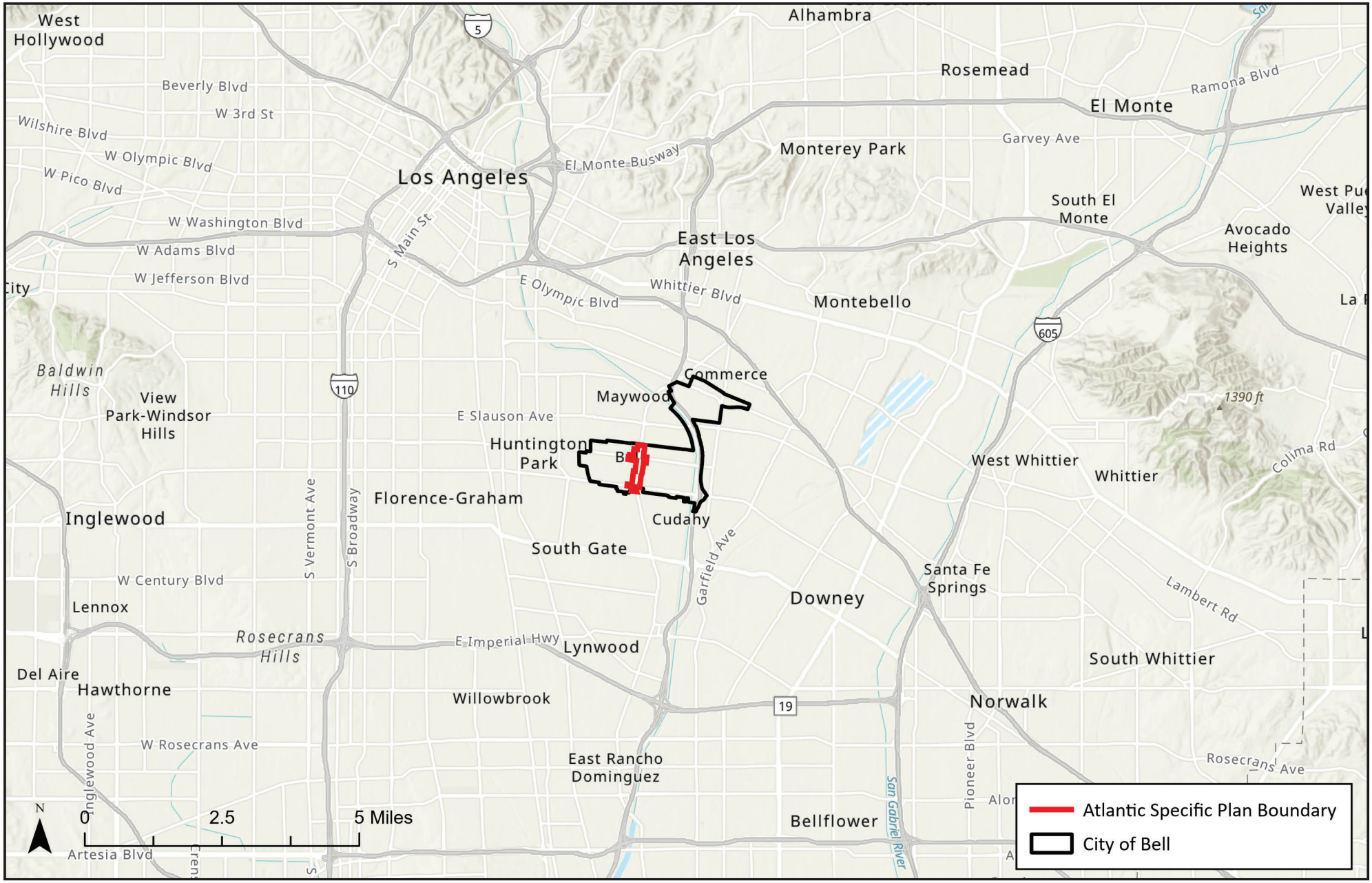
2.2 PROJECT LOCATION

2.2.1 City of Bell

The City of Bell (City) is an incorporated municipality in Los Angeles County, located 10 miles southeast of Downtown Los Angeles (see **Figure 1, Regional Location**). The City has a total land area of 2.81 square miles and is bordered by the cities of Maywood, Vernon, and Commerce to the north, Huntington Park to the west, Bell Gardens to the east, and Cudahy to the south. The Los Angeles River (LA River) and Long Beach Freeway (I-710) run north-south through the center of the City. The City of Bell is located in the heart of the central Los Angeles industrial market and in close proximity to the I-5, I-105, and I-110 freeways. The Atchison Topeka and Santa Fe Railroad (AT&SF) runs north-south along the I-710, the Union Pacific Railroad (UPRR) runs north-south along the western border of the City, and the Southern Pacific Railroad (SPRR) runs east-west parallel to Randolph Street. Bell is located approximately 12 miles northeast of Los Angeles International Airport and 15 miles north of the Ports of Los Angeles and Long Beach.

2.2.2 Plan Area

The Plan Area includes approximately 84.3 acres (0.1 square miles) located within the center of the City, predominantly along Atlantic Avenue and East Gage Avenue (see **Figure 2, Plan Area**). The Plan Area is located approximately four miles southeast of Downtown Los Angeles. The Plan Area is generally bound by the City's northern limit and Randolph Street to the north, Woodward Avenue and King Avenue to the east, the City's southern limit and Florence Avenue to the south, and Pine Avenue and Flora Avenue to the west, as shown in **Figure 2, Plan Area**.



SOURCE: Esri, 2024

FIGURE 1

IMPACT SCIENCES

Regional Location

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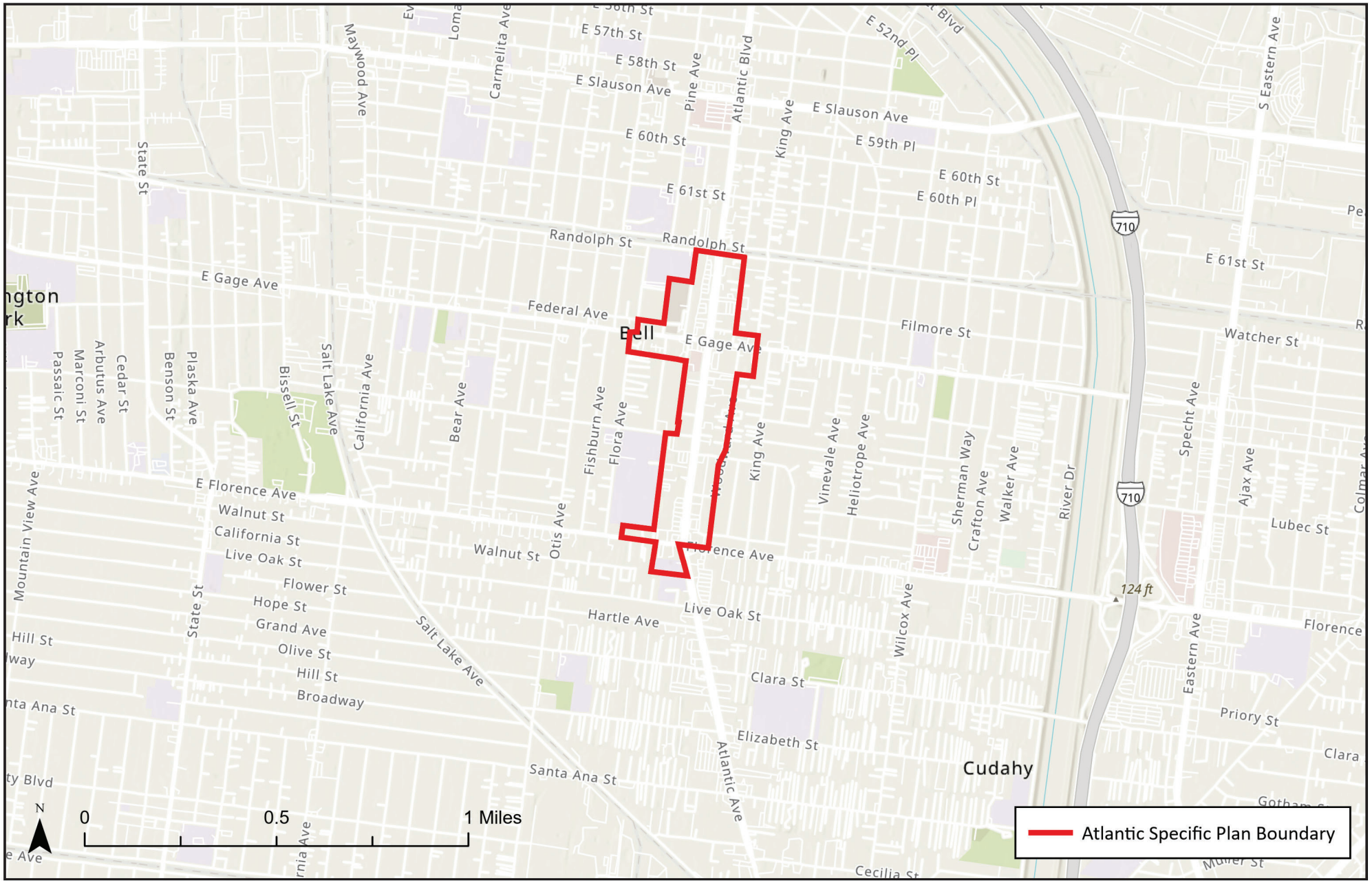

SOURCE: Esri, 2024

FIGURE **2**

IMPACT SCIENCES

Plan Area

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2.3 ENVIRONMENTAL SETTING

To determine the significance of a potential environmental impact, the environmental baseline must be established. *State CEQA Guidelines* Section 15125(a) states that the environmental baseline "will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant".

2.3.1 Existing Conditions

The City of Bell has a total land area of 2.81 square miles with a population estimate of 33,624.[1] The City is bisected by the I-710 and the LA River. The southern portion of the City is commonly referred to as the Central City and includes the primary residential neighborhoods and local commercial districts. Commercial development is concentrated along the City's major thoroughfares that include Florence Avenue, Gage Avenue, and Atlantic Avenue. The predominantly commercial uses and the source of recent development activity extend along the Atlantic Avenue corridor. The City's traditional downtown, or central business district, extends along Gage Avenue between Atlantic Avenue and Otis Avenue. Mixed commercial and residential uses are found along Florence Avenue in the southernmost portion of the City. The City of Bell currently has an estimated population of 33,858 people and 9,298 housing units.[2,3] The City's 6th Cycle Housing Element establishes housing policies for the City to meet the Regional Housing Needs Assessment (RHNA) developed by SCAG. Specifically, the RHNA calls for 229 housing units to be added to the City during the 2021-2029 planning period.

On the north side of the I-710 and the LA River is the primary industrial area of the City. Land uses within this area are warehousing and manufacturing uses. A large portion of this area is owned by the Federal government and is currently underutilized. Land devoted to industrial uses accounts for approximately 390 acres or 21.7 percent of the City's total land area.

The Plan Area is located within the center of the Central City, predominantly along Atlantic Avenue and East Gage Avenue, between Randolph Street and Florence Avenue.

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1 California Department of Finance, *Population Estimates for Cities, Counties, and the State January 1, 2021, and 2022.* May 2, 2022. Available at: https://dof.ca.gov/forecasting/demographics/estimates-e1/. Accessed on November 9, 2022.

2 SCAG, *Connect SoCal 2024 Demographics and Growth Forecast Technical Report,* Table 14, September 21, 2023.

3 Please note that the 2024 and 2040 population projections were interpolated with the available data provided by SCAG's Regional Data Platform 2024.

Surrounding Land Uses

The Plan Area is currently immediately surrounded by residential, commercial, and public uses. The majority of the surrounding adjacent uses are single- and low-density multi-family residential uses, located north, east, south, and west of the Plan Area. These residential uses are primarily one-story and were originally constructed prior to 1952.[4] Adjacent commercial uses are limited to the southwest of the Plan Area, along Florence Avenue, and consist of retail stores. Public uses that surround the Plan Area are limited to Bell High School, located west of the Plan Area along Bell Avenue, and Nueva Vista Elementary School, located northwest of the Plan Area along Randolph Street.

Land Use and Zoning

Existing General Plan Land Use and Zoning within the Plan Area

The Plan Area is designated primarily as Commercial with some Low Density Residential, Medium Density Residential, and Institutional designations. The Plan Area is primarily zoned General Commercial (C-3), with some General Commercial and Residential, Single-Family Residential, and High-Density Multiple-Family Residential (C-3R, R-1, and R-3) zones (see **Figure 3, Existing General Plan Land Use Map**, and **Figure 4, Existing Zoning Map**). The commercial uses include three of the City's four major shopping centers, Bell Palm Plaza, Northgate Market, and CVS/O'Reilly's. Commercial development along the east side of Atlantic Avenue is primarily comprised of continuous single-story storefronts adjacent to the street. Larger commercial developments located on the west side of Atlantic Avenue include single-story buildings that are separated from the street by large parking lots. Similarly, Gage Avenue includes clusters of continuous single-story storefronts adjacent to the street. A new destination drive-through restaurant (In-N-Out Burger) to be located at the southwest corner of Atlantic Avenue and Gage Avenue is currently pending approval.

Residential developments in the Plan Area are predominantly comprised of single-story residences, with some single and two-story multi-family apartment buildings scattered throughout the Plan Area. The commercial uses located within the Plan Area are predominantly retail uses and restaurants. In addition, the Plan Area includes City Hall, Bell Police Department, Los Angeles County Fire Station No. 163, Bell Library, and Bell Community Center. The historic two-story Victorian-style farmhouse known as the James George Bell House is also located within the Plan Area, southwest of City Hall.

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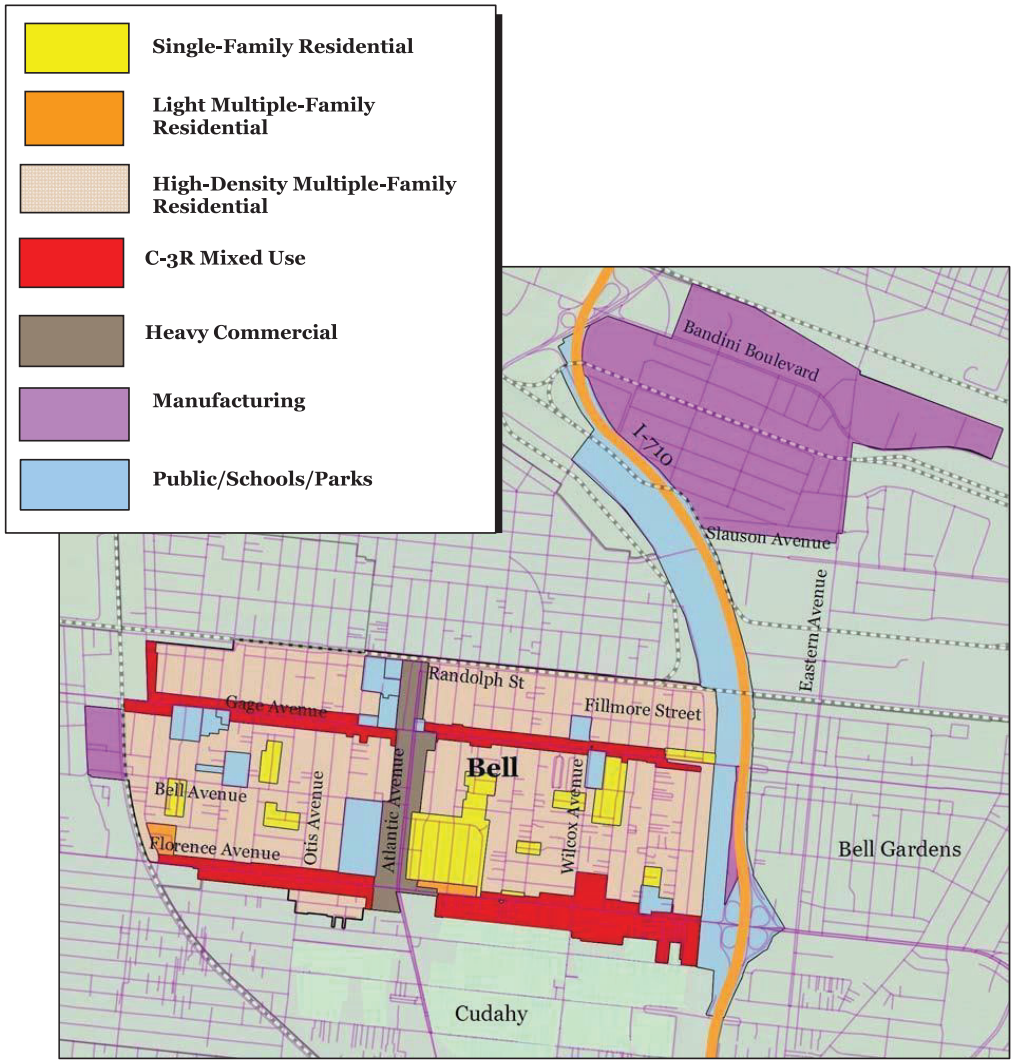
4 Historic Aerials. "Aerial Viewer." Available online at: https://www.historicaerials.com/viewer, accessed July 17, 2024.



SOURCE: City of Bell, 2018

FIGURE **3**

IMPACT SCIENCES

Existing General Plan Land Use Map

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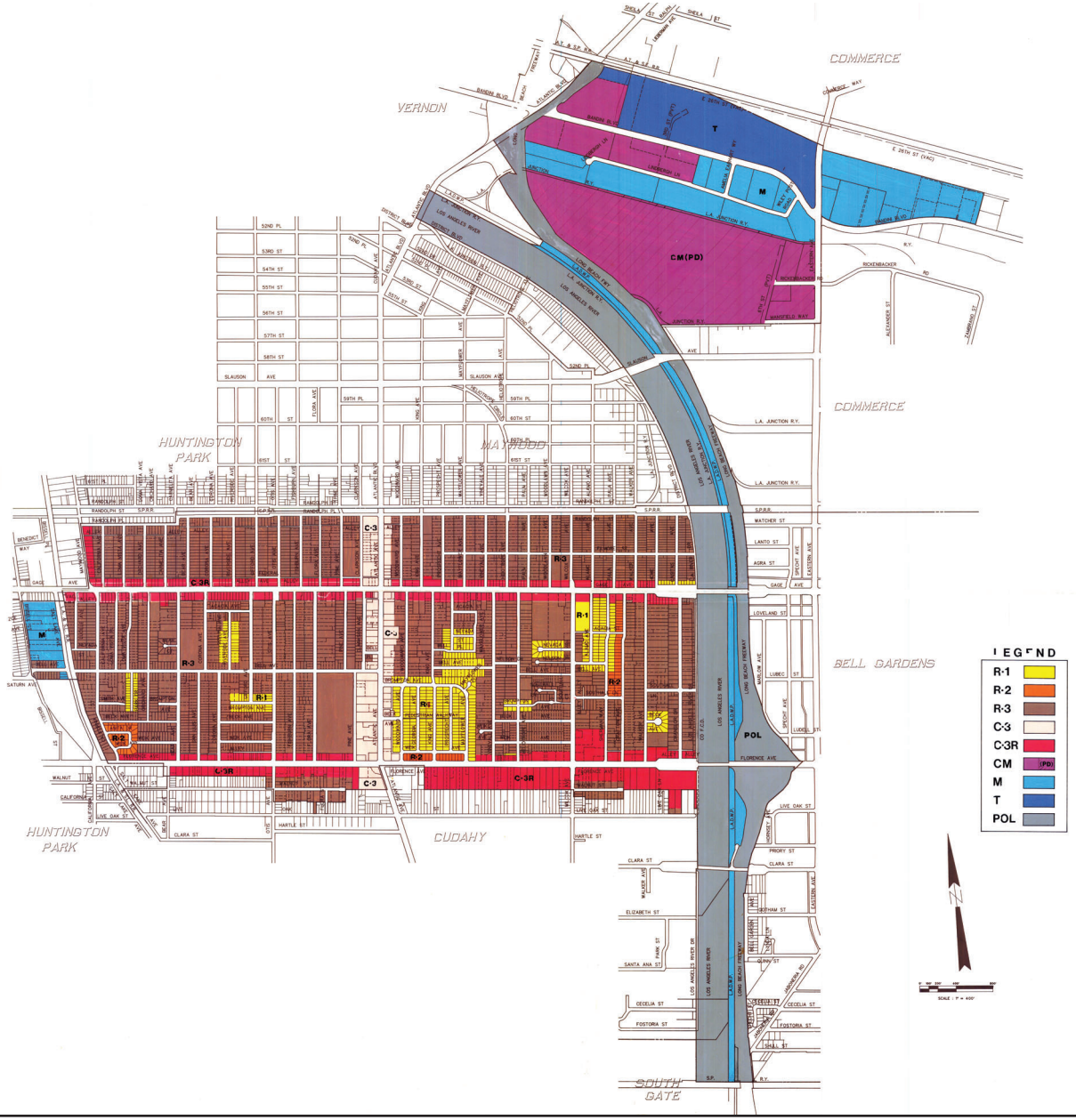

SOURCE: City of Bell, 1987

FIGURE **4**

IMPACT SCIENCES

Existing Zoning Map

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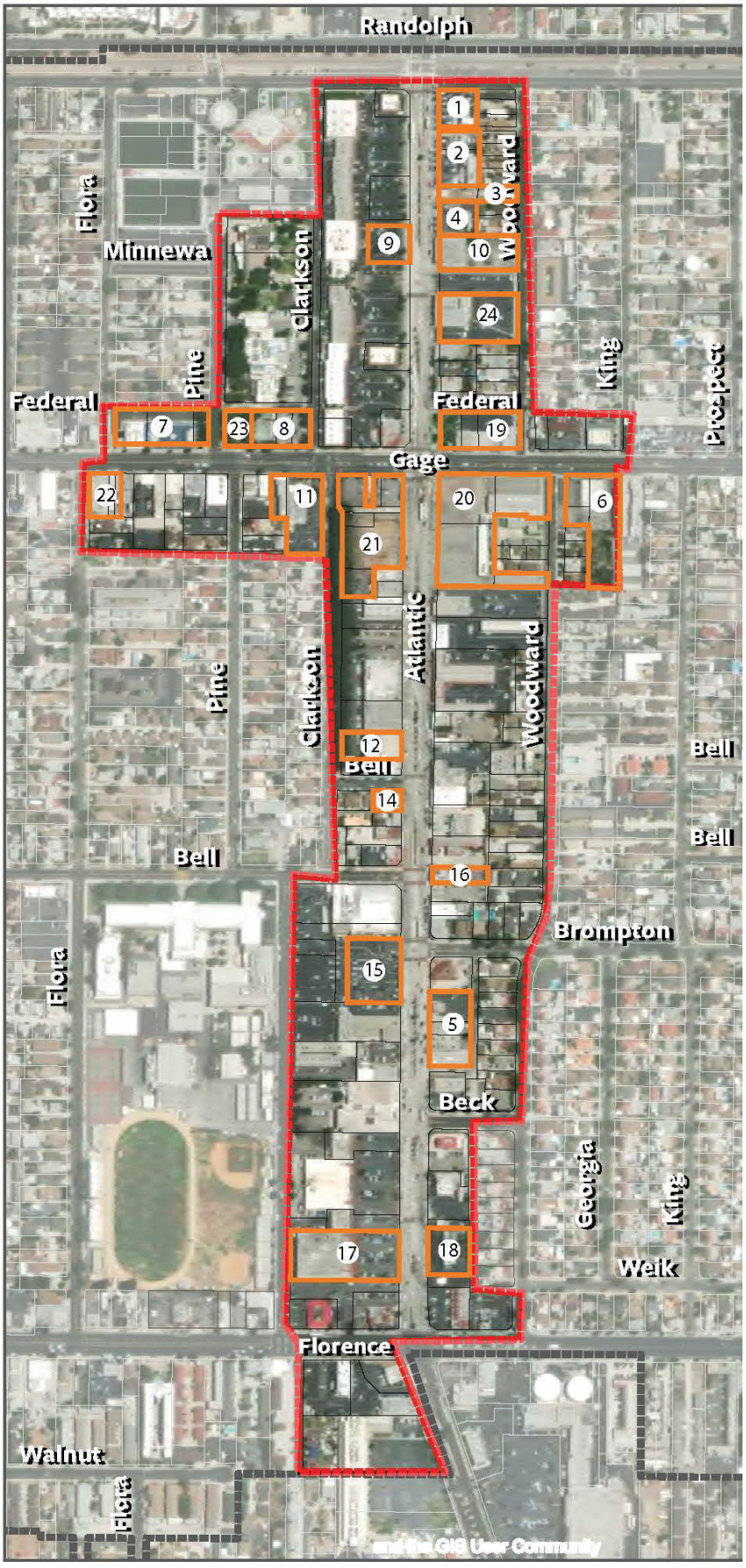
Existing General Plan Land Use and Zoning in the Surrounding Area

Existing land uses surrounding the Plan Area include single-family residential uses in the City of Maywood to the north, single- and multi-family residential uses to the east, commercial uses in the City of Cudahy to the south and two schools, Bell High School and Nueva Vista Elementary School, and single-family residential uses to the west. Similarly, the existing zoning surrounding the Plan Area is primarily comprised of R-3 and some C-3R to the east and west in the City of Bell, Residential and Commercial to the north in the City of Maywood, and Low Density Residential, School, and Neighborhood Commercial to the south in the City of Cudahy.

Opportunity Sites

As part of the specific plan process, twenty-four opportunity sites were identified in the Plan Area (see **Table 2.0-1, Opportunity Sites,** and **Figure 5, Opportunity Sites**). The Opportunity Sites account for 16.3 acres and include 49 parcels. The existing conditions for the Opportunity Sites consist of approximately 133,069 square feet of commercial uses, 8,800 square feet of civic uses, 35,455 square feet of vacant buildings, 20 hotel rooms, and 13 housing units. While the Opportunity Sites are within the Plan Area, they do not represent the full extent of development proposed with the Specific Plan; the Opportunity Sites are intended to demonstrate the feasibility and type of development that could occur with the Plan, but do not represent a commitment to any project on any specific site. See **Table 2.0-2, Proposed Plan Development Summary,** below.

It should be noted that while sites have been identified for potential development (opportunity sites), no actual development is proposed at this time. Further, the densities that are described in this document and the Plan may or may not occur on the identified sites. That is to say, the Plan identifies one way that the overall development capacity could be achieved, but there are a variety of scenarios where the overall anticipated development could occur. Therefore, this IS/MND is evaluating the environmental effects of the overall development capacity and not any individual projects. Where assumptions have been made to help clarify potential impacts, those assumptions are stated.



SOURCE: City of Bell, 2024

FIGURE **5**

IMPACT SCIENCES

Opportunity Sites

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Table 2.0-1
Opportunity Sites

Number	APNs	Address	Acres
1	6316-021-400	6200 Atlantic Avenue	0.4 acres
2	6316-021-404 6316-021-408	6216 Atlantic Avenue 6230 Atlantic Avenue	0.5 acres
3	6316-021-801 6316-021-800	6232 Atlantic Avenue 6233 Woodward Avenue	0.3 acres
4	6316-021-014	6240 Atlantic Avenue	0.3 acres
5	6326-036-401 6326-036-402 6326-036-403	6900 Atlantic Avenue 6904 Atlantic Avenue 6918 Atlantic Avenue	0.8 acres
6	6326-004-022 6326-004-900 6326-004-020	4570 Gage Avenue 4560 Gage Avenue 6412 Woodward Avenue	1.1 acres
7	6317-023-904 6317-023-901 6317-023-902	4359 Gage Avenue 4375 Gage Avenue 4379 1/2 Gage Avenue	0.9 acres
8	6317-021-900 6317-021-908 6317-021-909	No address 4419 Gage Avenue 4425 Gage Avenue	0.5 acres
9	6317-018-400	6207 Atlantic Avenue	0.2 acres
10	6316-021-412	6250 Atlantic Avenue	0.7 acres
11	6325-018-022 6325-018-011	4426 Gage Avenue 4420 Gage Avenue	0.8 acres
12	6325-021-401	6629 Atlantic Avenue	0.4 acres
14	6325-022-403	6701 Atlantic Avenue	0.1 acres
15	6325-023-017 6325-023-021 6325-023-019	6801 Atlantic Avenue 6801 Atlantic Avenue No address	1.0 acres
16	6326-002-404	6800 Atlantic Avenue	0.2 acres
17	6325-024-021 6325-024-024	7101 Atlantic Avenue 7019 Atlantic Avenue	1.2 acres
18	6326-035-902	7030 Atlantic Avenue	0.5 acres
19	6316-022-900 6316-022-408 6316-022-406	4501 Gage Avenue 4511 Gage Avenue 4523 Gage Avenue	0.7 acres
20	6326-001-902 6326-001-903 6326-001-901 6326-001-900	4524 Gage Avenue 4500 Gage Avenue 6416 Atlantic Avenue 6503 Woodward Avenue	2.9 acres
21	6325-020-903 6325-020-406 6325-020-902 6325-020-901 6325-020-904 6325-020-900	4460 Gage Avenue 4468 Gage Avenue 4472 Gage Avenue 6414 Gage Avenue 6415 Gage Avenue 6504 Clarkson Avenue	1.5 acres
22	6325-015-024 6325-015-013 6325-015-012	4346 Gage Avenue 4352 Gage Avenue 4354 Gage Avenue	0.3 acres

Number	APNs	Address	Acres
23	6317-021-900	No address	0.1 acres
24	6316-022-016	6312 Atlantic Avenue	0.9 acres
		Opportunity Sites Total	**16.3 acres**

Source: The Arroyo Group, 2024

Existing Transportation Network

The City's street network was designed to accommodate commuter traffic in Bell and the surrounding communities. The street network generally reflects a grid pattern. Regional access to the Plan Area is provided by the I-710 freeway. Local access to the Plan Area is provided by two major roadways: Atlantic Avenue and Gage Avenue.

- **Atlantic Avenue** is a two-lane arterial roadway that traverses the Plan Area in a north-south direction. The roadway provides regional access to the City. The roadway has a curb-to-curb width of 74-77 feet with two travel lanes provided in each direction and left-turn pockets at major intersections.

- **Florence Avenue** is an arterial roadway that traverses the Plan Area in an east-west direction, with two lanes in each direction. This roadway extends along the City's southerly side.

- **Bell Avenue/Brompton Avenue** is a collector roadway with one travel lane in each direction. This roadway consists of a number of individual segments that extend through the Plan Area in an east-to-west orientation.

- **Gage Avenue** is a four-lane east-to-west arterial roadway located in the Central City area. Commercial land uses front Gage Avenue along its length, and parking is permitted on both sides of the street in certain sections.

- **Pine Avenue** is a local roadway two blocks west of Atlantic Avenue.

The City of Bell is primarily served by the Los Angeles County Metropolitan Transportation Authority (Metro) bus network. Metro bus lines travel along all of the major roads and collectors within the City. The 260 Metro bus line traverses the Plan Area along Atlantic Avenue, the 110 Metro bus line traverses the Plan Area along Gage Avenue, and bus route 111 travels through Florence Avenue, with numerous bus stops along the route. The closest light rail transit line is the Metro A (Blue) line, Florence Station, 2.25 miles west of the City limits at 7225 Graham Avenue, Los Angeles. Further, as a part of the Southeast Gateway Line project, a planned light rail station at Randolph Street / Salt Lake Avenue will provide additional future

transit opportunities and support the Rail to River Active Transportation Corridor Project.[5] Atlantic Avenue and Gage Avenue are identified as High Quality Transit Corridors, and the Plan Area is identified as a Transit Priority Area.[6]

Planned bikeways within the Plan Area include a Class I Shared-Use Path along Randolph Street as well as Class III Local Street Bikeways along Woodward Avenue and Flora Avenue.[7]

2.4 DESCRIPTION OF PROJECT

2.4.1 Project Background

On October 12, 2022, the City Council approved the 2021-2029 Housing Element, which included Program 23: Atlantic Avenue Specific Plan. The program specified that the Atlantic Avenue corridor was one of the remaining commercial corridors that does not permit residential uses. The program would develop the Atlantic Avenue Specific Plan to identify appropriate areas, standards, and densities for new by-right housing along the corridor while preserving the commercial uses.[8] In addition, the Housing Element included the following goals and policies to encourage mixed-use development along Atlantic Avenue:

- **Goal 2, Policy 3:** The City of Bell shall assist developers in the identification of land suitable for new housing developments for all incomes. The City shall continue to provide developers with information concerning potential development sites and identify publicly owned land suitable for affordable and mixed-income housing.

- **Goal 5, Policy 3**: The City of Bell shall encourage development of underutilized housing sites that could accommodate future affordable housing needs as well as other types of potential infill development.

- **Goal 5, Policy 5**: The City of Bell shall explore opportunities for new residential development within those areas of the City occupied by vacant, obsolete commercial, and industrial uses.

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5 Los Angeles Metro, Rail to River Active Transportation Corridor Project, 2024. Available online at: https://www.metro.net/projects/r2rb/#documents, accessed October 31, 2024.

6 Southern California Association of Governments, "Data Map Book for the City of Bell." Available online at: https://scag.ca.gov/sites/main/files/file-attachments/bell_0.pdf?1700068252, accessed on July 17, 2024.

7 City of Bell, *2030 General Plan – Mobility and Circulation Element*, 2018. Available online at: https://www.cityofbell.org/home/showpublisheddocument/14770/637490821578330000, accessed October 14, 2024.

8 City of Bell, *2021-2029 Housing Element*. Available online at: https://www.cityofbell.org/home/showpublisheddocument/16916/638118850740000000, accessed on April 17, 2024.

- **Goal 5, Policy 8**: The City of Bell shall ensure that new higher-density residential projects are compatible in design with adjacent residential areas. This will be achieved through the continued review of development projects by the Planning Commission, through the Building and Planning Division's plan reviews, and through Plan Checks.

- **Goal 5, Policy 9**: The City of Bell shall explore new land use designations, such as mixed-use, for key areas of the City that could accommodate such development. New commercial development located along Gage Avenue, Atlantic Boulevard, and Florence Avenue shall be encouraged to explore mixed-use development that includes residential uses within the development.

Since the adoption of the Housing Element, the City has renamed the Atlantic Avenue Specific Plan to the New Bell District Specific Plan.

In the Spring of 2022, the City conducted public outreach to capture views and opinions regarding the current state of the Plan Area as well as opinions on what amenities were missing from the corridor. An online survey, mailers, and in-person meetings at several City events were conducted. In the Summer of 2022, additional meetings with the Planning Commission and City Council were conducted to further collect and refine input to the Proposed Plan.

2.4.2 Specific Plan

Key Features

Proposed Land Use and Zone Changes

Implementation of the Proposed Plan is anticipated to result in a net increase of 584 residential units and a net reduction of 34,784 square feet of non-residential uses (24,333 square feet of commercial uses, 2,451 square feet of civic uses, and the removal of 20 hotel rooms totaling approximately 8,000 square feet). The development potential that would be allowed under the Proposed Plan is summarized below in **Table 2.0-2, Proposed Plan Development Summary**. As shown in the table below, future conditions with the Plan are anticipated to result in 762,213 square feet of non-residential uses and 957 total residential units. Development would occur as a combination of demolition of existing uses and new construction on vacant sites. While development is anticipated to occur on the opportunity sites, it is possible that development would occur outside of the opportunity sites as well. The Plan is anticipated to be built out over a period of approximately 15 years, with full buildout occurring by the year 2040.

Analysis of impacts was conducted by considering the increase in residential and non-residential square footage anticipated at buildout. In most cases, a 2040 operational buildout scenario was evaluated as the

determination of impacts. For construction, assumptions were made regarding the amount of construction and number of individual projects that are anticipated (See Air Quality).

Table 2.0-2
Proposed Plan Development Summary

Land Use Category	Existing Conditions	Proposed Plan Development Changes	Future Condition Under the Proposed Plan
Residential (units)	373	597[a]	957
Residential (sf)	317,207	556,110	873,317
Commercial (sf)	786,546	-24,333	762,213
Civic (sf)	36,580	-2,451	34,129
Hotel (rooms)	20	-20	0
Hotel (sf)	8,000	-8,000	0
Total Square Footages	**1,148,726**	**521,326**	**1,670,616**

Source: The Arroyo Group, 2024 (assumes an average housing unit size of 800 square feet and 400 square feet for hotel rooms)
[a] The Proposed Plan would also demolish 13 residential units for a net increase of 584 units, for a total of 957 units

The Proposed Plan will re-designate and re-zone the Plan Area with three new zoning districts and also includes two new overlay zones (see **Figure 6, Proposed Land Use Map,** and **Figure 7, Proposed Zoning Map**):

- Main Street Zoning District (MU-3 Zone) – The MU-3 Zone is concentrated along the intersection of Atlantic Avenue and Gage Avenue and will be the primary focus area for dining, entertainment, pedestrian-friendly retail, open space, and public investment. The MU-3 Zone is the City's main street zone and provides a vibrant and walkable area that supports a mix of businesses, provides a range of housing types, and serves as the attractive and inviting center for the City. The MU-3 Zone allows for commercial and mixed-use development and promotes the development of higher residential density mixed-use projects. The MU-3 Zone does not allow 100 percent residential uses, as the zone requires commercial frontages on the ground floor of mixed-use developments. The primary intention of the MU-3 Zone is to create a continuous line of shopfronts along Atlantic Avenue and Gage Avenue to create a pedestrian-friendly experience in the City's center. Key components of this zone include:

  - Redevelopment of the Shoe City site (Opportunity Site 19) into a central public plaza, retail/restaurant center, district parking garage, and residential development

  - Linkage of brewery and food hall through a public plaza/temporary closure of Pine Avenue at Gage Avenue

- Repositioning publicly-owned Bell House and library (Opportunity Site 8) into more activated civic/commercial/residential sites
- Establishing a new/stronger connection between the Civic Center and Treder Park, Atlantic/Palm Plaza driveway node, and neighborhoods through Bell Palm Plaza
- Connecting the Civic Center to Downtown through a linear park along Pine Avenue
- New destination drive-through restaurant (In-N-Out Burger) at the Western Auto site
- Providing linkages between future residential development at the used car dealership (Opportunity Site 4)/WSS site (Opportunity Site 10) to the center by facilitating commercial mixed-use development at the corner of Atlantic Avenue/Bell Palm Plaza Driveway.
- Upgrading and opening of Treder Park to surroundings by removing fences and introducing more active, residential-supportive programming
- New streetscape improvements and trees on Atlantic Avenue
- New streetscape improvements and trees on Gage Avenue

- Mixed-Use Zoning District (MU-2 Zone) – This MU-2 Zone is located predominantly along Atlantic Avenue, north and south of the Main Street Zoning District. This MU-2 Zone will provide a more flexible combination of uses, including shopping centers, mixed-use developments, multifamily residential buildings, and convenience retail. The MU-2 Zone provides opportunities for commercial, mixed-use, and higher density residential and 100 percent residential development. The MU-2 Zone aims to provide active, pedestrian-friendly and human-scaled development. However, there is no singular character to areas in the MU-2 Zone. Key components of this zone include:
  - Redevelopment of Jack's Car Wash (Opportunity Site 18) for drive-through or other convenience retail and electric vehicle charging
  - Redevelopment of the used car dealership (Opportunity Site 1) at the southeast corner of Atlantic Avenue and Randolph Street for multi-family residential.
  - Streetscape improvements and design standards will be implemented to improve pedestrian-friendliness.
- Public Facilities (PF Zone) District – The PF zone is intended to provide regulations for the use and development of publicly owned land in order to implement the City's adopted General Plan. Uses

permitted in the PF zone include public facility uses, public parking facility uses, fire stations, police stations, government buildings, government structures, government offices, government service facilities, government maintenance yards, open space, parks, recreation facilities, walking trails, children's play areas, picnic facilities, and athletic fields.

- Housing Element Site Overlay Regulations – Housing Site Overlay sites shall allow 100 percent residential use and residential uses shall occupy at least 50 percent of the total floor area of a mixed-use project. Housing Element Overlay sites shall permit the by right development of housing projects that have designated at least 20 percent of their units as affordable to low-income households.

- Drive-Through Overlay Zone – The Drive-Through Overlay Zone allows drive-through retail uses to be permitted within the Drive-Through Overlay only and must adhere to the Drive-Through standards established in the Specific Plan. No more than one drive-through use is permitted per parcel or shopping center.

Transportation Improvements

The Proposed Plan includes several street improvements specific to vehicular use. A portion of Pine Avenue is proposed as a temporary shared street / plaza that could be closed to vehicles during special events. On street parking improvements include adding street parking along Atlantic Avenue and Gage Avenue and reducing or eliminating street parking on Clarkson Avenue between Gage Avenue and Bell Avenue. A public parking garage is proposed on the east side of Atlantic Avenue, south of Gage Avenue. Lastly, the Gage Avenue east bound right turn lane onto southbound Atlantic Avenue is proposed to be eliminated.

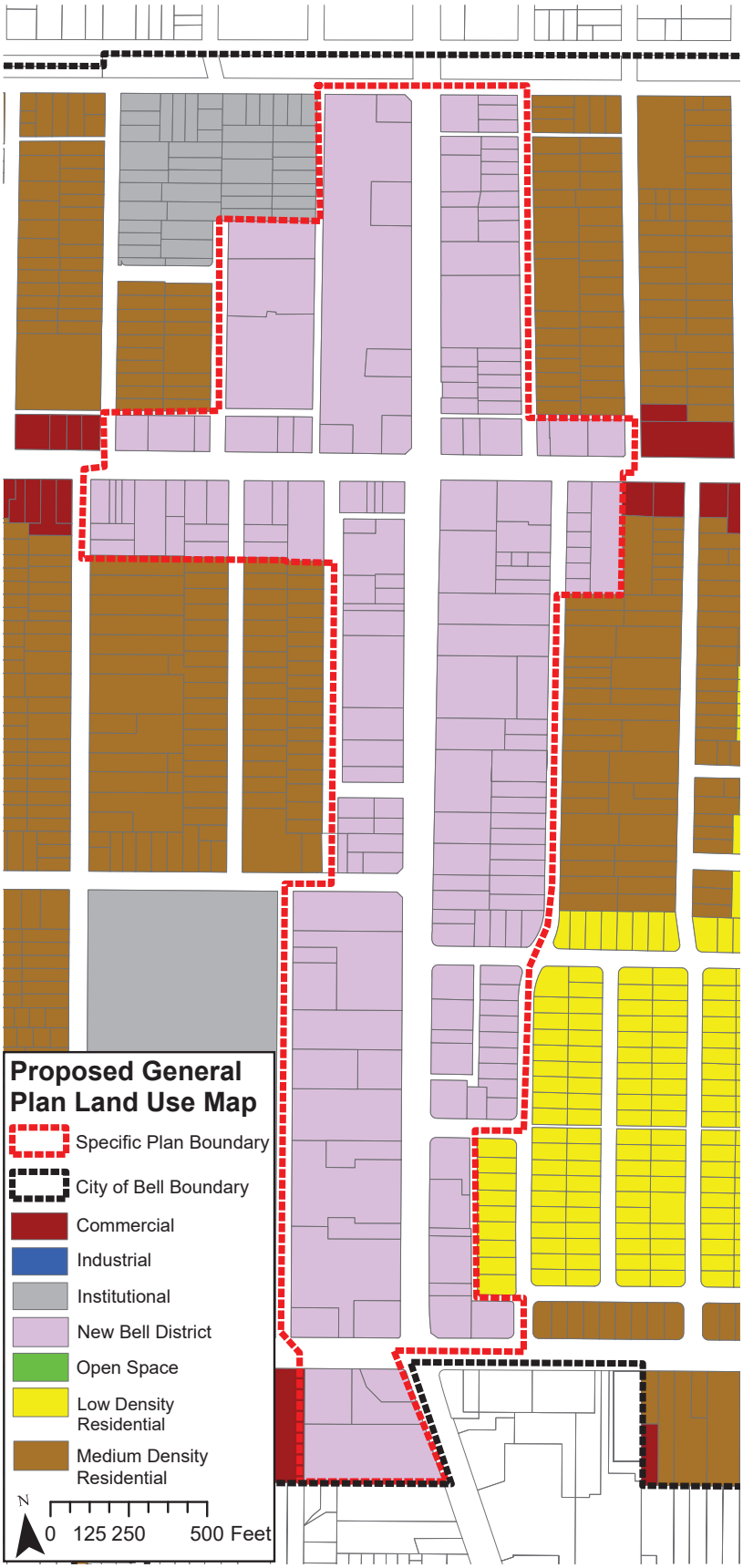
In addition to general pedestrian improvements throughout the Plan Area such as improved lighting, landscaping and street trees, the Proposed Plan will include pedestrian friendly frontage standards that can be implemented throughout the Plan Area, especially within the Main Street zone. The Proposed Plan also calls for several new plazas including an opportunity for the flexible/shared street plaza opposite the Bell Palm Plaza discussed above. Lastly, a linear park is proposed along Pine Avenue north of Gage Avenue.

Several bicycle improvements are proposed as part of the Proposed Plan, these include turning Clarkson Avenue north of Gage Avenue into a shared street/Class III bikeway, as well as a Class I bikeway along the north side of Gage Avenue (between Pine Avenue and Atlantic Avenue, as well as linkages to Class III bikeways on Pine, Bell and Brompton Avenues and the future Class IV bikeway along Randolph Street. Transit improvements will include upgrades to bus stops by providing updated shelters and real-time signage. Additionally, the City will be encouraged to collaborate with future bus rapid transit studies.

2.5 PROJECT APPROVALS

To be approved and implemented, the Project requires the following actions by the City:

- Adoption of the New Bell District Specific Plan;
- Zone Change for the Plan Area, and
- Amendments to the Bell General Plan.
- Amendments to the Bell Municipal Code, specifically the Zoning Code.



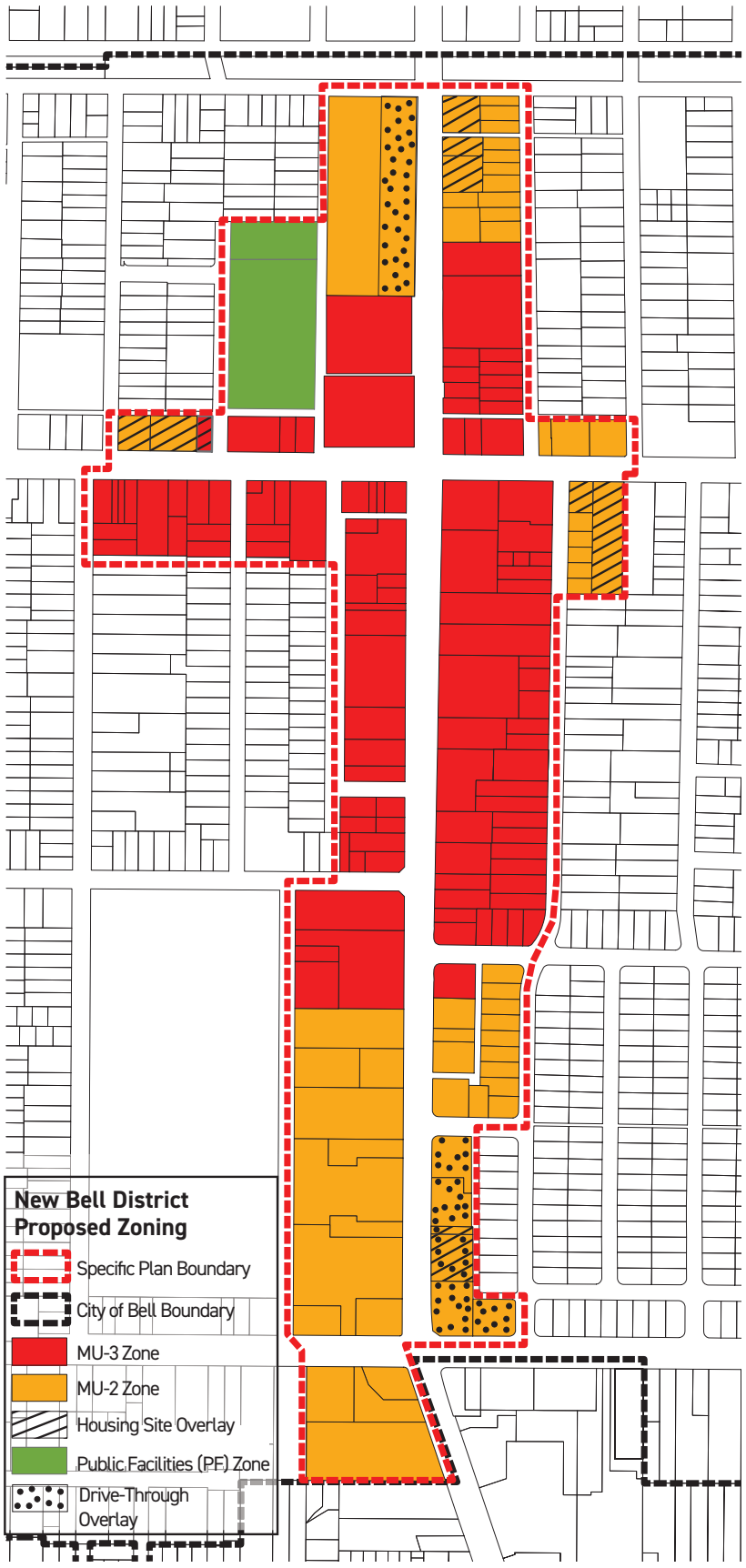
SOURCE: City of Bell, 2024

FIGURE 6

IMPACT SCIENCES

Proposed Land Use Map

1335.008•11/24



SOURCE: City of Bell, 2025

FIGURE **7**

IMPACT SCIENCES

Proposed Zoning Map

1335.008•07/25

III. ENVIRONMENTAL INITIAL STUDY CHECKLIST AND IMPACT ANALYSIS

3.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

3.2 DETERMINATION: (TO BE COMPLETED BY THE LEAD AGENCY)

On the basis of this initial evaluation:

I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	☐
I find that, although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the Project. A MITIGATED NEGATIVE DECLARATION will be prepared.	☒
I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	☐
I find that the Proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment., but at least effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.	☐

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

Printed Name	Title
Signature	Date

3.3 ENVIRONMENTAL IMPACT ANALYSIS

3.3.1 Aesthetics

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Except as provided in Public Resources Code section 21099:				
a. Would the project have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐

Less than Significant Impact. Public views are those experienced by the collective public. These include views of significant landscape features such as the Pacific Ocean or mountain ranges, as seen from public viewing spaces, not privately owned properties. The analysis below addresses public views and not private views since obstruction of private views is not generally regarded as a significant environmental impact. (*See*, *Citizens for Responsible and Open Government v. City of Grand Terrace* (2008) 160 Cal.App.4th 1323; *Mira Mar Mobile Community v. City of Oceanside* (2004) 119 Cal.App.4th 477). Case law has established that protection of public views is generally emphasized. A significant impact may occur if the Proposed Plan introduces development that would result in the loss or significant obstruction of a scenic vista or scenic resource.

A scenic vista is generally defined as a view of undisturbed natural characteristics exhibiting a unique feature that comprises an important or dominant portion of the viewshed. Although scenic vistas are typically identified at the discretion of its jurisdiction, common examples of scenic vistas include open hillsides, mountain ranges, rivers/streambeds, and large bodies of water.

The City of Bell's General Plan does not identify any designated scenic vistas or resources in the City. The San Gabriel Mountains are located approximately 16 miles northeast of the City and Plan Area and offer distant views from publicly accessible portions of the Plan Area. Although the Los Angeles River is located 1.1 miles from the Plan Area, public views of the river are not afforded due to its channelization, existing intervening structures, and the City's topography. The General Plan includes an Open Space/Parks designation applied to areas that are public parks or private land reserved for open spaces. These uses can be found in the western portion of the Plan Area, specifically Biancini Park and Treder Park. However, Biancini Park is currently not well utilized and is exposed to a busy intersection; it will be redeveloped into a central plaza, retail/restaurant center, district parking garage

and residential development. As such, implementation of the Proposed Plan will be analyzed for potential visual impacts to the San Gabriel Mountains and local parks.

Due to intervening structures and the relatively flat topography of the City, public views of the San Gabriel Mountains, which are located 16 miles northeast of the Plan Area are limited. These views would occur from within the Plan Area and are framed by the existing street grid pattern, flat terrain, and urbanized built environment. The views of the San Gabriel Mountains that are available from public areas and public streets are from a distance, generally aligned with the street grid, and are framed by buildings and street trees. Much of the future development associated with the Proposed Plan would occur along the Atlantic Avenue corridor within existing built areas. Allowable height and massing of future development project associated with the Proposed Plan would be greater than existing conditions; For example, existing conditions in the Plan Area generally consists of buildings of 1 and 2 stories, under the Specific Plan parcels zoned for MU-2 and MU-3 may develop buildings to be between 4 and 5 stories. Some new buildings could impinge on existing views, but such impacts are expected within an urban environment and existing public scenic views and resources are anticipated to be substantially maintained. Public views of existing open spaces such as Treder Park may be impacted if implementation of the Proposed Plan would result in the loss or significant obstruction of this scenic view or change the character of the view. However, Senate Bill 743 (SB 743) (Public Resources Code [PRC] Section 21099 (d)(1)) exempts development projects located in Transit Priority Areas (TPAs) from review of aesthetic impacts under CEQA. Specifically, SB 743 states that "aesthetics and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." The entire Plan Area is located within a Transit Priority Area. Therefore, while changes in views may occur, in accordance with SB 743, impacts would be less than significant.

A scenic resource generally includes urban or built features such as structures of architectural or historical significance. As discussed in **Section 3.3.5, Cultural Resources**, historical structures located within the Plan Area include 4401 Gage Avenue, 4356 Gage Avenue, 4411 Gage Avenue, 4400 Gage Avenue, and 4460 Gage Avenue. The 4460 Gage Avenue building operates as a recreational center, while the remaining four buildings operate commercial uses. None of the identified historic resources are located on opportunity sites. As no historic resources would be directly affected, impacts related to the damage of scenic resources would be less than significant.

As there are no designated or identified scenic resources within the Plan Area or the City, the Proposed Plan would not result in a loss of scenic resources or vistas. Therefore, implementation of the Proposed Plan would not have a substantial adverse effect on scenic vistas, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒

No Impact. The State Scenic Highways Program is designed to protect and enhance the natural scenic beauty of California highways and adjacent corridors through special conservation treatment. The City is not located near any designated or eligible state scenic highways per the State of California Department of Transportation.[9] The closest eligible state scenic highway would be State Route 1, located approximately 11.4 miles southeast of the Plan Area.[10] The closest designated National Scenic Highway is State Route 110 (Arroyo Seco Historic Parkway), which is located approximately 6.4 miles northwest of the City.[11]

Due to these distances, the Proposed Plan would not have an impact on scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway. Therefore, the Proposed Plan would have no impact.

Mitigation Measures: No mitigation measures are required.

9 California Department of Transportation, "List of Eligible and Designated Scenic Highways." Available online at: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways, accessed April 26, 2024.

10 California Department of Transportation, "List of Eligible and Designated Scenic Highways." Available online at: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways, accessed April 26, 2024.

11 California Department of Transportation, "State Scenic Highway Map." Available online at: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa, accessed April 5, 2024.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c. Would the project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a 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. The Plan Area is predominantly comprised of commercial land uses, with some residential, institutional, and open space uses. The Proposed Plan would introduce zone changes and General Plan Amendments that would result in a reduction in commercial and civic uses and an increase in residential uses in the Plan Area. The Proposed Plan would provide policy direction, guidelines, and development standards to preserve and enhance the existing character of the Plan Area. The Project would include General Plan Amendments and Zoning Code Amendments. Thus, the Proposed Plan would not conflict with the General Plan or the Municipal Code. In addition to the proposed design and development standards outlined in the Proposed Plan, future development projects would also be required to implement all applicable development regulations outlined in the City's Zoning Code. The City's site plan, design approval, and permitting process would ensure compliance.

Furthermore, as stated above, the entire Plan Area is located within a Transit Priority Area.[12] Therefore, because future implementation of the Proposed Plan would include residential and mixed-use developments, it would not be subject to aesthetic and parking analyses and these impacts would be considered less than significant. As such, implementation of the Proposed Plan would not conflict with applicable zoning regulations related to visual quality and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

12 Southern California Association of Governments, "Data Map Book for the City of Bell." Available online at: https://scag.ca.gov/sites/main/files/file-attachments/bell_0.pdf?1700068252, accessed on July 17, 2024.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Less than Significant Impact. Sources of lighting or glare are typical in highly developed, urban environments (e.g., sunlight reflecting off building materials and glass windows). The Plan Area is currently developed with existing sources of light and glare, such as streetlights and parking lights, walkway lights, lighted recreational facilities, and light emitted from residential and nonresidential buildings. In addition, the Plan Area is surrounded by urban development.

Implementation of the Proposed Plan would increase the overall development intensity of the Plan Area. Future development projects associated with the Proposed Plan could produce glare from sunlight reflecting off the windows of buildings. Future development associated with the Proposed Plan may introduce new sources of nighttime light, including spillover from the windows of new residences and businesses, and from outdoor security lighting, lighted signs, streetlights, and building-mounted lighting. As a result, light and glare would increase from reflections of vehicle windows or vehicle headlights shining at night. However, these new light sources would not substantially increase the amount of nighttime lighting or glare, since the Plan Area is already a highly developed urban environment, and most existing buildings include nighttime security lighting.

Furthermore, the Proposed Plan would implement design guidelines that address site design and architecture for future development and identifies design approaches and guidelines regarding lighting for parking areas, buildings and streets. As such, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

3.3.2. Agricultural Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	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?	☐	☐	☐	☒

No Impact. According to the California Department of Conservation's California Important Farmland Finder, the Plan Area does not contain any land classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.[13] Further, the majority of the Plan Area is designated Heavy Commercial and does not allow agricultural uses.[14] Thus, the Proposed Plan would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. No impact would occur.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒

No Impact. Only land located within an agricultural preserve is eligible for enrollment under a Williamson Act contract. According to the California Department of Conservation California Williamson Act Enrollment Finder,[15] there is no land in the City, or Plan Area, enrolled under a

13 California Department of Conservation, "California Important Farmland Finder," Available online at: https://maps.conservation.ca.gov/dlrp/ciff/, Accessed May 14, 2024..

14 City of Bell, City of Bell General Plan. Available online at: https://www.cityofbell.org/home/showpublisheddocument/14770/637490821578330000, accessed July 22, 2024.

15 California Department of Conservation, *Williamson Act Program*. Available online at: https://www.conservation.ca.gov/dlrp/lca, accessed on May 8, 2024.

Williamson Act contract. As stated above, the City is highly urbanized.[16] There is currently no land within the City zoned for agricultural use nor enrolled under a Williamson Act contract. Therefore, the Proposed Plan would not conflict with existing agricultural zoning or a Williamson Act Contract, and no impact would occur.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 does not contain any forest land (as defined by PRC § 12220(g)), timberland (as defined by PRC § 4526), or timberland zoned for Timberland Production (as defined by Government Code § 51104(g)).[17] Approval of the Proposed Plan would not conflict with the General Plan, existing zoning or cause rezoning of forest land, timberland, or timberland zoned Timberland Production. No impact would occur.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d. Would the project result in the loss of forest land or conversion of forest land to a non-forest use?	☐	☐	☐	☒

16 California Department of Conservation, *State of California Williamson Act Contract Land*. Available online at: https://maps.conservation.ca.gov/dlrp/WilliamsonAct/, accessed on May 8, 2024.

17 California Department of Fish and Wildlife, California Forests and Timberlands. Available online at: https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=109919, accessed May 14, 2024.

No Impact. See response to **Section 3.3.2.c**, above.

Forest land is defined as "…land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits."[18] Timberland is defined as: "land…which is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and other forest products, including Christmas trees."[19] The City is a developed urbanized environment, with few vacant parcels. There is no identified forest land or timberland within the City and implementation of the Proposed Plan would not result in a loss of forest land or timberland. No impact would occur.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e. Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

No Impact. As the Plan Area is a highly developed and urban area, implementation of the Proposed Plan would not result in the conversion of farmland or forest land to non-agricultural or non-forest land use. No impact would occur.

Mitigation Measures: No mitigation measures are required.

18 California Public Resources Code, Section 12220(g).

19 PRC, § 4526.

3.3.3 Air Quality

Environmental Setting & Regulatory Framework

Existing Conditions

The City of Bell is located in the South Coast Air Basin (herein referenced as "SCAB" or the "Basin"), the air basin is an area of approximately 6,745 square miles bound by the Pacific Ocean to the west and south and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The SCAB includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, in addition to the San Gorgonio Pass area in Riverside County. The terrain and geographical location determine the distinctive climate of the SCAB, which is a coastal plain with connecting broad valleys and low hills.

The SCAB lies in the semi-permanent high-pressure zone of the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes. The usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The extent and severity of the air pollution problem in the SCAB is a function of the area's natural physical characteristics (weather and topography) as well as human-made influences (development patterns and lifestyle). Factors such as wind, sunlight, temperature, humidity, rainfall, and topography all affect the accumulation and dispersion of pollutants throughout the SCAB, making it an area of high pollution potential.

The greatest air pollution impacts in the SCAB occur from June through September, mainly because of the combination of large amounts of pollutant emissions, light winds, and shallow vertical atmospheric mixing. This frequently reduces pollutant dispersion, causing elevated air pollution levels. Pollutant concentrations in the SCAB vary with location, season, and time of day. Ozone concentrations, for example, tend to be lower along the coast, higher in the near inland valleys, and lower in the far inland areas of the SCAB and adjacent desert.

California Air Resources Board

The California Air Resources Board (CARB) is the regulatory agency charged with protecting the public from the harmful effects of air pollution and developing programs and actions to fight climate change. CARB's mission is to promote and protect public health, welfare, and ecological resources through effective reduction of air pollutants while recognizing and considering effects on the economy. CARB is the lead agency for climate change programs and oversees all air pollution control efforts in California to attain and maintain health-based air quality standards.

South Coast Air Quality Management District

The South Coast Air Quality Management District (SCAQMD) is the regulatory agency responsible for improving air quality in the SCAB. The SCAQMD is responsible for controlling emissions primarily from stationary sources of air pollution. These can include anything from large power plants and refineries to the corner gas station. There are about 28,400 such businesses operating under SCAQMD permits.[20] Many consumer products are also considered stationary sources; these include house paint, furniture varnish, and thousands of products containing solvents that evaporate into the air. About 25 percent of the SCAB's ozone-forming air pollution comes from stationary sources, both businesses and residences. The other 75 percent comes from mobile sources–mainly cars, trucks, and buses, but also construction equipment, ships, trains and airplanes.[21] Emission standards for mobile sources are established by state or federal agencies, such as the CARB and the U.S. Environmental Protection Agency (U.S. EPA), rather than by local agencies such as SCAQMD.

Local Air Quality

Ambient air quality in Bell can be inferred from ambient air quality measurements conducted at nearby air quality monitoring stations. Existing levels of ambient air quality and historical trends and projections are documented by measurements made by the SCAQMD, the air pollution regulatory agency in the Basin. The SCAQMD maintains air quality monitoring stations which process ambient air quality measurements throughout the Basin.

The purpose of the monitoring station is to measure ambient concentrations of pollutants and determine whether ambient air quality meets the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS). Ozone and particulate matter (PM10 and PM2.5) are pollutants of particular concern in the Basin. On top of regional thresholds, for criteria pollutants NOx, CO, PM10, and PM2.5, localized significance thresholds (LSTs) have been established. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard and are developed based on the ambient concentrations of that pollutant for each source receptor area (SRA).[22] While the City is located within SRA 5, Southeast Los Angeles County, there are no monitoring stations in SRA 5. At the recommendation of SCAQMD staff, the monitoring station located closest to the City and most

20 SCAQMD, "About South Coast AQMD." Available online at: https://www.aqmd.gov/aq-spec/aboutscaqmd, accessed July 15, 2024.

21 SCAQMD, "Air Quality Sensor Performance Evaluation Center – About South Coast AQMD." Available online at: https://www.aqmd.gov/aq-spec/aboutscaqmd, accessed April 3, 2024.

22 SCAQMD, "Localized Significance Thresholds." Available online at: https://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/localized-significance-thresholds, accessed July 15, 2024.

representative of air quality for the area is CARB No.177, La Habra, North Orange County in SRA 16. The La Habra monitoring station provides data on only CO, Ozone, and Nitrogen Dioxide. Therefore, ambient data for PM2.5 was taken from CARB No. 112, Compton, South Central LA County. Ambient emission concentrations vary due to localized variations in emissions sources and climate and should be considered "generally" representative of ambient concentrations near the City. See **Table 3.3-1, Air Monitoring Station Ambient Pollutant Concentrations**.

Table 3.3-1
Air Monitoring Station Ambient Pollutant Concentrations

Pollutant	Standards[1]	Year		
		2020	2021	2022
Carbon Monoxide (CO)[a]				
Maximum 1-hour concentration monitored (ppm)		2.10	2.30	2.5
Maximum 8-hour concentration monitored (ppm)		1.20	1.30	1.4
Number of days exceeding state 1-hour standard	20 ppm	0	0	0
Number of days exceeding federal 1-hour standard	35 ppm	0	0	0
Ozone (O_3)[a]				
Maximum 1-hour concentration monitored (ppm)		0.171	0.103	0.106
Maximum 8-hour concentration monitored (ppm)		0.113	0.075	0.087
Number of days exceeding state 1-hour standard	0.09 ppm	15	2	1
Number of days exceeding federal/state 8-hour standard	0.070 ppm	23 / 23	2 / 3	3 / 4
Nitrogen Dioxide (NO_2)[a]				
Maximum 1-hour concentration monitored (ppm)		0.057	0.064	0.058
Annual average concentration monitored (ppm)		0.013	0.013	0.012
Number of days exceeding state 1-hour standard	0.18 ppm	0	0	0
Fine Particulate Matter (PM2.5)[b]				
Maximum 24-hour concentration monitored ($\mu g/m^3$)		43.20	102.10	52.80
Annual average concentration monitored ($\mu g/m^3$)		13.57	13.41	12.25
Number of samples exceeding federal standard	35 $\mu g/m^3$	7	12	6

[a] *Data from CARB No. 177*
[b] *Data from CARB No. 112*
Source: South Coast Air Quality Management District. Historical Data By Year. Available online at: https://www.aqmd.gov/home/air-quality/historical-air-quality-data/historical-data-by-year, accessed April 17, 2024.
[1] *Parts by volume per million of air (ppm), micrograms per cubic meter of air ($\mu g/m^3$), or annual arithmetic mean (aam).*
[2] *The 8-hour federal O_3 standard was revised from 0.075 ppm to 0.070 ppm in 2015. The statistics shown are based on the 2015 standard of 0.070 ppm.*

SCAQMD 2022 Air Quality Management Plan

State Implementation Plans (SIP) are comprehensive plans that describe how an area will attain NAAQS. State law makes CARB the lead agency for all purposes related to the SIP. Local air districts and other

agencies prepare SIP elements and submit them to CARB for review and approval. CARB then forwards SIP revisions to the U.S. EPA for approval and publication in the Federal Register. The 2022 Air Quality Management Plan (2022 AQMP) is the SIP for the Basin. The 2022 AQMP identifies the control measures that will be implemented to reduce major sources of pollutants. Implementation of control measures established in the previous AQMPs has substantially decreased the population's exposure to unhealthful levels of pollutants, even while population growth has occurred in the SCAB.

On December 2, 2022, the SCAQMD Governing Board approved the 2022 AQMP that lays a path for improving air quality and meeting federal air pollution standards by 2037. The 2022 AQMP aims to, among other goals, reduce almost 70 percent of smog forming emissions by 2037 beyond existing regulations, require zero-emission technologies across all sectors, and lay out specific actions needed from the federal government to reduce emissions from ships, trains, aircraft, and other sources primarily under federal regulatory authority. The 2022 AQMP also focuses on communities disproportionately impacted by air pollution with a dedicated chapter on environmental justice.

The future air quality levels forecast in the 2022 AQMP are based on the most recent assumptions provided by both CARB and the Southern California Association of Governments (SCAG) for motor vehicle emissions and demographic updates and includes updated transportation conformity budgets. For example, future growth projections were based on demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment by industry) developed by SCAG for their 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy. The 2022 AQMP also assumes that development projects will include strategies (mitigation measures) to reduce emissions generated during construction and operation in accordance with SCAQMD and local jurisdiction regulations, which are designed to address air quality impacts and pollution control measures. The 2022 AQMP acknowledges that the most significant air quality challenge in the Basin is to reduce nitrogen oxides (NOX) emissions sufficiently to meet the upcoming ozone standard deadlines. The 2022 AQMP incorporates scientific and technical information and planning assumptions, updated emission inventory methodologies for various source categories, and growth forecasts from the RTP/SCS provided by SCAG. Although the Connect SoCal 2024 RTP/SCS was recently adopted in April 2024, the AQMP incorporates data from the SCAG 2020 RTP/SCS, as that was the adopted RTP/SCS at the time that AQMP was drafted. The 2022 AQMP includes integrated strategies and measures to attain the NAAQS.

SCAQMD Rules and Regulations

All projects are subject to adopted SCAQMD rules and regulations in effect at the time of construction. Specific rules applicable to the construction of the project may include but are not limited to the following:

- **Regulation IV, Rule 402: Nuisance**. A person shall not discharge from any source whatsoever such quantities of air contaminants or other materials which cause injury, detriment, nuisance or annoyance to any considerable number of persons or the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause or have natural tendency to cause injury or damage to business or property.

- **Regulation IV, Rule 403: Fugitive Dust**. The developer or contractor is required to implement Best Available Control Measures for all sources, and all forms of visible PM are prohibited from crossing any property line.

- **Regulation XI, Rule 1113**: Architectural Coatings. The manufacturer, distributor, and end user of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories.

- **Regulation XII, Rule 1186**: PM10 Emissions from Paved and Unpaved Roads, and Livestock Operations. The purpose of this rule is to reduce the amount of PM entrained in the ambient air as a result of vehicular travel on paved and unpaved public roads.

- **Regulation XIV, Rule 1403**: Asbestos Emissions from Demolition/Renovation Activities. The owner or operator of any demolition or renovation activity is required to have an asbestos study performed prior to demolition and to provide notification to SCAQMD prior to commencing demolition activities.

Thresholds of Significance

Consistency with the Applicable Air Quality Management Plan

The SCAQMD has adopted criteria for consistency with regional plans and the regional Air Quality Management Plan (AQMP) in its CEQA Air Quality Handbook. Specifically, the indicators of consistency are: 1) whether the project would increase the frequency or severity of existing air quality violations or cause or contribute to new air quality violations; and 2) whether the project would exceed the assumptions utilized in preparing the AQMP.

Violation of Standards or Substantial Contribution to Air Quality Violations

As the agency principally responsible for comprehensive air pollution control in the Basin, the SCAQMD recommends that projects should be evaluated in terms of air pollution control thresholds established by the SCAQMD and published in the CEQA Air Quality Handbook. These thresholds were developed by the SCAQMD to provide quantifiable levels to which projects can be compared. The most current significance

thresholds, shown in **Table 3.3-2, SCAQMD Regional Thresholds of Significance**, are used in this analysis.

Table 3.3-2
SCAQMD Regional Thresholds of Significance

Pollutant	Construction (pounds per day)	Operations (pounds per day)
NOx	100	55
VOC	75	55
PM10	150	150
PM2.5	55	55
Sox	150	150
CO	550	550

Source: SCAQMD, South Coast AQMD Air Quality Significance Thresholds, 2019. Available online at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf

In addition to the above regional thresholds, the SCAQMD has developed Localized Significance Thresholds (LSTs) in response to the Governing Board's Environmental Justice Enhancement Initiative (1-4), which was prepared to update the CEQA Air Quality Handbook (1993). LSTs were devised in response to concern regarding exposure of individuals to criteria pollutants in local communities and have been developed for NOx, CO, PM10, and PM2.5. LSTs represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), distance to the sensitive receptor, and project size. LSTs have been developed for emissions generated in construction areas up to five acres in size. However, LSTs only apply to emissions in a fixed stationary location and are not applicable to mobile sources, such as cars on a roadway. **Table 3.3-3, SCAQMD LSTs in SRA 5,** shows the LST's for each pollutant for SRA 5 – Southeast Los Angeles County.

Table 3.3-3
SCAQMD LSTs in SRA 5

Pollutant	Localized Significance Thresholds		
	1 acre at 50 meters	2 acres at 50 meters	5 acres at 50 meters
Construction			
Nitrogen Oxides (NO_x)	81 lbs/day	111 lbs/day	165 lbs/day
Carbon Monoxide (CO)	735 lbs/day	1,082 lbs/day	1,855 lbs/day
Respirable Particulates (PM10)	13 lbs/day	21 lbs/day	42 lbs/day
Fine Particulates (PM2.5)	4 lbs/day	6 lbs/day	10 lbs/day
Operation			
Nitrogen Oxides (NO_x)	81 lbs/day	111 lbs/day	165 lbs/day
Carbon Monoxide (CO)	602 lbs/day	883 lbs/day	1,577 lbs/day
Respirable Particulates (PM10)	3 lbs/day	5 lbs/day	10 lbs/day
Fine Particulates (PM2.5)	1 lb/day	2 lbs/day	3 lbs/day

Source: South Coast Air Quality Management District. Final Localized Significance Threshold Methodology, Appendix C – Mass Rate LST Looks-Up Tables, 2009. Available online at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/appendix-c-mass-rate-lst-look-up-tables.pdf?sfvrsn=2

Exposure of Sensitive Receptors to Substantial Pollutant Concentrations

The SCAQMD currently recommends that impacts to sensitive receptors be considered significant when a project generates localized pollutant concentrations of nitrogen dioxide (NO2), carbon monoxide (CO), PM10, or PM2.5 (particulate matter with a diameter of 2.5 micrometers or smaller) at sensitive receptors near a project site that exceed the localized pollutant concentration thresholds listed above or when a project's traffic causes CO concentrations at sensitive receptors located near congested intersections to exceed the national or state ambient air quality standards. The roadway CO thresholds would also apply to the contribution of emissions associated with cumulative development.

Exposure to Objectionable Odors

A significant impact may occur if objectionable odors occur that would adversely impact sensitive receptors. Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills.

Methodology

Construction and operational criteria air pollutant emissions were calculated with CalEEMod and were compared to the SCAQMD's significance thresholds (see above). Air quality impacts resulting from

implementation of the Plan are analyzed at a programmatic level because information on specific development projects is not known. The SCAQMD CEQA Air Quality Handbook states that the air quality assessment should be as comprehensive as possible at a programmatic level. As such and in the absence of specific development projects, this analysis assesses regional and localized air quality emissions under worst-case conceptual scenarios and associated assumptions.

Impact Analysis

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐

Less than Significant Impact. As part of its enforcement responsibilities, the EPA requires each state with nonattainment areas to prepare and submit a SIP that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under state law, the California Clean Air Act (CCAA) requires an air quality attainment plan to be prepared for areas designated as nonattainment with regard to the federal and state ambient air quality standards. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

Drafted by the SCAQMD, the 2022 AQMP was developed in coordination with CARB, SCAG, and the U.S. EPA to establish a program of rules and regulations to reduce air pollutant emissions to achieves CAAQS and NAAQS. The AQMP's pollutant control strategies are based on SCAG's 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS).

Criteria for determining consistency with the AQMP are defined in Chapter 12, Section 12.2 and Section 12.3 of the SCAQMD's 1993 CEQA Air Quality Handbook, and include the following:

- **Consistency Criterion No. 1**: The proposed project will not result in an increase in the frequency or severity of an existing air quality violation, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

- **Consistency Criterion No. 2**: The proposed project will not exceed the assumptions in the AQMP, or increments based on the years of the project build-out phase.

With respect to the first criterion, area air quality planning, including the AQMP, assumes that there will be emissions from new growth, but that such emissions may not impede the attainment and may actually contribute to the attainment of applicable air quality standards within the SCAB. Construction-related emissions from potential future projects under the Proposed Plan would be temporary in nature, lasting only for the duration of the construction period, and would not have a long-term impact on the region's ability to meet state and federal air quality standards. Furthermore, potential future projects resulting from implementation of the Proposed Plan will be required to comply with applicable SCAQMD rules and regulations for new or modified sources. For example, projects must comply with SCAQMD Rule 403 for the control of fugitive dust during construction. By meeting SCAQMD rules and regulations, future construction activities within the Plan Area will be consistent with the goals and objectives of the AQMP to improve air quality in the SCAB. Furthermore, with respect to potential construction and operations air quality emissions, (see Air Quality Checklist Questions b and c), implementation of the Proposed Plan would not exceed the SCAQMD thresholds of significance.

With respect to the second criterion, the AQMP was prepared to achieve national and state air pollution standards within the region. A project that is considered to be consistent with the AQMP would not interfere with attainment of AQMP goals because the growth from the project is included in the regional projections used to formulate the AQMP. As previously stated, the 2022 AQMP utilizes regional projections included in the SCAG 2020-2045 RTP/SCS. At the time that the 2022 AQMP and the 2020-2045 RTP/SCS were adopted, the Proposed Plan could not have been accounted for, as the Plan had not been proposed or adopted yet. While the Plan was not factored into these regional projections used to formulate the AQMP, the Plan will help the City achieve housing and transportation goals promoted by the RTP/SCS. According to the 6th Regional Housing Needs Assessment (RHNA) for the City, which quantifies the need for housing within each jurisdiction during specified planning periods, the City needs to develop a total of 229 dwelling units, the County needs to develop 812,060 dwelling units, and the region needs to develop 1,341,827 units for the period of October 2021 through October 2029.[23] Implementation of the Proposed Plan is anticipated to result in a net increase of 584 residential units and a net reduction of 34,784 square feet of non-residential uses. At full buildout, the Proposed Plan would exceed the projected needs established in the RHNA for the

23 SCAG, *SCAG 6th Cycle Final RHNA Allocation Plan*, 2021. Available online at: https://scag.ca.gov/sites/main/files/file-attachments/6th_cycle_final_rhna_allocation_plan_070121.pdf?1646938785, accessed July 17, 2024.

City and contributes to the housing needs for the County and the region as a whole. Implementation of the Proposed Plan would maximize underutilized parcels that are in close proximity to transportation, since the Plan Area is located within a High Quality Transit Corridor,[24] as well as access to employment centers. Furthermore, the Proposed Plan meets the goals established within the City's Housing Element to encourage mixed-use development along Atlantic Avenue, such as Goal 5, Policy 3 which encourages the City to develop underutilized housing sites that could accommodate future affordable housing needs as well as other types of infill development.[25] Please refer to **Section 3.3.7, Land Use Planning; Section 3.3.9, Population and Housing;** and **Section 3.3.11, Transportation**, for a full discussion of the less-than-significant impacts associated with growth and regional planning associated with the Proposed Plan. As detailed therein, the Proposed Plan would not conflict with regional growth projections identified in the formulation of the AQMP. Thus, the Proposed Plan is also consistent with the second criterion. As the Proposed Plan is consistent with Criterion Nos. 1 and 2, it would not conflict with or obstruct implementation of any applicable air quality plan, and this impact is less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐

Less than Significant. Criteria pollutants include O_3, CO, NO_2, PM10, PM2.5, sulfur dioxide (SO_2), and lead (Pb). The SCAB is a non-attainment area for the federal standards for O_3 and PM2.5 and state standards for O_3, PM10, and PM2.5. The Los Angeles County portion of the SCAB is also designated non-attainment for lead. Because the Proposed Plan does not include any measurable sources of lead emissions, this pollutant is not discussed further in this analysis. Therefore, this analysis focuses on air

24 SCAG, *High-Quality Transit Corridors Interactive Map*, 2024. Available online at: https://maps.scag.ca.gov/portal/apps/experiencebuilder/experience/?data_id=dataSource_4-hqtc_2022by_route_updated_8131%3A43&id=97f9699f14654b3b8895c74846541f75&page=home, accessed July 17, 2024.

25 City of Bell, *City of Bell 2030 Housing Element*, 2020. Available online at: https://www.cityofbell.org/home/showpublisheddocument/16916/638118850740000000, accessed on April 17, 2024.

quality impacts related to those criteria pollutants for which the region is nonattainment, which are O_3, PM10, and PM2.5.

Construction activities associated with potential future projects under the Proposed Plan include the following: demolition, grading, construction worker travel to and from the Plan Area, delivery and hauling of construction supplies and debris to and from the Plan Area, and fuel combustion by on-site construction equipment. These activities would generate emissions of ozone precursors (reactive organic gases [ROGs] and NO_x), CO, and dust (PM10, and PM2.5). Construction activity associated with implementation of the Proposed Plan has the potential to create air quality impacts through emissions produced by the use of heavy-duty construction equipment and by vehicle trips generated by construction worker commuting, construction vendor material deliveries, and haul truck trips to and from individual development sites within the Plan Area. Fugitive dust (PM10 and PM2.5) emissions would primarily result from demolition and site preparation (e.g., grading) activities. NO_X emissions, a precursor emission to ozone for which the SCAB is also designated nonattainment, would primarily result from the use of construction equipment. During the finishing phase, paving operations and the application of architectural coatings (e.g., paints) and other building materials would release volatile organic compounds [VOCs], the other precursor emission to O_3. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions.

Since details regarding potential future projects under the Proposed Plan are not available, this analysis relies on a conservative worst-case construction schedule and daily assumptions to assess regional construction emissions. Specifically, this analysis assumes that all potential construction would be completed within a two-year period, with construction beginning as early as 2025 and operations beginning in 2027. This is a highly conservative scenario for a few key reasons. First, it is likely that Plan buildout will occur over many years, through the horizon year of 2040. This would result in daily construction activities to be spread out over a longer period and the associated daily construction emissions would be reduced compared to what is assumed herein. Second, emission factors for construction equipment, haul trucks, and worker trips improve each calendar year into the future. Thus, by assuming all construction would conclude by the end of 2026, this analysis applies the most impactful emission factors to the construction analysis (see **Appendix A, Air Quality Data,** for more details). Predicted maximum daily construction-generated emissions from all potential construction associated with the Proposed Plan are summarized in **Table 3.3-4, Construction-Related Criteria Pollutant and Precursor Emissions – Maximum Pounds per Day.** As shown in **Table 3.3-4,** worst-case construction activities would not exceed any thresholds established by the SCAQMD. Therefore, this impact is less than significant.

Table 3.3-4
Construction-Related Criteria Pollutant and Precursor Emissions – Maximum Pounds per Day

Construction Year	ROG	NOx	CO	SO_2	PM10	PM2.5
2025	6.41	53.00	76.90	0.14	13.60	5.07
2026	60.10	22.40	59.40	0.05	8.23	2.48
Regional Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Exceed?	*No*	*No*	*No*	*No*	*No*	*No*

*Source: Impact Sciences July 2024. See **Appendix A** to this report.*
Note: Plan emissions account for the reductions from SCAQMD Rule 403 (Fugitive Dust).

Regional Operational Emissions

Emissions for the Proposed Plan would be comprised of mobile source emissions, area source emissions, and emissions associated with energy consumption. The operational emissions associated with the Plan are shown in **Table 3.3-5, Estimated Operational Emissions**.

Table 3.3-5
Long-Term Operational Emissions – Maximum Pounds per Day

Source	ROG	NOx	CO	SO_2	PM10	PM2.5
Mobile Source	11.10	29.80	360.00	1.06	103.00	26.50
Area Source	13.70	0.32	33.20	<0.01	0.02	0.01
Energy Use	0.10	1.64	0.70	0.01	0.13	0.13
Total	*24.90*	*0.28*	*393.90*	*1.07*	*103.15*	*26.64*
Regional Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceed?	*No*	*No*	*No*	*No*	*No*	*No*

Note: Mobile source emissions shown herein are based on full buildout by the year 2027. While it is noted that buildout will occur through the horizon year of 2040, the application of year 2027 emission factors is a conservative assumption.
*Source: Impact Sciences, July 2024. See **Appendix A** to this report.*

As shown in **Table 3.3-4** and **Table 3.3-5**, the Proposed Plan's construction and operational emissions would not exceed the SCAQMD's thresholds for any criteria air pollutants. Therefore, regional construction and operational emissions would not result in a significant regional air quality impact. Thus, the Proposed Plan would also not result in a cumulatively considerable net increase of any criteria air pollutant for which the Plan Area region is nonattainment under an applicable federal or state ambient air quality standard. These impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c. Would the project expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐

Less Than Significant. The SCAQMD has developed localized significance thresholds (LSTs) that represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the applicable federal or state ambient air quality standard. In order to assess potential localized NOx, CO, PM10, and PM2.5 impacts during construction, potential development at Opportunity Site No. 17 was evaluated herein. A potential development scenario identifies approximately 28,170 square feet of demolition and construction of up to 72 dwelling units and 14,000 square feet of commercial uses on a 1.2-acre site. This scenario represents the most intensive development scenario of any opportunity site.

This analysis assumes that construction at this site would be completed within a 17-month period, with construction beginning as early as 2025 and operations beginning in 2026. This is a conservative localized impact scenario because reasonably foreseeable development would likely occur in smaller amounts across the Plan Area. Furthermore, emission factors for construction equipment, haul trucks, and worker trips improve each calendar year into the future. Thus, by assuming construction would conclude by the end of 2026, this analysis applies the most impactful emission factors to the localized construction analysis (see **Appendix A** for more details).

While Opportunity Site No. 17 is 1.2 acres, this analysis conservatively applies the 1.0-acre LST in SRA 5 with sensitive receptors located within 25 meters. As shown in **Table 3.3-6, Localized Significance of Construction Emissions – Maximum Pounds per Day**, construction emissions under this worst-case development scenario would not exceed the localized thresholds of significance.

Table 3.3-6
Localized Significance of Construction Emissions – Maximum Pounds per Day

Construction Phase	NOx	CO	PM10	PM2.5
Demolition	**13.90**	**15.10**	**1.34**	**0.64**
SCAQMD Localized Thresholds	*80.00*	*571.00*	*4.00*	*3.00*
Grading/Foundation Preparation	**14.10**	**14.50**	**3.40**	**1.93**
SCAQMD Localized Thresholds	*80.00*	*571.00*	*4.00*	*3.00*
Building Construction	**14.22**	**17.61**	**0.71**	**0.49**
SCAQMD Localized Thresholds	*80.00*	*571.00*	*4.00*	*3.00*
Exceed?	***No***	***No***	***No***	***No***

*Source: Impact Sciences, July 2024. See **Appendix A** to this report.*
Notes: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust. This analysis applied LSTs for a one-acre site with a receptor distance of 25 meters in SCAQMD's SRA 5. The building construction emission total includes architectural coating and paving emissions.

Localized Operational Significance Analysis

As discussed previously, because the LST methodology is applicable to projects where emission sources occupy a fixed location, LST methodology would typically not apply to the operational phase of residential/commercial mixed-use projects because emissions for these projects are primarily generated by mobile sources traveling on local roadways over generally large distances or areas. LSTs would apply to the operational phase of a project if the project includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site. For example, the LST methodology applies to operational projects such as warehouse/transfer facilities.[26] As the Proposed Plan does not propose warehouse or transfer facilities, an operational analysis against the LST methodology is not directly applicable. Nevertheless, **Table 3.3-7, Localized Significance of On-Site Operational Emissions – Maximum Pounds per Day**, has been included to illustrate the potential on-site emissions during operation. As shown in **Table 3.3-7**, the Plan would not have the potential to exceed any of the identified localized thresholds of significance. Therefore, Plan operations would not expose sensitive receptors to substantial air pollutant concentrations and these impacts would be less than significant.

26 SCAQMD, *Sample Construction Scenarios for Projects Less than Five Acres in Size*, February 2005, page 1-3.

Table 3.3-7
Localized Significance of On-Site Operational Emissions – Maximum Pounds per Day

Emissions Source	NOx	CO	PM10	PM2.5
Area Sources	0.01	0.82	<0.01	<0.01
Energy Demand	0.13	0.11	0.01	0.01
Total On-Site Emissions	**0.14**	**0.93**	**0.02**	**0.02**
SCAQMD Localized Thresholds	*69.00*	*535.00*	*1.00*	*1.00*
Exceed?	***No***	***No***	***No***	***No***

*Source: Impact Sciences, July 2024. See **Appendix A** to this report. This analysis applied LSTs for a one-acre site with a receptor distance of 25 meters in SCAQMD's SRA 5.*

The Plan would not result in potentially significant CO "hot spots" and a project-specific CO hotspots analysis is not required to reach this conclusion. It has long been recognized that CO exceedances ("hot spots") are caused by vehicular emissions, primarily when idling at intersections. Vehicle emissions standards have become increasingly more stringent in the last twenty years. With the turnover of older vehicles, introduction of cleaner fuels and implementation of control technology on industrial facilities, CO concentrations for the Plan Area vicinity have historically met state and federal attainment status for the air quality standards. Based on the measured concentrations provided previously in **Table 3.3-1,** CO concentrations in SRA 5 are substantially below the California one-hour or eight-hour CO standards of 20 or 9.0 ppm, respectively. Accordingly, with the steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard. Therefore, the Plan would not have the potential to cause or contribute to an exceedance of the California one-hour or eight-hour CO standards of 20 or 9.0 ppm, respectively. Impacts with respect to localized CO concentrations would be less than significant.

Diesel Particulate Matter

Construction would result in the generation of DPM emissions from the use of off-road diesel equipment required for demolition, grading and excavation, building construction, and other construction activities. The amount to which the receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e., potential exposure to TAC emission levels that exceed applicable standards). Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer.

In March 2015, the Office of Environmental Health Hazard Assessment (OEHHA) adopted revised guidelines that update previous guidance by incorporating advances in risk assessment with

consideration of infants and children using Age Sensitivity Factors (ASF). The intent of the OEHHA 2015 guidance is to provide HRA procedures for use in the Air Toxics Hot Spots Program or for the permitting of existing, new, or modified stationary sources. As the Proposed Plan is not part of the Air Toxics Hot Spots Program, the OEHHA 2015 guidance is not directly applicable.

The use of diesel-powered construction equipment would be temporary and episodic. The duration of exposure would be short and exhaust from construction equipment dissipates rapidly. Current methodology for conducting health risk assessments is associated with long term exposure periods (9, 30, and 70 years). Therefore, short-term construction activities would not be expected to generate a significant health risk. Furthermore, the opportunity sites identified in the Proposed Plan are below three acres. Generally, construction for projects contained in a site of such size represent less than significant health risks due to limitations of the off-road diesel equipment able to operate. When compared to larger sites, smaller sites such as the opportunity sites identified in the Proposed Plan, would generally result in reduced DPM emissions, reduced dust-generating ground-disturbance, and reduced duration of construction activities. Furthermore, construction would be subject to and would comply with California regulations limiting the idling of heavy-duty construction equipment to no more than five (5) minutes, which would further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions.[27] For these reasons, DPM generated by construction activities would not expose sensitive receptors to substantial amounts of air toxics and these impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Less Than Significant. The SCAQMD CEQA Air Quality Handbook (1993) identifies certain land uses as sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment

27 California Air Resources Board, *Frequently Asked Questions Regulation for In-Use Off-Road Diesel-Fueled (Off-Road Regulation)*, 2015. Available online at: https://ww2.arb.ca.gov/sites/default/files/classic/msprog/ordiesel/faq/off-road-requirements.pdf, accessed July 5, 2024.

plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The Plan does not include any of the uses identified as sources of odor.

Construction activities associated with the Proposed Plan may generate detectable odors from heavy-duty equipment exhaust and architectural coatings. However, construction-related odors would be short-term in nature and cease upon a project's buildout. In addition, individual development projects under the Proposed Plan would be required to comply with the California Code of Regulations, Title 13, sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by shutting it off when not in use or by reducing the time of idling to no more than five minutes. This would reduce the detectable odors from heavy-duty equipment exhaust. Development under the Proposed Plan would also be required to comply with SCAQMD Rule 402, Nuisance to address any odors adversely affecting a number of people and industrial uses generating odors would continue to operate as required by SCAQMD permitting. Development projects under the Proposed Plan would also be required to comply with the SCAQMD Rule 1113 – Architectural Coating, which would minimize odor impacts from ROG emissions during architectural coating. Any odor impacts to existing adjacent land uses would be short-term and not substantial. As such, the Proposed Plan would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people and this impact would be less than significant.

Mitigation Measures: No mitigation measures are required.

3.3.4. Biological Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	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 Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐

Less than Significant Impact. A significant impact would occur if the Proposed Plan were to lead to adverse effects on any species identified as a candidate, sensitive, or special status species according to any adopted plan, policy, or regulation. This includes effects caused by habitat modification.

The County of Los Angeles has not designated any Significant Ecological Areas (SEA) within the City limits.[28] According to the City of Bell General Plan there are five endangered species located within the City. However, the Plan Area is located within an urbanized setting, and no natural habitats are found within the City or in adjacent areas. The City of Bell's plant life is limited to non-native, introduced, and ornamental species, which are used for landscaping. The Plan Area is surrounded by established commercial and industrial development. Animal life in the Plan Area and nearby urban areas consists of domesticated species commonly found in urban settings. Therefore, there is little to no natural habitat located within the Plan Area. Thus, implementation of the Proposed Plan would not have a substantial adverse effect on any species identified as a candidate, sensitive, or special status species. Less than significant impacts would occur.

Mitigation Measures: No mitigation measures are required.

28 County of Los Angeles, Department of Regional Planning, *County of Los Angeles General Plan 2035*, Significant Ecological Areas and Coastal Resource Areas Policy Map. Available online at: https://planning.lacounty.gov/wp-content/uploads/2022/11/9.1_Chapter9_Figures.pdf, accessed May 3, 2024.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒

No Impact. Plant communities are considered sensitive biological resources if they have limited distributions, have high wildlife value that include sensitive species, or are particularly susceptible to disturbance. CDFW ranks sensitive communities as "threatened" or "very threatened." A riparian habitat is any vegetated habitat that is influenced by a river or stream or is adjacent to a lake or other water body.

The Plan Area is in a developed urban area and does not include sensitive natural plant communities. As described in the Project Description, the Plan Area contains a mix of commercial and industrial uses. No natural streams or riparian habitats are located within or adjacent to the Plan Area.[29] The channelized LA River is located one mile east of the Plan Area; further, this portion of the river is channelized and does not provide any suitable riparian habitat. Therefore, the Plan Area would not have a substantial adverse effect on riparian habitat or other sensitive natural communities as none exist on the site or in adjacent areas. No impact would occur.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

29 United States Fish and Wildlife, "National Wetlands Inventory." Available online at: https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/. Accessed July 19, 2024.

No Impact. According to the USFWS National Wetlands Inventory Mapper, there are no mapped wetlands located within the Plan Area.[30] The channelized Los Angeles River is located approximately one mile east of the Plan Area; however, this portion of the river does not include wetlands. Although the Plan Area may include concrete-lined drainage channels, these channels are not identified on the National Wetlands Inventory Mapper and would, nonetheless, remain. As such, no impacts pertaining to state, or federally protected wetlands would occur.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐

Less than Significant with Mitigation Incorporated. As a highly urbanized and developed area within the City, the Plan Area does not function as a wildlife corridor or nursery site. Further, as an urbanized and developed environment, the Plan Area would continue to serve as barriers to migratory wildlife. In addition, there are no natural open spaces or areas of significant biological resource value within or adjacent to the Plan Area. The only potential wildlife corridor near the Plan Area is the Los Angeles River located approximately one mile to the east. However, the Proposed Plan would not alter the concrete-lined river in any way, nor allow development that could impede existing wildlife movement along its course. The existing urbanized nature of the surrounding area decreases the Plan Area's value as suitable breeding and foraging habitat, and as a migration corridor or overland dispersal habitat because the Plan Area is movement constrained, meaning the natural movement and migration of animals within the Plan Area is restricted.

Future development projects associated with the Proposed Plan would be subject to policies and regulations related to the protection of habitats for migratory fish and wildlife, such as the California Fish and Game Code (CFGC) Section 3503.5 which states that it is "unlawful to take, possess, or destroy the nest or eggs of any such bird except otherwise provided by this code or any regulation adopted pursuant thereto." In addition, fully protected species under the CFGC Section 3511 (birds), Section

30 United States Fish and Wildlife, "National Wetlands Inventory." Available online at: https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/. Accessed May 14, 2024.

4700 (mammals), Section 5515 (fish), and Section 5050 (reptiles and amphibians) are also considered special-status animal species.[31]

Future development projects associated with the Proposed Plan could involve the removal of existing trees that may serve as a potential habitat for migratory birds. As such, **Mitigation Measure MM BIO-1** requires development projects to take certain procedural steps that are consistent with the Migratory Bird Treaty Act and the CFGC. With the implementation of **Mitigation Measure MM BIO-1**, direct and indirect impacts to protected nesting birds would be reduced to less than significant levels.

Mitigation Measures:

MM BIO-1 Prior to issuance of grading permits, the following measures shall be implemented no more than seven days prior to the start of construction:

- To avoid disturbance of nesting, including raptorial species protected by the Migratory Bird Treaty Act and California Fish and Game Code, activities related to the project, including, but not limited to, vegetation removal, ground disturbance, and construction and demolition shall occur outside of the bird breeding season (February 1 through August 31). If construction must begin during the breeding season, then a pre-construction nesting bird survey shall be conducted no more than seven days prior to initiation of construction activities. The nesting bird pre-construction survey shall be conducted on-foot inside the project site, including a 100-foot buffer, and in inaccessible areas (e.g., private lands) from afar using binoculars to the extent practical. The survey shall be conducted by a biologist familiar with the identification of avian species known to occur in Southern California.

- If nests are found, an avoidance buffer shall be demarcated by a qualified biologist with bright orange construction fencing, flagging, construction lathe, or other means to mark the boundary. All construction personnel shall be notified as to the existence of the buffer zone and to avoid entering the buffer zone during the nesting season. No parking, storage of materials, or construction activities shall occur within this buffer until the biologist has confirmed that breeding/nesting is

31 California Legislative Information, Fish and Game Code. Available online at: https://leginfo.legislature.ca.gov/faces/codesTOCSelected.xhtml?tocCode=FGC&tocTitle=+Fish+and+Game+Code+-+FGC, accessed May 8, 2024.

completed, and the young have fledged the nest. Encroachment into the buffer shall occur only at the discretion of the qualified biologist.

A survey report by a qualified biologist documenting and verifying compliance with the mitigation and with applicable federal and state regulations protecting birds shall be submitted to the City. The qualified biologist shall serve as a construction monitor during those periods when construction activities would occur near active nest areas to ensure that no inadvertent impacts on these nests would occur.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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. Section 12.24.060 (Tree Removal) of the City of Bell Municipal Code requires property owners to file a written request for approval by the City Council and pay the appropriate fees to the City's Parks and Recreation Department for the removal of any trees within the public right of way. Future development under the Proposed Plan would be required to adhere to the City's tree ordinance and submit the appropriate forms and fees to the City. Therefore, the Proposed Plan would not conflict with this policy regarding tree protection. No other local policies or ordinances are applicable to the Plan Area, and therefore impacts will be less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

No Impact. There are no adopted habitat conservation plans, natural community conservation plans, or other approved local, regional, or state habitat conservation plans within the City.[32] Therefore, no impact would occur.

Mitigation Measures: No mitigation measures are required.

32 California Department of Fish and Wildlife, "NCCP Plan Summaries." Available online at: https://wildlife.ca.gov/conservation/planning/nccp/plans, accessed May 10, 2024.

3.3.5. Cultural Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to *CEQA Guidelines* Section 15064.5?	☐	☒	☐	☐

Less than Significant with Mitigation Incorporated. The City of Bell has a history dating back to the late 1800's. The City of Bell was officially incorporated as a City in 1892. In 1896 very little development occurred in the City. By 1898, the town's name was changed from Rancho San Antonio to Bell, in honor of the City's pioneer founder James George Bell.

Section 15064.5 of the *State CEQA Guidelines* defines a historical resource as:

1) a resource listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources;

2) a resource listed in a local register of historical resources or identified as significant in an historical resource survey meeting certain state guidelines; or

3) an object, building, structure, site, area, place, record or manuscript which a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record.

Generally, a lead agency must consider a property a historical resource under CEQA if it is eligible for listing in the California Register of Historical Resources (CRHR). The CRHR is modeled after the National Register of Historic Places (NRHP). Generally, the initial criteria for properties to be listed on either register include a minimum requirement for the building on the property to be at least 50 years old.[33]

Literature searches of the California Historical Resources Information System (CHRIS) at the South-Central Coast Informational Center (SCCIC) located at Sonoma State University were conducted on

[33] Office of Historic Preservation. Instructions for Recording Historical Resources. Available online at: https://ohp.parks.ca.gov/pages/1054/files/manual95.pdf#:~:text=The%2045%20year%20criteria%20recognizes%20that%20there,and%20the%20date%20that%20planning%20decisions%20are, accessed July 17, 2024.

July 5, 2024, for the Plan Area (see **Appendix B**, **Cultural Resources and Tribal Cultural Resources**). The searches were conducted to identify previous cultural resources studies and previously recorded cultural resources within a 1/4-mile radius of the Plan Area.

According to the City's General Plan, the following five properties located within the Plan Area are identified as "historic or potentially historic" structures: 4401 Gage Avenue, 4356 Gage Avenue, 4411 Gage Avenue, 4400 Gage Avenue, and 4460 Gage Avenue. The 4401 Gage Avenue, also known as the James George Bell House, was the original estate of James George Bell; the American settler and founder of the City of Bell. The 4411 Gage Avenue building is currently being utilized as the Bell Library, a local branch of the Los Angeles County Public Library system. The 4356 Gage Avenue building is currently being utilized as a barber shop. The 4400 Gage Avenue building currently operates as a restaurant, and the 4460 Gage Avenue building has been demolished and replaced with a public parking lot.

As stated above, the City's General Plan has identified five properties within the Plan Area as historical structures. Additionally, the records search conducted for the Proposed Plan found that there is one historic built environmental resource located within the Plan Area. The records search found that the James George Bell House is eligible for both the CRHR and the NRHP.

The Proposed Plan would change the zoning and land use designations for existing uses within the Plan Area; and identifies 24 opportunity sites for future development. Implementation of the Proposed Plan is anticipated to result in a net increase of 584 residential units and a net reduction of 34,784 square feet of non-residential uses. The types of projects that are expected to be constructed as part of the Proposed Plan include mixed use development and similar uses. Buildout is expected to occur over a period of approximately 15 years. As no historic resources would be directly affected, impacts related to loss of historic resources would be less than significant.

To ensure that future development projects within the Plan Area do not have a detrimental effect on historical resources, each project will be assessed as it is proposed, to determine the age of the properties proposed to be demolished or altered. **Mitigation Measure MM CUL-1** would ensure all potential historic resources are identified and evaluated to provide for preservation. If a future development project cannot preserve an identified historic resource, it may be subject to additional project-specific environmental review pursuant to CEQA. With the implementation of **Mitigation Measure MM CUL-1**, implementation of the Proposed Plan would not cause a substantial adverse impact to existing historical resources, and impacts would be less than significant with mitigation incorporated.

Mitigation Measures:

MM CUL-1 For future discretionary projects where demolition and significant alterations of structures greater than 50 years is proposed, prior to the issuance of any demolition permits, the applicant shall conduct a Phase I Site Survey and a historical inventory of the buildings proposed for demolition located on the project site. The project applicant, under the direction of the City, shall retain a historian or architectural historian who meets or exceeds the Secretary of Interior's Professional Qualifications Standards to document and evaluate the historical significance of the affected buildings or structures in accordance with CEQA. If such documentation and evaluation indicate that the building or structure qualifies as a significant historical resource, the resource shall be avoided, and significant features shall be preserved in place if feasible. If avoidance or preservation is not feasible, a Historical Resources Treatment Plan, or similar proposed plan, shall be prepared and implemented. Further documentation may be required and may include but is not limited to archival quality photographs, measured drawings, oral histories, interpretive signage, and/or other measures including, potentially, alteration of the resource in accordance with Secretary of the Interior's Standards or relocation of the resource.

As defined in the California Code of Regulations (CCR) Title 4(3) Section 15126.4 (b)(2), in some circumstances, documentation of a historical resource, by way of historic narrative, photographs or architectural drawings, as mitigation for the effects of demolition of the resource will not mitigate the effects to point where clearly no significant effect on the environment would occur. In these cases, the Historical Resources Treatment Plan, or comparable plan, shall also evaluate the feasibility of retaining significant buildings or structures in their original locations and rehabilitating them according to the Secretary of the Interior's Standards and Guidelines for Rehabilitating Historic Buildings.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐

Less than Significant with Mitigation Incorporated. Archaeological resources include material evidence of past human life and culture of previous ages. Section 15064.5 of the *State CEQA Guidelines* states that if an archaeological site does not meet the criteria defined in subdivision (a) but does meet the definition of a unique archeological resource in PRC Section 21083.2, the site shall be treated in accordance with the provisions of Section 21083.2. PRC Section 21083.2(g) defines a unique archeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.

2. Has a special and particular quality such as being the oldest of its type or the best available example of its type.

3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

The Plan Area is highly developed. In addition, a Native American Heritage Commission (NAHC) Sacred Lands File (SLF) search was conducted on May 24, 2024, and the search results were negative (see **Appendix B**). The Proposed Plan has identified 24 opportunity sites that are likely to be developed over the Plan's horizon. While no specific projects or sites have been identified, the types of projects that are likely to occur (i.e., commercial, residential, mixed use) would require ground disturbing activities. Therefore, future ground-disturbing activities in those portions of the Plan Area that have not been subject to an archaeological investigation or where excavation depths exceed those previously attained have the potential to damage or destroy previously unknown prehistoric or historic period archaeological resources. Consequently, damage to or destruction of previously unknown archaeological resources could occur as a result of development in the Plan Area.

Mitigation Measure MM CUL-2 would ensure all potential archaeological resources are identified and evaluated to provide for preservation and/or recovery. If a future development project cannot preserve/recover an identified archaeological resource, it may be subject to additional project-specific environmental review pursuant to CEQA. With the implementation of **Mitigation Measure MM CUL-2**, the Proposed Plan would not cause a substantial adverse impact to existing archaeological resources, and impacts would be less than significant with mitigation incorporated.

Mitigation Measures:

MM CUL2 Prior to any approval by the City for projects that involve any demolition, grading, trenching, or other ground disturbance, a Phase 1 Cultural Resources Study conducted by a qualified archaeologist meeting the Secretary of the Interior standards in archaeology shall be required. A Phase 1 study shall include a pedestrian survey of the project site to identify potential superficial archaeological resources and sufficient background archival research and field sampling to determine whether subsurface prehistoric or historic remains may be present. If the project site is completely paved and/or developed, a pedestrian survey may not be required. Archival research should include, at minimum, a records search conducted at the South Central Coast Information Center (SCCIC) and a Sacred Lands File (SLF) search conducted with the NAHC.

Any cultural resources identified shall be avoided and preserved in place if feasible. Where preservation is not feasible, each resource shall be subject to a Phase 2 evaluation for significance and eligibility for listing in the CRHR. Phase 2 evaluation shall include any necessary archival research to identify significant historical associations as well as mapping of surface artifacts, collection of functionally or temporally diagnostic tools and debris, and excavation of a sample of the cultural deposit to characterize the nature of the sites, define the artifact and feature contents, determine horizontal boundaries and depth below surface, and retrieve representative samples of artifacts and other remains.

Cultural materials collected from the sites shall be processed and analyzed in the laboratory according to standard archaeological procedures. The age of archaeological resources shall be determined using radiocarbon dating or other appropriate procedures; lithic artifacts, faunal remains, and other cultural materials shall be identified and analyzed according to current professional standards. The significance of the sites shall be evaluated according to the criteria of the CRHR. The results of the investigations shall be presented in a technical report following the standards of the California Office of Historic Preservation publication "Archaeological Resource Management Reports: Recommended Content and Format (1990 or latest edition)". Upon completion of the work, all artifacts, other cultural remains, records, photographs, and other documentation shall be curated at an appropriate curation facility. All fieldwork, analysis, report production, and curation shall be fully funded by the applicant.

If any of the resources meet CRHR significance standards, the City shall ensure that all feasible recommendations for mitigation of impacts are incorporated into the final design and any permits issued for development. Any necessary archaeological data recovery excavation shall be carried out by a Registered Professional Archaeologist according to a research design reviewed and approved by the City prepared in advance of fieldwork and using appropriate archaeological field and laboratory methods consistent with the California Office of Historic Preservation Planning Bulletin 5 (1991), Guidelines for Archaeological Research Design, or the latest edition thereof.

As applicable, the final Phase 1 Inventory, Phase 2 Testing and Evaluation, Phase 3 Data Recovery reports shall be submitted to the City prior to final inspection of a construction permit.

Recommendations contained therein shall be implemented throughout all ground disturbance activities including, at minimum, requirements to follow for unanticipated archaeological discoveries during construction.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c. Would the project disturb any human remains, including those interred outside of formal ceremonies?	☐	☐	☒	☐

Less than Significant Impact. The Plan Area does not include any locations identified as a formal cemetery and is not known to have been used for disposal of historic or prehistoric human remains, and human remains are not expected to be encountered during construction associated with the Proposed Project. In the unlikely event that human remains are uncovered during ground-disturbing activities, there are regulatory provisions to address the handling of human remains in California Health and Safety Code § 7050.5, PRC § 5097.98, and *State CEQA Guidelines* § 15064.5(e). Pursuant to these codes, in the event that human remains are discovered, it requires that disturbance of the site shall be suspended, and the City of Bell and the Los Angeles County Coroner would be immediately notified. The coroner shall conduct an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation or to his or her authorized representative, in the manner provided in § 5097.98 of the PRC. The coroner is required to make a determination within

two working days of notification of the discovery of the human remains. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes or has reason to believe the human remains to be those of a Native American, he or she shall consult with the NAHC by telephone within 24 hours to designate a Most Likely Descendant (MLD) who shall recommend appropriate measures to the landowner regarding the treatment of the remains. If the owner does not accept the MLD's recommendations, the owner or the MLD may request mediation by the NAHC. Compliance with applicable regulations would protect unknown and previously unidentified human remains. Therefore, impacts related to human remains would be less than significant.

Mitigation Measures: No mitigation measures are required.

3.3.6. Energy

The Proposed Plan is anticipated to result in a net increase of up to 584 residential units as well as new non-residential uses (although an overall reduction in non-commercial uses would occur). The Plan identifies 24 opportunity sites where new development is expected to occur. As such, this section analyzes the potential increase in utility demand due to the net increase in residential units.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	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?	☐	☐	☒	☐

Less than Significant Impact. Southern California Edison (SCE) provides electricity service to most of Los Angeles County including the City of Bell. In 2022, the total electrical generation in California was 287,220 gigawatt-hours (GWh).[34] Statewide electric consumption in 2022 was estimated by the California Energy Commission (CEC) to be 287,826 GWh, with Los Angeles County responsible for consuming approximately 68,485 GWh.[35] Natural gas in the City is provided by Southern California Gas (SoCal Gas).[36] Statewide natural gas consumption in 2022 was estimated by the CEC to be 11,711 millions of therms (MMThm), with Los Angeles County responsible for consuming approximately 2,820 MMThm.[37]

Neither federal or state law nor the *State CEQA Guidelines* establish thresholds that define when energy consumption is considered wasteful, inefficient and unnecessary. In general, compliance with CCR Title 24 Energy Efficiency Standards would result in energy-efficient buildings.

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34 California Energy Commission, "2022 Total System Electric Generation". Available online at: https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2022-total-system-electric-generation, accessed July 10, 2024.

35 California Energy Commission, *Energy Consumption by County*, 2022. Available online at: http://www.ecdms.energy.ca.gov/elecbycounty.aspx, accessed July 10, 2024

36 City of Bell, *Utilities.* Available online at: https://www.cityofbell.org/?NavID=271, accessed July 5, 2024.

37 California Energy Commission, *Energy Consumption by County*, 2022. Available online at: http://www.ecdms.energy.ca.gov/gasbycounty.aspx, accessed July 10, 2024.

Construction

Construction activities would include the consumption of gasoline and diesel fuel to power construction worker vehicle trips, hauling and materials delivery truck trips, and operation of construction equipment. Energy in the form of electricity may also be consumed by some pieces of construction equipment, such as power tools, lighting, etc.; however, the amount of consumed electricity would be relatively minimal. Indirect energy use would include the energy required to make the materials and components used in construction.

Construction equipment used for construction projects occurring within the Plan Area would be maintained to applicable standards, and construction activities and associated fuel consumption and energy use would be temporary and typical of construction sites. Project applicants would use fuel-efficient equipment consistent with state and federal regulations, such as the fuel efficiency regulations outlined in Title 24, Assembly Bill 32 (AB 32), which regulates energy resources and fuel consumption and California Code of Regulations, Title 13, sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by shutting it off when not in use or by reducing the time of idling to no more than five minutes. It is also reasonable to assume contractors would avoid wasteful, inefficient, and unnecessary fuel consumption during construction to reduce construction costs. Therefore, construction activities associated with the implementation of the Proposed Plan would not involve the inefficient, wasteful, and unnecessary use of energy during construction, and the construction-phase impact related to energy consumption would be less than significant.

Operational

The Proposed Plan is anticipated to result in a net increase of 584 residential units; non-residential uses would also occur as a result of the Proposed Plan, however the total non-residential square footage in the Plan Area is expected to decrease slightly over the horizon year of the plan as new projects are constructed. The exact location and types of projects are not known at this time; however, projects are anticipated to be a mix of multifamily residential and mixed-use projects, some commercial and other non-residential projects could also occur under the Proposed Plan. Projects consistent with the Proposed Plan would be required to comply with the State's Building Energy Efficiency Standards (Cal. Code Regs., tit. 24, Part 6), which requires newly constructed buildings to meet energy performance standards set by the Energy Commission to reduce the wasteful, uneconomic, inefficient, or unnecessary consumption of energy, and to enhance the outdoor and indoor environmental quality. In addition, future development projects would be required to comply with the mandatory requirements set forth in the California Green Building Standards Code (CBSC) related to energy

efficiency, water efficiency and conservation, and material conservation and resource efficiency for new non-residential buildings.

Energy would also be consumed as a result of vehicle trips. Thus, operation associated with implementation of the Proposed Plan would result in an increase in the consumption of petroleum-based fuels related to vehicular travel to and from future project sites. The majority of the vehicle fleet would consist of light-duty automobiles and light duty trucks, which are subject to state fuel efficiency standards, such as the Low Carbon Fuel Standard (LCFS) and Low-Emission Vehicle Program Standards. The LCFS, in part, aims to reduce fuel consumption and providers of transportation fuels must demonstrate that the mix of fuels they supply for use in California meets the LCFS carbon intensity standards for each annual compliance period.

Therefore, increased energy demand associated with construction activities associated with the Proposed Plan would be temporary and typical of construction projects and would not result in wasteful use of energy resources. Operational energy use could increase overall as the Plan calls for an increase is residential square footage, However, newly constructed uses would be more energy efficient than existing uses that would be replaced and would be in conformance with the latest version of California's Building Energy Efficiency Standards and Green Building Standards Code. In addition, SCE and SoCal Gas have sufficient supplies to serve the anticipated development under the Proposed Plan. This impact would be less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Less than Significant Impact. Although future projects under the Plan are not known at this time, the Proposed Project would result in an overall increase in residential units in the Plan Area. Future development (residential and non-residential) under the Proposed Plan would not change energy efficiency policies and would comply with all state and local plans for renewable energy and energy efficiency. While the Plan does not include any specific policies related to energy efficiency and the City likewise has not adopted any local plans for renewable energy or energy efficiency; the City's Housing Element does include an Energy Conservation Program (Program 12 of the Housing Element) to promote energy conservation in housing rehabilitation and in the construction of new housing. The

Proposed Plan would be consistent with this policy by encouraging new energy efficient uses in the Plan Area. The Proposed Plan would be consistent with state or local plans, including the City's General Plan and Energy Conservation Program, for renewable energy or energy efficiency. Therefore, the Proposed Plan's impacts with respect to conflicting with a state or local plan for renewable energy or energy efficiency would be less than significant.

Mitigation Measures: No mitigation measures are required.

3.3.7. Geology and Soils

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	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:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐

Less Than Significant Impact. Fault rupture is the displacement that occurs along the surface of a fault during an earthquake. The California Geological Survey designates Alquist-Priolo Earthquake Fault Zones, which are regulatory zones around active faults. An "active fault" has exhibited surface displacement with Holocene time (within the last 11,000 years) hence constituting a potential hazard to structures that may be located across it.

The California Department of Conservation has not identified any Alquist-Priolo Earthquake Fault Zones within the City of Bell and the Plan Area.[38] The San Andreas Fault is approximately 36 miles northeast of the Plan Area and is considered the most seismically active fault in the southern California region. The nearest faults to the Plan Area include the Newport-Inglewood-Rose Canyon approximately 6 miles southwest of the Plan Area and the East Montebello Faults located approximately 7 miles northeast of the Plan Area. Other potentially active faults approximately 5 to 15 miles from the Plan Area include the Elsinore, Hollywood, Raymond, and Santa Monica Fault Zones.[39]

38 California Department of Conservation, California Geologic Survey, "Earthquake Zones of Required Investigation." Available online at: https://maps.conservation.ca.gov/cgs/EQZApp/app/, South Gate Quad, or https://filerequest.conservation.ca.gov/?q=SOUTH_GATE_EZRIM.pdf, accessed August 30, 2023.

39 California Department of Conservation, California Geologic Survey, "Earthquake Zones of Required Investigation." Available online at: https://maps.conservation.ca.gov/cgs/EQZApp/app/, ("South Gate Quad"), or https://filerequest.conservation.ca.gov/?q=SOUTH_GATE_EZRIM.pdf, accessed May, 14, 2024.

The Proposed Project would increase development within the Plan Area. The Proposed Project does not include uses such as fracking that would exacerbate geologic conditions. Therefore, the Proposed Plan would not directly result in any ground disturbing activities which have the potential to exacerbate existing geologic conditions, including fault rupture. Implementation of the Proposed Plan would result in future development that may involve ground disturbing activities such as grading, clearing, and paving, as well as construction of footings. Projects could also include features such as subterrain parking that would require excavation below previously discovered depths. However, any such activities would be required to adhere to all relevant building and safety code requirements. Therefore, a less than significant impact would occur.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
ii. Strong seismic ground shaking?	☐	☐	☒	☐

Less than Significant Impact. Southern California is an active seismic region, and moderate to strong earthquakes can occur on numerous faults. As is the case for most areas of California, the City is situated within a seismically active region. The intensity of ground shaking during a seismic event at any one location is determined by several factors, including: magnitude of the earthquake; distance from the epicenter (source); subsurface material beneath the location; and topography. Ground shaking could result in significant damage to buildings, roads, and other infrastructure, and may also result in associated safety hazards to people living and working in the vicinity. Considering the location of these faults to the City boundaries and the Plan Area, the potential impact of seismic ground shaking is considered to be low. Future development within the Plan Area would be required to adhere to development and code requirements related to seismic ground shaking. Therefore, a less than significant impact would occur.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐

Less than Significant Impact. Liquefaction is the sudden decrease in the strength of cohesionless soils due to dynamic or cyclic shaking. Saturated soils behave temporarily as a viscous fluid (liquefaction) and, consequently, lose their capacity to support the structures founded on them. The potential for liquefaction decreases with increasing clay and gravel content but increases as the ground acceleration and duration of shaking increase. According to the California Department of Conservation, the majority of the land within the City are areas with liquefaction potential.[40] However, all future projects would be required to comply with the California Building Code as adopted in Title 6 (Building Code) of the BMC, and may be amended from time to time, related to building safety to reduce potential liquefaction impacts. The Building Code includes regulations that pertain to structural stability for new buildings and infrastructure. Therefore, the Proposed Plan would not expose people or structures to seismic related ground failure including liquefaction and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
iv. Landslides?	☐	☐	☐	☒

No Impact. Landslides are movements of large masses of rock and/or soil. Landslide potential is generally the greatest for areas with steep and/or high slopes, low sheer strength, and increased water pressure. Seismically induced landslides and other slope failures are common occurrences during or soon after earthquakes. There are no identified landslide zones within the Plan Area as mapped for Earthquake Zones of Required Investigation by the California Geologic Survey.[41] As such, no impacts would occur.

Mitigation Measures: No mitigation measures are required.

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40 California Department of Conservation, California Geologic Survey, Earthquake Zones of Required Investigation. Available online at: https://maps.conservation.ca.gov/cgs/EQZApp/app/, ("South Gate Quad"), or https://filerequest.conservation.ca.gov/?q=SOUTH_GATE_EZRIM.pdf, accessed August 30, 2023.

41 California Department of Conservation, California Geologic Survey, "Earthquake Zones of Required Investigation." Available online at: https://maps.conservation.ca.gov/cgs/EQZApp/app/, ("South Gate Quad"), or https://filerequest.conservation.ca.gov/?q=SOUTH_GATE_EZRIM.pdf, accessed August 31, 2023

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b. Would the project result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐

Less than Significant Impact. Future construction activities associated with implementation of the Proposed Plan would be required to comply with the requirements outlined in the National Pollutant Elimination Discharge System (NPDES) Program. In compliance with the NPDES Program, projects involving one or more acres of site disturbance would be required to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP) and associated Best Management Practices (BMPs) in compliance with the Construction General Permit during grading and construction. Construction general permits are issued by the City of Bell Building and Safety Division. Typical BMPs include erosion prevention mats or geofabrics, silt fencing, sandbags, plastic sheeting, temporary drainage devices, and positive surface drainage to allow surface runoff to flow away from site improvements or areas susceptible to erosion. Adherence to the BMPs in the SWPPP would reduce, prevent, or minimize soil erosion from grading and construction activities. The City's Building and Safety Division is responsible for the enforcement of City and state codes including SWPP and BMP requirements. Therefore, with compliance with existing requirements, impacts related to erosion and loss of topsoil would be less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☒	☐	☐

Less than Significant with Mitigation Incorporated Impacts related to landslides and liquefaction are addressed under impact discussions Sections 7(a)(iii) and 7(a)(iv), above. Lateral spreading occurs as a result of liquefaction; accordingly, liquefaction-prone areas would also be susceptible to lateral spreading. Subsidence occurs at great depths below the surface when subsurface pressure is reduced by the withdrawal of fluids (e.g., groundwater, natural gas, or oil) resulting in sinking of the ground.

As discussed, several areas within City boundaries are areas with liquefaction potential. As such, soils in these areas are susceptible to instability due to lateral spreading. Future development projects associated with implementation of the Proposed Plan would be required to comply with all applicable regulations of the City's Building Code and **Mitigation Measure MM GEO-1,** which requires site specific geotechnical investigations. With incorporation of **MM GEO-1**, impacts would be less than significant.

Mitigation Measures: See **MM GEO-1**.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐

Less than Significant. Expansive soils are characterized by their ability to undergo significant volume changes (shrink or swell) due to variations in moisture content. Changes in soil moisture content can result from precipitation, landscape irrigation, utility leakage, roof drainage, perched groundwater, drought, or other factors and may result in unacceptable settlement or heave of structures or concrete slabs supported on grade. Depending on the extent and location below finish subgrade, expansive soils can have a detrimental effect on structures.

As stated above, the Proposed Plan would result in increased development within the Plan Area. New projects could occur on the opportunity sites and other available sites in the Plan Area. However, according to the United States Department of Agriculture (USDA), soils within the Plan Area are classified as "Urban land, Hueneme, drained-San Emigdio complex," which generally consist of medium dense to dense sands and gravels. These materials have a low potential for soil expansion.[42] Therefore, impacts from soil expansion would be less than significant.

Mitigation Measures: No mitigation measures are required.

42 United States Department of Agriculture, "Web Soil Survey." Available online at: https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx. Accessed July 22, 2024.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☒	☐

Less than Significant Impact. The Golden State Water Company provides water and wastewater services to the city of Bell. Wastewater in the City's Service Area is collected by gravity sewers and lift stations owned by the City and Los Angeles County Sanitation Districts (LACSD).[43] The wastewater is transported out of the service area through trunk sewers to LACSD's Los Coyotes Water Reclamation Plant (WRP) in Cerritos for treatment. Implementation of the Proposed Plan is anticipated to result in an increase of development in the Plan Area on the identified opportunity sites as well as other sites. As stated in **Section 3.3.19, Utilities and Service Systems,** the development in the Plan Area would be connected to the LACSD, and existing sewer infrastructure would be able to serve the Proposed Plan's anticipated development. All development would be connected to public utilities and no septic tanks are proposed to be used for new development. Thus, the Proposed Plan would result in less than significant impacts to soil supporting septic tanks or alternative wastewater systems.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

Less than Significant with Mitigation Incorporated. Paleontological resources are the remains of prehistoric plant and animal life and do not include human remains or artifacts. The potential for fossil remains at a location can be predicted based on whether previous fossil finds have been made in the vicinity, and the age of the geologic formations. The City of Bell is underlain by undifferentiated alluvial deposits (alluvial deposition refers to waterborne deposition) from Holocene (past 11,000

43 Tully and Young, Inc. & Zanjero, *Bell-Bell Gardens Service Area 2020 Urban Water Management Plan*. Available online at: https://www.gswater.com/sites/main/files/file-attachments/bell-bell_gardens_2020_uwmp_0.pdf?1624993808, accessed May 2, 2023.

years) times with Pleistocene (up to 3 million years ago) sedimentary deposits.[44] The Plan Area is developed and previously disturbed. As stated in the City of Bell General Plan, the City has a low sensitivity for paleontological resources and the potential for the discovery of paleontological resources is unlikely.[45] Although discovery of paleontological resources is unlikely, new development associated with the Proposed Plan could include excavation to previously undiscovered depths (for example through construction of subterrain parking). Therefore, **Mitigation Measure MM GEO-1** is required to ensure future development does not destroy a unique paleontological resource. With **Mitigation Measure MM GEO 1**, impacts would be less than significant.

Mitigation Measures:

MM GEO-1 Ground disturbing activities associated with the Project shall be monitored by a qualified paleontologist. In the event paleontological resources are discovered all work shall be halted within 50 feet of the discovery and a Paleontological Resource Mitigation Plan shall be prepared by a qualified paleontologist to address assessment and recovery of the resource. A final report documenting any found resources, their recovery, and disposition shall be prepared in consultation with the Project Applicant, and a copy of the report shall be provided to the City of Bell Planning Division.

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44 City of Bell, *2010 General Plan*, October 1996. Available online at: https://www.cityofbell.org/home/showpublisheddocument/714/634904930163130000, accessed on May 22, 2024.

45 City of Bell, *Draft Background Report for The City Of Bell 2030 General Plan*, March 2016. Available online at: https://www.cityofbell.org/home/showpublisheddocument/7543/635981307831270000, accessed July 22, 2024.

3.3.8. Greenhouse Gas Emissions

Greenhouse Gas Emissions (GHG) and Climate Change

Earth's natural warming process is known as the "greenhouse effect." The greenhouse effect compares the Earth and the atmosphere surrounding it to a greenhouse with glass panes. The glass panes in a greenhouse let heat from sunlight in and reduce the amount of heat that escapes. Certain atmospheric gases, known as greenhouse gases (GHGs), act as an insulating blanket for solar energy to keep the global average temperature in a suitable range for life support. These GHGs keep the average surface temperature of the Earth close to 60 degrees Fahrenheit (°F). Without the natural greenhouse effect, the Earth's surface would be about 61°F cooler.[46] It is normal for Earth's temperature to fluctuate over extended periods of time. Over the past one hundred years, Earth's average global temperature has generally increased by 1°F. In some regions of the world, the increase has been as much as 4°F.

Scientists studying the particularly rapid rise in global temperatures during the late 20th century believe that natural variability alone does not account for that rise. Rather, human activity spawned by the industrial revolution has likely resulted in increased emissions of carbon dioxide (CO_2) and other forms of GHGs, primarily from the burning of fossil fuels (i.e., during motorized transport, electricity generation, consumption of natural gas, industrial activity, manufacturing, etc.) and deforestation, as well as agricultural activity and the decomposition of solid waste.[47]

GHG Pollutants

The California Global Warming Solutions Act of 2006 defined GHGs to include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFC), perfluorocarbons (PFC), sulfur hexafluoride (SF_6), and nitrogen trifluoride. Black carbon also contributes to global warming, but it is a solid particle or aerosol, not a gas. CO_2 is the most abundant GHG. Other GHGs are less abundant but have higher global warming potential than CO_2. Thus, emissions of other GHGs are frequently expressed in the equivalent mass of CO_2, referred to as CO_2 equivalents and denoted as CO_2e. Forest fires, decomposition of organic material, industrial processes, landfills, and consumption of fossil fuels for power generation, transportation, heating, and cooking are the primary sources of GHG emissions.

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46 California Environmental Protection Agency, *Climate Action Team Report to Governor Schwarzenegger and the Legislature*, 2006.

47 Center for Climate and Energy Solutions, *Climate Change 101*, 2011.

Key Statewide Regulations

The California Air Resources Board (CARB), a part of the California Environmental Protection Agency (CalEPA), is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, CARB conducts research, sets the California Ambient Air Quality Standards (CAAQS), compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. CARB has primary responsibility for the development of California's State Implementation Plan (SIP), for which it works closely with the Federal Government and the local air districts. The SIP is required for the state to take over implementation of the Federal Clean Air Act. CARB also has primary responsibility for adopting regulations to meet the state's goal of reducing GHG emissions.

Assembly Bill 32

The California Global Warming Solutions Act of 2006 (AB 32) was signed into law in September 2006 after considerable study and expert testimony before the Legislature. The law instructs CARB to develop and enforce regulations for the reporting and verifying of statewide GHG emissions. AB 32 directed CARB to set a GHG emission limit based on 1990 levels to be achieved by 2020. AB 32 set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner.[48] See the Climate Change Scoping Plan subsection below.

Sustainable Communities and Climate Protection Act (Senate Bill 375). The Sustainable Communities and Climate Protection Act of 2008, or SB 375 (Chapter 728, Statutes of 2008), which establishes mechanisms for the development of regional targets for reducing passenger vehicle GHG emissions, was adopted by the state on September 30, 2008. SB 375 finds that the "transportation sector is the single largest contributor of greenhouse gases of any sector."[49] Under SB 375, CARB is required, in consultation with the Metropolitan Planning Organizations, to set regional GHG reduction targets for the passenger vehicle and light-duty truck sector for 2020 and 2035. SCAG is the Metropolitan Planning Organization in which the City of Santa Clarita is located in. CARB set targets for 2020 and 2035 for each of the 18 metropolitan planning organization regions in 2010, and updated them in 2018.[50] In March 2018, CARB updated the SB 375 targets

48 Office of Legislative Counsel of California, *The California Global Warming Solutions Act of 2006 (AB 32),* 2006.

49 State of California, *Senate Bill No. 375*, September 30, 2008.

50 CARB, "Sustainable Communities & Climate Protection Program – About." Available online at: https://ww2.arb.ca.gov/ourwork/programs/sustainable-communities-climate-protection-program/about, accessed October 2, 2023.

for the SCAG region to require an 8 percent reduction by 2020 and a 19 percent reduction by 2035 in per capita passenger vehicle GHG emissions.[51] As discussed further below, SCAG has adopted an updated Regional Transportation Plan / Sustainable Community Strategies (RTP/SCS or Connect SoCal 2024).

Senate Bill 32

In 2016, the Legislature passed Senate Bill (SB) 32 with the companion bill AB 197, which further requires California to reduce GHG emissions to 40 percent below 1990 levels by 2030. The bill targets reductions from the leading GHG emitters in the state. Transportation is the largest sector of GHG emissions in California and will be a primary subject for reductions. Through advances in technology and improved public transportation, the state plans to reduce GHG emissions from transportation sources to assist in meeting the 2030 reduction goal. AB 197, signed September 8, 2016, is a bill linked to SB 32 and signed on September 8, 2016, prioritizes efforts to cut GHG emissions in low-income or minority communities. AB 197 requires CARB to make available, and update at least annually, on its website the emissions of GHGs, criteria pollutants, and toxic air contaminants for each facility that reports to CARB and air districts. In addition, AB 197 adds two Members of the Legislature to the CARB board as ex officio, non- voting members and creates the Joint Legislative Committee on Climate Change Policies to ascertain facts and make recommendations to the Legislature and the houses of the Legislature concerning the state's programs, policies, and investments related to climate change.

AB 1279

On September 16, 2022, California signed into law AB 1279 (The California Climate Crisis Act) which establishes the policy of the state to achieve carbon neutrality as soon as possible, but no later than 2045; to maintain net negative GHG emissions thereafter; and to ensure that by 2045 statewide anthropogenic GHG emissions are reduced at least 85 percent below 1990 levels. The bill requires CARB to ensure that Scoping Plan updates (see below) identify and recommend measures to achieve carbon neutrality, and to identify and implement policies and strategies that enable CO_2 removal solutions and carbon capture, utilization, and storage (CCUS) technologies.

Climate Change Scoping Plan

The Scoping Plan is a GHG reduction roadmap developed and updated by CARB at least once every five years, as initially required by AB 32. It lays out the transformations needed across various sectors to reduce GHG emissions and reach the State's climate targets. CARB adopted the Final 2022 Scoping Plan for

51 CARB, "SB 375 Regional Greenhouse Gas Emissions Reduction Targets." Available online at: https://www.arb.ca.gov/cc/sb375/finaltargets2018.pdf, accessed July 5, 2024.

Achieving Carbon Neutrality (2022 Scoping Plan Update) in December 2022 as the third update to the initial plan that was adopted in 2008. The initial 2008 Scoping Plan laid out a path to achieve the AB 32 target of returning to 1990 levels of GHG emissions by 2020, a reduction of approximately 15 percent below business-as-usual activities.[52] The 2008 Scoping Plan included a mix of incentives, regulations, and carbon pricing, laying out the portfolio approach to addressing climate change and clearly making the case for using multiple tools to meet California's GHG targets. The 2013 Scoping Plan Update (adopted in 2014) assessed progress toward achieving the 2020 target and made the case for addressing short-lived climate pollutants (SLCPs).[53] The 2017 Scoping Plan Update,[54] shifted focus to the newer SB 32 goal of a 40 percent reduction below 1990 levels by 2030 by laying out a detailed cost-effective and technologically feasible path to this target, and also assessed progress towards achieving the AB 32 goal of returning to 1990 GHG levels by 2020. The 2020 goal was ultimately reached in 2016, four years ahead of the schedule called for under AB 32.

The 2022 Scoping Plan Update is the most comprehensive and far-reaching Scoping Plan developed to date. It identifies a technologically feasible, cost-effective, and equity-focused path to achieve new targets for carbon neutrality by 2045 and to reduce anthropogenic GHG emissions to at least percent below 1990 levels, while also assessing the progress California is making toward reducing its GHG emissions by at least 40 percent below 1990 levels by 2030, as called for in SB 32 and laid out in the 2017 Scoping Plan. The 2030 target is an interim but important stepping stone along the critical path to the broader goal of deep decarbonization by 2045. The relatively longer path assessed in the 2022 Scoping Plan Update incorporates, coordinates, and leverages many existing and ongoing efforts to reduce GHGs and air pollution, while identifying new clean technologies and energy. The 2022 Scoping Plan Update is set apart from previous iterations due to the focus on the accelerated deployment of clean technology and energy within every sector. Unlike previous Scoping Plans that separated out individual economic sectors, the 2022 Scoping Plan Update approaches decarbonization from two perspectives: (1) managing a phasedown of existing energy sources and technology and (2) ramping up, developing, and deploying alternative clean energy sources and technology over time through transportation sustainability and a reduction in vehicle miles traveled, a clean electricity grid that encourages the electrification of fleet vehicles, and sustainable manufacturing and buildings through decarbonization.[55] Given the focus on carbon neutrality, the 2022

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52 CARB, *Climate Change Scoping Plan,* 2008.

53 CARB, *First Update to the Climate Change Scoping Plan,* 2014.

54 CARB, *California's 2017 Climate Change Scoping Plan,* 2017. Available online at: https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/scoping_plan_2017.pdf, accessed July 5, 2024.

55 CARB, *2022 Scoping Plan for Achieving Carbon Neutrality,* 2022. Available online at: https://ww2.arb.ca.gov/sites/default/files/2022-12/2022-sp_1.pdf, accessed July 17, 2024.

Scoping Plan Update also includes discussion for the first time of the natural and working lands sectors as sources for both sequestration and carbon storage, and as sources of emissions as a result of wildfires.

Aligning local jurisdiction action with state-level priorities to tackle climate change and the outcomes called for in the 2022 Scoping Plan Update is identified as critical to achieving the statutory targets for 2030 and 2045. The 2022 Scoping Plan Update discusses the role of local governments in meeting the State's GHG reductions goals.[56] Local governments have the primary authority to plan, zone, approve, and permit how and where land is developed to accommodate population growth, economic growth, and the changing needs of their jurisdictions. They also make critical decisions on how and when to deploy transportation infrastructure, and can choose to support transit, walking, bicycling, and neighborhoods that do not force people into cars. Local governments also have the option to adopt building ordinances that exceed statewide building code requirements and play a critical role in facilitating the rollout of zero emission vehicle (ZEV) infrastructure. As a result, local government decisions play a critical role in supporting state-level measures to contain the growth of GHG emissions associated with the transportation system and the built environment—the two largest GHG emissions sectors over which local governments have authority.

The 2022 Scoping Plan Update also identifies multiple legal tools open to local jurisdictions to support statewide priorities, including development of a climate action plan (CAP), sustainability plan, or inclusion of a plan for reduction of GHG emissions and climate actions within a jurisdiction's general plan. The City has taken the initiative in combating climate change by developing policies identified in the City's General Plan and green building requirements through the Bell Municipal Code.

California Green Building Code (California Code of Regulations Title 24)

Although not originally aimed at reducing GHG emissions, CCR Title 24 Part 6: *California's Energy Efficiency Standards for Residential and Nonresidential Buildings* (Title 24), was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. Since then, Title 24 has been amended to recognize that energy-efficient buildings require less electricity and reduce fuel consumption, which subsequently reduces GHG emissions. The current 2022 Title 24 standards were adopted, among other reasons, to respond to the requirements of AB 32. Specifically, new development projects constructed within California after January 1, 2023, are subject to the mandatory planning and design, energy efficiency, water efficiency and conservation, material conservation and resources efficiency, and environmental quality measures of the California Green Building Standards (CALGreen) Code (CCR Title 24, Part 11).

56 CARB, *2022 Scoping Plan for Achieving Carbon Neutrality*, 2022. Available online at: https://ww2.arb.ca.gov/sites/default/files/2022-12/2022-sp_1.pdf, accessed July 5, 2024.

Title 24 standards are updated triennially; the next update is scheduled to be adopted in 2025 and will take effect on January 1, 2026.

Key Regional Regulations

SCAG Regional Transportation Plan/Sustainable Communities Strategy

To implement SB 375 and reduce GHG emissions by correlating land use and transportation planning, SCAG adopted its most recent Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal 2024) in 2024.[57] The Connect SoCal 2024 outlines a vision for a more resilient and equitable future, with investment, policies and strategies for achieving the region's shared goals of health, prosperity, accessibility, and connectedness through 2050, with a particular focus on system management, revitalization, and reuse, such as infill development and repurposing underutilized properties. Additionally, the Connect SoCal 2024 provides technical reports on active transportation, aviation, congestion management, equity and environmental justice, goods movement, highways and arterials, housing land use, and transportation conformity.

SCAQMD

The SCAQMD is responsible for air quality planning in the Air Basin and developing rules and regulations to bring the area into attainment of the ambient air quality standards. These responsibilities are accomplished through air quality monitoring, evaluation, education, implementation of control measures to reduce emissions from stationary sources, permitting and inspection of pollution sources, enforcement of air quality regulations, and by supporting and implementing measures to reduce emissions from motor vehicles.

In 2008, SCAQMD released draft guidance regarding interim CEQA GHG significance thresholds.[58] A GHG Significance Threshold Working Group was formed to further evaluate potential GHG significance thresholds.[59] The SCAQMD proposed the use of a percent emission reduction target to determine significance for commercial/residential projects that emit greater than 3,000 $MTCO_2e$ per year. Under this proposal, commercial/residential projects that emit fewer than 3,000 $MTCO_2e$ per year would be assumed

57 Southern California Association of Governments, *Connect SoCal 2024*, 2024. Available online at: https://scag.ca.gov/sites/main/files/file-attachments/23-2987-connect-socal-2024-final-complete-040424.pdf?1712261565, accessed April 17, 2024.

58 SCAQMD, Board Meeting, December 5, 2008, Agenda No. 31, available online at: http://www3.aqmd.gov/hb/2008/December/081231a.htm, accessed July 5, 2024.

59 SCAQMD, "Greenhouse Gases CEQA Significance Thresholds." Available online at: http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/ghg-significance-thresholds, accessed July 5, 2024.

to have a less than significant impact on climate change. On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold of 10,000 $MTCO_2e$ 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 (e.g., residential/commercial projects). The Working Group has been inactive since 2011, and SCAQMD has not formally adopted any GHG significance threshold, including the interim CEQA GHG significance thresholds previously discussed, for other jurisdictions.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	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?	☐	☐	☒	☐

Less than Significant Impact. GHG emissions associated with Plan construction activities would occur from off-road equipment usage, hauling vehicles, delivery, and worker trips to and from sites within the Plan Area. GHG emissions would be generated by construction of each individual project; such emissions are temporary on each site —lasting only for the duration of construction activities on each site. Maximum annual GHG emissions for potential construction under the Proposed Plan would be approximately 1,481 metric tons per year of CO_2e. Construction-related GHG emissions represent a fraction of total regional emissions when considering the emissions generated by mobile, building energy, and other sources. Implementation of the Proposed Plan would have a negligible effect on annual average construction-related GHG emissions in the context of the regional and statewide inventories.[60] Therefore, construction-related GHG emissions impacts would be less than significant.

Operations of the Proposed Plan would generate GHG emissions from the usage of mobile sources (on-road motor vehicles), area sources, energy sources, water, and generation of solid waste and wastewater. Emissions of operational GHGs are shown in **Table 3.4-3, Plan Area Greenhouse Gas Emissions.** As shown, GHG emissions would total 18,684 CO_2e MTY.

This quantified estimate of the Proposed Plan's GHG emissions satisfies Section 15064.4(a) of the *State CEQA Guidelines*, which states a lead agency shall make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of greenhouse gas emissions

60 SCAG's Connect SoCal Program EIR states that construction related emissions account for less than 0.3 percent of total annual emissions within the SCAG region.

resulting from a project. As described in GHG Checklist Question b, the significance determination is based on the Proposed Plan's consistency with the state's laws and programs to address climate change (i.e., AB 32, SB 32, AB 1279 and SB 375), regional plans to address climate change consistent with state laws and plans (i.e., CARB Scoping Plan and Connect SoCal 2024 SCS/RTP), and local plans and policies to address climate change (i.e., City of Bell General Plan). Based on the discussion under GHG Checklist Question b, the Proposed Plan would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, and this impact is less than significant.

Table 3.3-8
Proposed Plan Greenhouse Gas Emissions

Emissions Source	Metric Tons of Carbon Dioxide Equivalent (per year)
Mobile Sources	17,609
Area Sources	10
Energy Sources	864
Water Sources	66
Waste Sources	135
Refrigerants	0.55
Total GHG Emissions	**18,684**

*Source: Impact Sciences, Inc. See **Appendix A** for CalEEMod data.*

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b. Would the project conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Less than Significant. The Proposed Plan would have a significant GHG impact if it would conflict with the state's laws and programs to address climate change (i.e., AB 32, SB 32, AB 1279 and SB 375); regional plans to address climate change consistent with state laws and plans (i.e., Connect SoCal 2024 RTP/SCS); and applicable local plans and policies to address climate change (i.e., City of Bell General

Plan). As discussed in more detail below, the Proposed Plan would be consistent with AB 32, SB 32, AB 1279, SB 375, the RTP/SCS, and the City's General Plan. As such, the Proposed Plan would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gas emissions and this impact would be less than significant.

Consistency with AB 32, SB 32, AB 1279 & SB 375

The Proposed Plan would be consistent with applicable statewide regulatory programs designed to reduce GHG emissions consistent with the goals established in AB 32, SB 32, AB 1279 and SB 375.

AB 32 required CARB to adopt a scoping plan indicating how reductions in significant GHG sources will be achieved through regulations, market mechanisms, and other actions. In 2008, CARB released the Climate Change Proposed Scoping Plan that contained an outline of the proposed state strategies to achieve the 2020 greenhouse gas emission limits as outlined in AB 32. In response to SB 32, CARB adopted California's 2017 Climate Change Scoping Plan, which outlines the proposed framework of action for achieving California's SB 32 2030 GHG target: a 40 percent reduction in GHG emissions by 2030 relative to 1990 levels.[61] The 2030 target is intended to ensure that California remains on track to achieve the goal set forth by E.O. B-30-15 to reduce statewide GHG emissions by 2050 to 80 percent below 1990 levels. In response to the passage of AB 1279 and the identification of the 2045 GHG reduction target, CARB published the 2022 Scoping Plan for Achieving Carbon Neutrality. Appendix D, *Local Actions*, of the 2022 Scoping Plan Update includes "recommendations intended to build momentum for local government actions that align with the State's climate goals, with a focus on local GHG reduction strategies (commonly referred to as climate action planning) and approval of new land use development projects, including through environmental review under the California Environmental Quality Act." Appendix D, Local Actions, of the 2022 Scoping Plan Update recommends that jurisdictions that want to take meaningful climate action aligned with the State's climate goals should look to the following three priority areas:

- Transportation electrification,
- VMT reduction, and
- building decarbonization.

61 CARB, *California's 2017 Climate Change Scoping Plan*, November 2017.

To assist local jurisdictions, the 2022 Scoping Plan Update presents a non-exhaustive list of impactful GHG reduction strategies that can be implemented by local governments within these three priority areas (Priority GHG Reduction Strategies for Local Government Climate Action Priority Areas).[62]

Transportation Electrification. The applicable priority GHG reduction strategies for local government climate action related to transportation electrification are discussed below and would support the Scoping Plan action to have 100 percent of all new passenger vehicles be zero-emission by 2035. See Table 1 of the Scoping Plan, which states the following:

> *Create a jurisdiction-specific ZEV ecosystem to support deployment of ZEVs statewide (such as building standards that exceed state building codes, permit streamlining, infrastructure siting, consumer education, preferential parking policies, and ZEV readiness plans).*

The CARB approved the Advanced Clean Cars II rule codifying Executive Order N-79-20 and requiring 100 percent of new cars and light trucks sold in California be zero-emission vehicles by 2035. The state has also adopted AB 2127, which requires the CEC to analyze and examine charging needs to support California's EVs in 2030. Implementation of AB 2127 will help decision makers allocate resources to install new EV chargers where they are needed most. The state has also adopted AB 1236 and AB 970, which require cities to adopt streamline permitting procedures for EV charging stations.

Development of projects under the Proposed Plan shall provide the minimum number of automobile EV charging stations required by the California Code of Regulations Title 24 prior to issuance of a Certificate of Occupancy. In addition, all new developments shall include electrical infrastructure sufficiently sized to accommodate the potential installation of additional automobile EV charging stations in the future. As such, through individual project design, the Proposed Plan would be consistent with this Scoping Plan strategy.

VMT Reduction. The applicable priority GHG reduction strategies for local government climate action related to VMT reduction are discussed below and would support the Scoping Plan action to reduce VMT. See Table 1 of the Scoping Plan, which states the following:

- *Increase access to public transit by increasing density of development near transit, improving transit service by increasing service frequency, creating bus priority lanes, reducing or eliminating fares, microtransit, etc.*

62 California Air Resources Board, *2022 Scoping Plan Update,* Appendix D, Local Actions. Table 1. November 2022. Available online at: https://ww2.arb.ca.gov/sites/default/files/2022-11/2022-sp-appendix-d-local-actions.pdf, accessed July 9, 2025.

- *Increase public access to clean mobility options by planning for and investing in electric shuttles, bike share, car share, and walking.*

- *Amend zoning or development codes to enable mixed-use, walkable, transit-oriented, and compact infill development (such as increasing the allowable density of a neighborhood).*

- *Preserve natural and working lands by implementing land use policies that guide development toward infill areas and do not convert "greenfield' land to urban uses (e.g., greenbelts, strategic conservation easements)*

The Proposed Plan will support VMT reduction through increased residential density, mix of uses (including residential and employment uses), improved pedestrian connectivity, and proximity of living spaces to dining, entertainment, and retail uses. As discussed in **Section 3.3.11, Transportation**, the existing plus Plan scenario VMT is forecasted to be 13.0 for the Plan Area, while the existing countywide VMT per service population is currently 17.2. The City defers to using the CEQA thresholds applied by the County of Los Angeles (County) to evaluate VMT impacts of individual development projects or land use plans. The thresholds of significance are as follows: A project will be considered to have an impact if it generates VMT per capita, per employee, or per service population in excess of 16.8 percent less than the existing VMT per capita, per employee, or per service population for the County of Los Angeles. As such, 16.8 percent below existing countywide VMT per service population is 14.3. Therefore, the existing plus Plan Area VMT is not expected to exceed the County's threshold. The goals of the Proposed Plan would achieve this reduction in VMT through redevelopment opportunities within the City's two most important corridors, Atlantic Avenue and Gage Avenue. The implementation of new housing and commercial uses will consolidate and reduce VMT from single passenger vehicles and encourage the use of public transit and other alternatives mode of transportation, such as walking and bicycling. Furthermore, as previously stated, the 260 Metro bus line traverses the Plan Area along Atlantic Avenue, the 110 Metro bus line traverses the Plan Area along Gage Avenue, and bus route 111 travels through Florence Avenue; with numerous bus stops along the route. Atlantic Avenue and Gage Avenue are identified as High Quality Transit Corridors, and the Plan Area is identified as a Transit Priority Area since the Plan Area is located within one half-mile of a well-served transit stop or a transit corridor with 15-minute or better service frequency during peak commute hours.[63] Because the Proposed Plan would reduce VMT per service population, the Proposed Plan would reduce GHG emissions associated with transportation in a manner consistent with the objectives of this Scoping Plan strategy.

63 Southern California Association of Governments, "Data Map Book for the City of Bell." Available online at: https://scag.ca.gov/sites/main/files/file-attachments/bell_0.pdf?1700068252, accessed on July 17, 2024.

Building Decarbonization. The priority GHG reduction strategy for local government climate action related to building decarbonization applicable to the Proposed Plan is discussed below and would support the Scoping Plan actions regarding meeting increased demand for electrification without new fossil gas-fire resources and all electric appliances. See Table 1 of the Scoping Plan, which states the following:.

- *Adopt all-electric new construction reach codes for residential and commercial uses.*
- *Adopt policies and incentive programs to implement energy efficiency retrofits for existing buildings, such as weatherization, lighting upgrades, and replacing energy-intensive appliances and equipment with more efficient systems (such as Energy Star-rated equipment and equipment controllers)*

California's transition away from fossil fuel–based energy sources will bring GHG emissions associated with building energy use down to zero as the electric supply becomes 100 percent carbon free. California has committed to achieving this goal by 2045 through SB 100, the 100 Percent Clean Energy Act of 2018. SB 100 strengthened the State's RPS by requiring that 60 percent of all electricity provided to retail users in California come from renewable sources by 2030 and that 100 percent come from carbon-free sources by 2045. The land use sector will benefit from RPS because the electricity used in buildings will be increasingly carbon-free, but implementation does not depend (directly, at least) on how buildings are designed and built.

While the electricity sector is using fewer fossil fuels due to the increase in the implementation of renewable energy, existing fossil fuel generation will continue to play a critical role in grid reliability while more clean, dispatchable alternatives are developed. Decarbonization is a crucial pillar of the Scoping Plan; it is dependent on both using energy more efficiently and replacing the generation of fossil fuels with renewable and zero carbon resources such as solar, wind, and energy storage. The Proposed Plan would support the expansion of clean electricity through the implementation of electric vehicle charging as well as through consistency with the CALGreen Building Standards and energy efficiency standards established in the California Energy Code. While no specific development projects have been proposed as part of the Proposed Plan, all future development within the Plan Area would be built to meet or exceed California Energy Code and CALGreen standards. These regulations require projects to comply with specific standards related to building energy efficiency and green building. Future commercial uses implemented under the Proposed Plan would replace commercial uses built prior to the implementation of modern energy efficiency standards, resulting in cleaner buildings that operate more efficiently. Because the Proposed Plan would be developed to be consistent with the standards established in the CALGreen Building Code as well as the California Energy Code, the

Proposed Plan would support the efforts of decarbonization established in the Scoping Plan. As such, the Proposed Plan would be consistent with this Scoping Plan strategy.

Consistency with SCAG Connect SoCal 2024 RTP/SCS

The State of California has adopted plans and policies designed to reduce regional and local GHG emissions. SB 375 requires that each metropolitan planning organization (MPO) prepare an SCS in the RTP that demonstrates how the region will meet greenhouse gas emissions targets. SB 375 establishes a collaborative relationship between MPOs and CARB to establish GHG emissions targets for each region in the state. Under the guidance of the goals and objectives adopted by SCAG's Regional Council, Connect SoCal 2024 was developed to provide a blueprint to integrate land use and transportation strategies to help achieve a coordinated and balanced regional transportation system. Connect SoCal represents the culmination of several years of work involving dozens of public agencies, 191 cities, hundreds of local, county, regional and state officials, the business community, environmental groups, as well as various nonprofit organizations.

The primary goal of the SCS is to provide a vision for future growth in southern California that will decrease per capita GHG emissions from passenger vehicles. However, the strategies contained in the SCS will produce benefits for the region far beyond simply reducing GHG emissions. The SCS integrates the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. The regional vision of the SCS maximizes current voluntary local efforts that support the goals of SB 375. The SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas on existing main streets, in downtowns, and on commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. The Connect SoCal 2024 outlines a vision for a more resilient and equitable future, with investment, policies and strategies for achieving the region's shared goals of health, prosperity, accessibility, and connectedness through 2050, with a particular focus on system management, revitalization, and reuse, such as infill development and repurposing underutilized properties.

The adoption of the Proposed Plan would transform the central portions of the City's two most important corridors, Atlantic Avenue and Gage Avenue into the City's primary gathering place for urban living, dining, and shopping. Land use and zone changes with the Proposed Plan would allow for future mixed-use development to occur within the Plan Area. These changes are intended to provide regulatory standards to meet the community's desire for integrating housing together with commercial uses in the Plan Area while also promoting walking, biking, and public space over vehicular traffic movement.

As discussed in **Section 3.3.3, Air Quality**, the Proposed Plan's growth projections would not be considered substantial or inconsistent with regional projections despite not being accounted for in documents such as the SCAG Connect SoCal 2024 RTP/SCS. Objectives of the Proposed Plan are consistent with the goals of the Connect SoCal 2024 RTP/SCS since the Plan will develop underutilized housing sites, forge a district that promotes alternative transportation to single passenger vehicles, and introduce mixed use development. The Proposed Plan's growth projections would not be considered substantial and the Plan would be consistent with the goals of the Connect SoCal 2024 RTP/SCS.

Consistency with the City of Bell General Plan Land Use and Sustainability Element

The City's Land Use and Sustainability Element of the General Plan indicates the general location and distribution of existing and permitted land uses in the City. This Element also includes standards for population density and development intensity for each category of land use. Furthermore, the Land Use and Sustainability Element considers issues related to urban design and economic development. In addition to guiding the City in the management of future growth, improving the City's physical appearance, and minimizing land use conflicts, the Land Use and Sustainability Element also emphasizes sustainable development by coordinating growth and new development in a comprehensive manner and new development.[64] Implementation of the Plan would introduce redevelopment opportunities along Atlantic Avenue and Gage Avenue. The Plan focuses on development of underutilized sites for housing and the revitalization of existing commercial uses in the Plan Area to encourage mixed-use development and desirable amenities such as dining, entertainment, pedestrian friendly retail, and open space. These Plan features would reduce GHG emissions and be consistent with the relevant issues and subsequent policies highlighted in the Land Use and Sustainability Element.

As demonstrated above, the Proposed Plan would be consistent with AB 32, SB 32, and AB 1279 (through demonstration of conformance with 2022 Scoping Plan), SB 375 (through demonstration of conformance with Connect SoCal 2024), and local plans and policies to address climate change (City of Bell General Plan). Therefore, impacts with respect to GHG emissions would be less than significant.

Mitigation Measures: No mitigation measures are required.

64 City of Bell, *City of Bell 2030 General Plan*, 2018. Available online at: https://www.cityofbell.org/home/showpublisheddocument/14770/637490821578330000, accessed July 18, 2024.

3.3.9. Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	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?	☐	☐	☒	☐

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

Construction activities related to the Proposed Plan would involve the use of potentially hazardous materials, including vehicle fuels, oils, and fluids. All hazardous materials would be transported, contained, stored, used, and disposed of in accordance with manufacturers' instructions and would be handled in compliance with all applicable standards and regulations. Construction related hazardous materials use would be temporary, and does not constitute routine transport, use, or disposal. Compliance with applicable standards and regulations would ensure that construction and remediation activities would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Additionally, development throughout the Plan Area may require consultation with the Department of Toxic Substances Control, California Highway Patrol, Los Angeles County Fire Department, and Los Angeles County Department of Public Health to ensure compliance with the applicable state and regional regulatory programs. Compliance with all applicable federal, state, and local regulations regarding hazards and hazardous materials would ensure that impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐

Less than Significant Impact with Mitigation. In addition to new construction, implementation of the Proposed Plan could facilitate redevelopment of existing buildings within the Plan Area. Structures built before the 1970s typically contained Asbestos-Containing Materials. Redevelopment of these structures could result in health hazard impacts to workers if not remediated prior to construction activities. Therefore, construction activities would be required to adhere to SCAQMD Rule 1403, which establishes Survey Requirements, notification, and work practice requirements to prevent asbestos emissions from emanating during building renovation and demolition activities and California Occupational Safety and Health Administration (CalOSHA) regulations regarding lead-based materials. The California Code of Regulations, Section 1532.1, requires testing, monitoring, containment, and disposal of lead-based materials, such that exposure levels do not exceed CalOSHA standards.

The use of Best Management Practices (BMPs) during construction implemented as part of a Stormwater Pollution Prevention Plan (SWPPP) as required by the National Pollution Discharge Elimination System General Construction Permit would minimize potential adverse effects to the general public and the environment. Construction contract specifications would include strict on-site handling rules to keep construction and maintenance materials out of groundwater and soils. BMPs include, but are not limited to:

- Establishing a dedicated area for fuel storage and refueling activities that includes secondary containment protection measures and spill control supplies;
- Following manufacturers' recommendations on the use, storage, and disposal of chemical products used in construction;
- Avoiding overtopping construction equipment fuel tanks;
- Properly containing and removing grease and oils during routine maintenance of equipment; and
- Properly disposing of discarded containers of fuels and other chemicals.

In addition, grading and excavation of future development projects associated with implementation of the Proposed Plan may expose construction workers and the public to potentially unknown hazardous substances present in the soil. If any unidentified sources of contamination are encountered during grading or excavation, the handling and removal activities required could pose health and safety risks to workers and the public. Soil, water, or air contamination could cause various short-term or long-term adverse health effects in persons exposed to the hazardous substances.

Due to the long history of urban uses within the Plan Area, it is also possible that old underground storage tanks (USTs) that were in use prior to permitting and record keeping requirements may be present within the Plan Area. If an unidentified UST were to be uncovered or disturbed during construction activities, it could pose both health and safety risks, such as the exposure of workers, tank handling personnel, and the public to tank contents or vapors. Potential risks, if any, posed by USTs would be minimized by managing any uncovered tank pursuant to existing Los Angeles County standards as enforced and monitored by the County Department of Public Health/Environmental Health Division and the Department of Toxic Substances Control (DTSC), which would reduce potential hazards impacts related to unknown contamination or USTs to a less-than-significant level.

Overall, should construction activities be proposed for a site that may be contaminated due to previous uses, a site study and specific remediation and cleanup activities, would be required, if necessary, by the existing federal and state regulations, under the supervision of the fire department or DTSC before construction activities could begin. Construction activities resulting from the Proposed Plan would be done in compliance with existing agency regulations related to hazardous materials. Further, implementation of **Mitigation Measure MM HAZ-1** would require future development projects to conduct Phase I and II surveys prior to construction activities onsite assess if there are any reasons to suspect that hazardous materials could be present and determine the appropriate measures. These surveys would be required to be prepared in accordance with DTSC regulations. As a result, potential impacts related to the reasonably foreseeable upset or accident conditions involving release of hazardous materials into the environment would be less than significant.

In general, risks from hazards and hazardous materials would be adequately addressed through compliance with existing federal, state, and local regulations. Development under the Proposed Plan will primarily be in the form of residential uses, however, non-residential uses such as commercial could also occur. These uses may include the use of and storage of common hazardous materials such as paints, solvents, and cleaning products. Additionally, building mechanical systems and grounds and landscape maintenance could also use a variety of products formulated with hazardous materials, including fuels, cleaners, lubricants, adhesives, sealers, and pesticides/herbicides. The environmental and health effects of different chemicals are unique to each chemical and depend on the extent to which

an individual is exposed. The extent and exposure of individuals to hazardous materials would be limited by the relatively small quantities of these materials that would be stored and used on individual project sites throughout the Plan Area. Any business or facility which uses, generates, processes, produces, packages, treats, stores, emits, discharges, or disposes a hazardous material (or waste) is a handler and would require a hazardous materials handler permit and would be required to provide regular reporting to the California Environmental Reporting System (CERS).

Through future development under the Proposed Plan, hazardous materials could be stored within the Plan Area; however, the materials would generally be in the form of routinely used common chemicals. All hazardous materials would be used and stored in accordance with applicable regulations and such uses would be required to comply with federal and state laws to reduce the potential consequences of hazardous materials accidents. As a result, implementation of the Proposed Plan would not result in 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, and impacts would be less than significant.

Mitigation Measures:

MM HAZ-1: Prior to construction activities onsite, a Phase I investigation shall be conducted to assess if there are any reasons to suspect that hazardous materials could be present. If current or past use of contaminants of potential concern are discovered through the Phase I investigation, or if the property has ever contained a gas station, dry cleaners or hazardous chemical storage tanks, a Phase II would be required. The Phase II investigation shall be conducted in accordance with guidelines developed by DTSC and U.S. EPA for site assessments. The Phase II investigation shall estimate the potential threat to public health and the environment if concentrations of pesticides are encountered using methods outlined in DTSC's Preliminary Endangerment Assessment Guidance Manual and DTSC's Screening Level Human Health Risk Assessment guidance for implementing screening level risk analysis. The Phase II investigation shall be submitted to the City of Bell for review and approval by an independent third-party reviewer. If the Phase II testing reveals concentrations of contaminants above health-based screening levels for residential exposure, remediation of the site shall be required to address residual contamination above health-based level of concern. Remediation may include excavation and disposal of impacted soil or capping elevated areas beneath paved areas. The Construction Contractor shall implement the recommendations outlined in the Phase II.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐

Less than Significant Impact. The Proposed Plan would involve the development and redevelopment of various land uses in the Plan Area. As discussed in **Section 3.3.15, Public Services**, the closest schools to the Plan Area include Nueva Vista Elementary School and Bell High School, both of which are adjacent to the Plan Area boundaries. Currently, no new schools are proposed within or immediately adjacent to the Plan Area.[65]

Common hazardous materials would likely be used in the construction and operation of new development in the Plan Area, including use of standard construction materials (e.g., paints, solvents, and adhesives), cleaning and other maintenance products, diesel and other fuels (used in construction and maintenance equipment and vehicles), and pesticides associated with landscaping around new developments. Routine use, transport, and disposal of hazardous materials would occur with implementation of the Proposed Plan; however, the types of uses that would emit or release hazardous or acutely hazardous materials into the environment are typically industrial manufacturing facilities, which are not proposed within the Proposed Plan. As such, new development would not release hazardous materials within ¼ mile of an existing or proposed schools.

While the Proposed Plan would not propose the use of hazardous materials, all future businesses that handle or transport hazardous materials (such as dry cleaners or automotive repair shops) would be required to comply with the provisions of the state and federal regulations for hazardous wastes, as described previously. The laws and regulations related to the generation of hazardous emissions and handling hazardous materials are intended to minimize potential health risks associated with their use or the accidental release of such substances. Compliance with existing regulations would minimize the risks associated with the exposure of sensitive receptors, including schools, to hazardous materials to a less than significant level. Therefore, future development under the Proposed Plan would result in a

66 Department of Toxic Substances Control, Envirostor, available at: https://www.envirostor.dtsc.ca.gov/public/search?CMD=search&city=Bell&zip=&county=&case_number=&business_name=&FEDERAL_SUPERFUND=True&STATE_RESPONSE=True&VOLUNTARY_CLEANUP=True&SCHOOL_CLEANUP=True&CORRECTIVE_ACTION=True&tiered_permit=True&evaluation=True&operating=True&post_closure=True&non_operating=True&inspections=True&inspectionsother=True

less than significant impact related to the emissions or handling of hazardous materials within the vicinity of schools.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d. Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☒	☐	☐

Less than Significant Impact with Mitigation Incorporated. According to DTSC's Envirostor there are two listed cleanup sites within and near the Plan Area, neither of which are identified as an opportunity site. Of these cleanup sites, no active evaluation cases were identified.[66] See **Table 3.3-9, Clean-up Sites within the Plan Area**.

Table 3.3-9
Clean-up Sites within the Plan Area

Name	Address	Status
City of Bell - Redevelopment Agency	6399 S. Atlantic Avenue	Refer to Regional Water Control Board as of 8/15/1995
Former Midas Mufflers	4406 E. Florence Avenue	No Action Required

DTSC, Envirostor, 2024

Although the listed sites are not identified as opportunity sites, it is still possible that they could be redeveloped as other projects and policies in the Proposed Plan are implemented. Development on identified cleanup sites would be subject to compliance with the applicable laws and regulations for investigation and remediation, such as the Comprehensive Environmental Response, Compensation,

66 Department of Toxic Substances Control, Envirostor, available at: https://www.envirostor.dtsc.ca.gov/public/search?CMD=search&city=Bell&zip=&county=&case_number=&business_name=&FEDERAL_SUPERFUND=True&STATE_RESPONSE=True&VOLUNTARY_CLEANUP=True&SCHOOL_CLEANUP=True&CORRECTIVE_ACTION=True&tiered_permit=True&evaluation=True&operating=True&post_closure=True&non_operating=True&inspections=True&inspectionsother=True

and Liability Act (CERCLA), Resource Conservation and Recovery Act (RCRA), California Code of Regulations Title 22, and related requirements.

State Water Resources Control Board (SWRCB) identified six closed cases within the Plan Area involving LUSTs cases. Additionally, two open LUST cases located within the Plan Area at 6326 Pine Avenue and 4575 Gage Avenue that resulted in groundwater contamination.[67] As such, groundwater contamination may exist within the Plan Area and construction activity that disturbs soil or groundwater could have the potential to result in the release of hazardous materials, which could adversely affect construction workers and/or neighboring properties and occupants.

Implementation of **Mitigation Measure MM HAZ-1** would address such possible concerns, by requiring Phase I ESAs to be conducted prior to excavation and construction activity for development on sites previously identified as contaminated. These Phase I ESAs would identify Recognized Environmental Conditions (RECs) associated with soil and groundwater contamination. If contaminated sites are identified through a Phase I or Phase II assessment, specific remediation and cleanup activities, would be required, if necessary, by the existing federal and state regulations under the supervision of the DTSC. As a result, potential impacts related to a project being located on a list of hazardous materials sites pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment would be less than significant.

Mitigation Measures: Refer to **Mitigation Measure MM HAZ-1**.

67 State Water Resources Control Board, Geotracker. Available online at: https://geotracker.waterboards.ca.gov/search?page=2&cmd=search&business_name=&main_street_name=&city=BELL&zip=90201&county=&status=&branch=&site_type=LUFT%2C+UST&npl=&funding=&reporttitle=PROJECT+SEARCH+RESULTS&reporttype=&federal_superfund=&state_response=&voluntary_cleanup=&school_cleanup=&permitted=&corrective_action=&spec_prog=&national_priority_list=&senate=&assembly=&critical_pol=&business_type=&case_type=&searchtype=&hwmp_site_type=&cleanup_type=&watershed=&gwbasin=&excludenc=False&orderby=business%5Fname

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒

No Impact. The Plan Area is located approximately 11.2 miles northeast of Compton/Woodley Airport. The Compton/Woodley Airport does not have an adopted airport land use plan (ALUP), and, therefore, is part of the Los Angeles County ALUP. The Proposed Plan would not conflict with the Los Angeles County ALUP and is not located within the airport's noise contour map.[68] Therefore, the Proposed Plan would not expose residents in the Plan Area to excessive airport-related noise levels. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐

Less than Significant Impact. Implementation of the Proposed Plan would occur over a period of 25 years in various locations within the Plan Area. Although temporary lane and sidewalk closures immediately adjacent to site-specific development projects may be necessary for short durations, adequate emergency vehicle access throughout the Plan Area would be maintained at all times as required.

As part of the review and approval of site-specific development projects within the Plan Area, development plans would be reviewed by the City of Bell Police Department prior to construction to

68 Los Angeles County, Airport Land Use Commission, *Airport Land Use Plan*, Revised December 1, 2004. Available online at: https://planning.lacounty.gov/wp-content/uploads/2022/10/Los-Angeles-County-Airport-Land-Use-Plan.pdf, accessed July 10, 2025.

ensure that alternative route planning to facilitate the passage of people and vehicles through/around any temporary required road closures occurs and is implemented, if needed. Included in such plans would be provisions for any needed signage for detours, training of flagmen, and provision for staging areas for emergency vehicles responding to a call, as required by the City's police and fire agencies. Thus, emergency access in and out of construction sites, including evacuation routes for construction workers, would remain during the construction process.

According to the *City of Bell 2030 General Plan Health and Safety Element*, evacuation routes through the City include the major arterials in the City: Atlantic Avenue, Florence Avenue, Gage Avenue, and Eastern Avenue; Atlantic Avenue, Florence Avenue, and Gage Avenue are located within the Plan Area. As stated, future development projects would be reviewed by the City of Bell Police Department prior to construction to ensure that emergency evacuation standards are upheld. As such, implementation of the Proposed Plan would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

No Impact. California Department of Forestry and Fire Protection (Cal Fire) identifies, and maps areas of significant fire hazard based on fuels, terrain, and other relevant factors. Wildfire risks in State Responsibility Areas (SRA) are called Fire Hazard Severity Zones and are grouped into unzoned, moderate, high, and very high zones.[69] According to CAL Fire, the Plan Area is not located in a Fire Hazard Severity Zone.[70] Therefore, implementation of the Proposed Plan would not directly or indirectly be subject to any wildfire risks. No impact would occur.

Mitigation Measures: No mitigation measures are required.

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69 See Cal. Code Regs., tit. 24, § 702A for a definition of "fire hazard severity zones."

70 CAL FIRE, *Los Angeles County-State Responsibility Area Fire Hazard Severity Zones*, September 29, 2023. Available online at: https://osfm.fire.ca.gov/media/svjjf2kl/fhsz_county_sra_11x17_2022_losangeles_3.pdf, accessed November 1, 2023.

3.3.10. Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	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 ground water quality?	☐	☐	☒	☐

Less than Significant Impact. The City of Bell is located in the South Coast Hydrologic Region. This region covers approximately 10,600 square miles (6.78 million acres) and includes all of Orange County; the majority of Ventura, Los Angeles, and San Diego counties; portions of San Bernardino and Riverside counties; and a small portion of Santa Barbara and Kern counties. The City of Bell is located within the Los Angeles Regional Water Quality Control Board (LARWQCB) region. The LARWQCB is authorized to administer a municipal stormwater permitting program as part of the National Pollutant Discharge Elimination System (NPDES) authority granted under the federal Clean Water Act (CWA). Under the NPDES program, development projects that disturb more than one acre of land must apply for a General Construction Permit (CGP) prior to the initiation of construction activities. The CGP would require prospective applicants to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP) that would minimize the incidence of construction-related pollutants entering the stormwater system. Among the items required in a SWPPP are pollution prevention and Best Management Practices (BMP) that must be implemented in development projects.

The City of Bell is a co-permittee in the Los Angeles County Municipal Separate Storm Sewer System (MS4) permit, Order No. R4-2012-0175 (NPDES No. CAS004001), as amended. The MS4 permit requires the implementation of a Standard Urban Storm Water Mitigation Plan (SUSMP) for projects that fall into one of nine categories, including development projects equal to one acre or greater of disturbed area that adds more than 10,000 square feet of impervious surface area. The SUSMP typically contains a list of minimum required BMPs that must be used for a project; additional BMPs may be required by ordinance or code adopted by the City and applied generally or on a case-by-case basis. These requirements are intended to protect water quality and support the attainment of water quality standards in downstream receiving water bodies. The MS4 permit requirements would reduce or avoid water quality impacts associated with the implementation of the Proposed Plan by reducing the discharge of pollutants to the maximum extent practicable.

The City is underlain by the Central Subbasin of the Coastal Plain of the Los Angeles Groundwater Basin (Central Basin). The Central Basin underlies the City and Plan Area.[71] Groundwater resources in the Central Basin consists of a body of shallow, unconfined, and semi-perched water on the upper part of the alluvial deposits; the principal body of fresh groundwater within the Recent and Pleistocene deposits; and salt water under the freshwater resources.

The Proposed Plan identifies 49 parcels within the Plan Area as opportunity sites, that is sites where development is most likely to occur. Although these opportunity sites are identified as sites with the potential for development or redevelopment they do not represent a commitment to any specific project. Of these sites, four opportunity sites are greater than one acre. Thus, future development projects located at these opportunity sites would require a CGP and the preparation of an SWPPP. The SWPPP must outline the BMPs that would be implemented to prevent runoff and pollution during project construction. Additionally, all construction activities in the City, including those less than one acre, must adhere to the pollution control measures and urban runoff requirements that outlined in Chapter 13.08 (Stormwater and Urban Runoff Control) of the City's Municipal Code.

Implementation of the Proposed Plan would support new infill development. Pollutants associated with the operations of future development projects generally include sediments, trash, petroleum products, metals, and chemicals that could potentially discharge into surface waters by storm drains either directly or during stormwater runoff events. As such, future development projects associated with the Proposed Plan would be required to implement a SUSMP that lists the required Source Control and Treatment Control BMPs used for each project to reduce the discharge of pollutants to the maximum extent practicable. BMPs would be implemented on a per-site basis depending upon the size of the site and the types of potential pollutants that are related to the operation of the new land uses.

In conclusion, implementation of the applicable BMPs in accordance with the NPDES program standards and the County's SUSMP and the City's Municipal Code would reduce the potential pollutants from runoff and would not contribute additional pollutant loads into receiving waters. Therefore, future development projects under the Proposed Plan would not result in adverse impacts to water quality through violation of water quality standards or waste discharge requirements, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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71 The Metropolitan Water District of Southern California, *2020 Urban Water Management Plan*, June 2021. Available online at: https://www.mwdh2o.com/media/21641/2020-urban-water-management-plan-june-2021.pdf, accessed July 19, 2024.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐

Less than Significant Impact. Although the Proposed Plan would increase development within the Plan Area, the vast majority of the Plan Area is developed and comprised of impervious surface, (e.g., buildings, road, and parking lots) that interfere with groundwater recharge. Further, due to stringent City and County requirements related to hydrology and groundwater, any new development occurring during the lifetime of the Proposed Plan, whether more intense than existing conditions or not, would be unlikely to result in a substantial increase in impervious surface. Further, due to Proposed Plan requirements related to open space and the addition of additional greenspace in the form of parks and other green features, future development has the potential to increase the permeable surface. Further, implementation of the Proposed Plan may provide some benefits to groundwater recharge by replacing older development with development that would be subject to open space, landscaping, and stormwater BMP requirements that would increase pervious surfaces in the Plan Area.

As such, implementation of the Proposed Plan would not deplete the groundwater supply or interfere substantially with groundwater recharge. Compliance with applicable water quality and stormwater regulations as well as Specific Plan open space requirements, would ensure that impacts related to groundwater would be less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner, which would:	☐	☐	☒	☐

i. Result in substantial erosion or siltation on-or off-site?

Less than Significant Impact. Grading, excavation, and other construction activities associated with future development under the Proposed Plan could adversely affect water quality due to erosion resulting from exposed soils and the generation of water pollutants, including trash, construction materials, and equipment fluids.

As stated above, associated construction activities would be required to comply with NPDES requirements and obtain a CGP. Construction site operators would be responsible for preparing and implementing a SWPPP that outlines project specific BMPs to control erosion, sediment release, and otherwise reduce the potential for discharge of pollutants in stormwater, consistent with the requirements of the CGP. Typical BMPs could include, but are not limited to temporary de-silting basins, controls for construction vehicle maintenance in staging areas, and installing silt fences and/or erosion control fences.

Implementation of the Proposed Plan is not anticipated to substantially change the drainage patterns within the Plan Area. Future development projects would be developed with buildings, landscaped areas, roads, and other hardscape improvements on mostly impervious surfaces; no bare areas of soil would be left vulnerable to erosion. As such, the future buildout of the Proposed Plan would have similar, if not a reduced amount of impervious surfaces within the Plan Area compared to existing conditions. As stated above, future development projects under the Proposed Plan would be required to include applicable BMPs in their SUSMP. These BMPs could include infiltration and bio-infiltration techniques to slow and treat surface water runoff prior to existing the development site. Future development projects associated with the Proposed Plan would also be required to comply with Chapter 13.08 of the Municipal Code and implement the appropriate BMPs to minimize impacts to stormwater that may affect the City's existing drainage pattern. Therefore, impacts to the existing stormwater drainage system would be less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
ii. Result in flooding on-or off-site?	☐	☐	☒	☐

Less than Significant Impact. According to the Federal Emergency Management Agency (FEMA), Flood Insurance Rate Maps (FIRM) for the Plan Area are 06037C1805F and 06037C1810F, which shows that the Plan Area is located outside of a 100-year flood hazard area.[72] Future development projects associated with the Proposed Plan would collect and drain on-site stormwater runoff into the City's existing storm drainage system in accordance with LARWQCB's SUSMP as a means to reduce the potential for on-site flooding. Further, future development projects under the Proposed Plan would be required to comply with the flooding and stormwater management requirements outlined in Chapter 13.08 of the City's Municipal Code. Thus, implementation of the Proposed Plan would not increase surface runoff in a manner that would result in on- or off-site flooding and impacts are anticipated to be less than significant

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
iii. Create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐

Less than Significant Impact. As stated above, future development associated with the Proposed Plan would collect, filter, and dispose of stormwater into the City's existing stormwater drainage system per SUSMP requirements. Further, future development projects would be required to comply with the County MS4 Permit and the City's regulations and implement BMPs that would

72 Federal Emergency Management Agency (FEMA), "FEMA's National Flood Hazard Layer (NFHL) Viewer." Available online at: https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd, accessed July 10, 2025.

minimize the amount of stormwater runoff from entering the City's existing stormwater drainage system. Further, future development projects would also be required to comply with Chapter 13.08 of the Municipal Code to minimize the stormwater runoff that would impact the City's stormwater drainage systems. Thus, adherence to regional and local requirements would ensure that the implementation of the Proposed Plan would not create or contribute runoff water that exceeds the capacity of the City's storm drainage system, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
iv. Impede or redirect flood flows?	☐	☐	☒	☐

Less than Significant Impact. As stated above, the City is located outside of a 100-year flood hazard area and is located within an area identified as having little chance of flooding. Anticipated future development would be expected to occur as redevelopment of existing sites and would utilize the existing drainage pattern. In addition, future development projects under the Proposed Plan would be required to implement Source Control and Treatment Control BMPs to ensure that the project would not impede or redirect flood flows. Furthermore, future development projects would be required to comply with Chapter 13.08 of the City's Municipal code to reduce impacts to the City's stormwater drainage system. As such, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?	☐	☐	☒	☐

Less than Significant Impact. The Plan Area is located approximately 15.2 miles inland from the Pacific Ocean and is not located near any bodies of water that could create tsunami or seiche. However, existing infrastructure, buildings, and landscaping intervene the distance between the Plan Area and the Los Angeles River. Therefore, no impact related to tsunami would occur

As stated above, the Plan Area is located outside of a 100-year flood hazard area. However, the Plan Area is located within the Hansen Dam Inundation Area[73] and the potential for a flood event exists within the Plan Area in the form of El Niño Storm Hazards and dam inundation. Future development projects associated with the Proposed Plan could be at risk of flooding hazards resulting from El Niño storms and dam inundations. Therefore, future development projects under the Proposed Plan would be required to adhere to the design guidelines for development in general flood hazard areas as outlined in Appendix G (Flood-Resistant Construction) of the California Building Code (CBC). Project applicants would be required to coordinate with the Los Angeles County Sheriff's Department (LACSD) and the United States Army Corps of Engineers (USACE) to implement necessary evacuation routes. Additionally, future development would be required to comply with the development guidelines of the USACE's Safety Program to ensure building stability in the event of failure of the Hansen Dam. Therefore, impacts related to flooding would be less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

No Impact. Future development projects associated with the Proposed Plan would be required to comply with the Coastal Watersheds of Los Angeles and Ventura Counties Basin Plan (Basin Plan). The Basin Plan establishes the water quality regulations and programs to implement the regulations for the counties of Los Angeles and Ventura. The Basin Plan identifies beneficial uses for surface and ground waters, identifies narrative and numerical water quality objectives for regional attainment, and describes implementation programs and other necessary actions to achieve water quality objectives.

As stated above, future development would be required to implement site-specific source control and treatment control BMPs in accordance with the County's SUSMP standards. These BMPs would adhere to the Basin Plan's requirements for BMPs. Furthermore, future development projects would be required to comply with Chapter 13.08 of the City's Municipal code to reduce impacts related to water

73 City of Bell, *Draft Environmental Impact Report City of Bell 2030 Comprehensive General Plan Update &Bicycle Master Plan*, Exhibit 3-5, Potential Dam Inundation Areas in the City of Bell, November 2017. Available online at: https://www.cityofbell.org/home/showpublisheddocument/10125/636522145820770000, accessed June 5, 2024.

quality. As such, future development under the Proposed Plan would not conflict or obstruct implementation of a water quality control plan, and no impacts would occur.

Mitigation Measures: No mitigation measures are required.

3.3.11. Land Use and Planning

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project physically divide an established community?	☐	☐	☒	☐

Less Than Significant Impact. The anticipated development under the Proposed Plan (approximately 597 residential units as well as non-residential uses) is directed towards two new zoning districts. These zones are detailed as follows:

- **Main Street Zoning District (MU-3 Zone)** – This district is concentrated along the intersection of Atlantic Avenue and Gage Avenue; and will be the primary focus area for dining, entertainment, pedestrian-friendly retail, open space, and public investment. Key components of this district include:
  - New streetscape treatment and trees on Atlantic Avenue;
  - New streetscape treatment and trees on Gage Avenue;
  - Redevelopment of Shoe City site (Opportunity Site 19) into central public plaza, retail/restaurant center, district parking garage and residential development;
  - New destination drive-through restaurant at Western Auto site;
  - Linkage of brewery and food hall through a public plaza/temporary closure of Pine Avenue at Gage Avenue;
  - Repositioning publicly-owned Bell House and library (Opportunity Site 8) into more activated civic/commercial/residential sites;
  - Connecting the Civic Center to Downtown through a linear park along Pine Avenue;
  - Establishing a new/stronger connection between the Civic Center and Treder Park, Atlantic/Palm Plaza driveway node, and neighborhoods through Bell Palm Plaza;

  - Linking the energy from residential development at the used car dealership (Opportunity Site 4)/WSS site (Opportunity Site 10) to Downtown by creating a key commercial corner at Atlantic Avenue / Minnewa Lane extension; and

  - Upgrading and opening of Treder Park to surroundings by removing fences and introducing more active, residential-supportive programming.

- **Mixed-Use Zoning District (MU-2 Zone)** – This district is located predominantly along Atlantic Avenue, north and south of the Main Street Zoning District. This district will provide a more flexible combination of uses including shopping centers, mixed-use developments, multifamily residential buildings and convenience retail. Key components of this district include:

  - Streetscape improvements and design standards will be implemented to improve pedestrian-friendliness;

  - Redevelopment of Jack's Car Wash (Opportunity Site 18) for drive-through or other convenience retail and electric vehicle charging; and

  - Redevelopment of the used car dealership (Opportunity Site 1) at the southeast corner of Atlantic Avenue and Randolph Street for multi-family residential.

The Proposed Plan would allow for future development that would result in higher density housing, employment opportunities, and mixed-use development consistent with its location in a TPA. The Proposed Plan does not propose any development or infrastructure that could physically divide a community such as major roadways, utility transmission lines, or storm channels.

Development under the Proposed Plan would involve an increase, over time, of infill development utilizing the established roadway network. The increase in development capacity that would occur through implementation of the Proposed Project is intended primarily to allow intensified development and a mix of land uses.

Overall, implementation of the Proposed Plan would increase the density and intensity of development as well as the presence of pedestrians throughout the Plan Area. The Plan Area currently consists of the only commercial corridor (i.e., Atlantic Avenue) in the City that does not permit residential uses. The Proposed Plan would allow for additional residential uses to occur along Atlantic Avenue as well as related commercial and employment development. Further, implementation of the Proposed Plan would improve connectivity within the existing community and transit network by introducing new uses to the Plan Area and would not result in the division of an established community. Conversely,

the Proposed Plan would establish a more integrated network of community land uses and mobility. Thus, impacts related to the physical division of an established community would be less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

Less than Significant Impact. The SCAG's Connect SoCal 2024 RTP/SCS is a long-range regional transportation and land use network plan that provides a vision of the region's future mobility and housing needs with economic, environmental and public health goals. Similarly, the City's General Plan serves as a blueprint for the City's planning efforts and vision for the future.

Table 3.3-10, Proposed Plan Consistency with SCAG's Connect SoCal Land Use Policies, demonstrates the Proposed Plan's consistency with relevant Connect SoCal's goals. Policies that call for City actions independent of review and approval or denial of the Proposed Plan are omitted. The ultimate determination of whether the Proposed Plan is consistent with applicable general plans lies with the City of Bell's decision-making bodies, specifically the City Council.

Table 3.3-10
Proposed Plan Consistency with SCAG's Connect SoCal Land Use Policies

Connect SoCal 2024 RTP/SCS Goals	Discussion
Mobility: Build and maintain an integrated multimodal transportation network	**Consistent.** The Proposed Plan would not significantly alter the existing local multimodal transportation network within the Plan Area. The proposed transportation improvements would make nominal changes to Gage Avenue, such as removing one right-turn lane, to improve overall traffic safety. New Class I and III bikeways and supporting pedestrian facilities will be incorporated into the existing local roadway network within the Plan Area to improve and increase active transportation within the City. Further, the Proposed Plan would support by the existing transit network by developing more residential uses within a transit priority area (TPA).
Communities: Develop, connect and sustain livable and thriving communities	**Consistent.** The Proposed Plan would allow for the creation of neighborhoods focused on housing, local and regional commercial services, and community resources in proximity to established transit.

Source: Southern California Association of Governments. SCAG 2024 RTP/SCS. Available online at: https://scag.ca.gov/sites/main/files/file-attachments/23-2987-connect-socal-2024-final-complete-040424.pdf?1714175547, accessed July 5, 2024.

Implementation of the Proposed Plan would establish development standards and regulations in the Plan Area. By adopting the Proposed Plan, the City of Bell would also be adopting the anticipated development associated with the Proposed Plan. Thus, development under the Proposed Plan would be consistent with the City of Bell General Plan. **Table 3.3-11**, **Proposed Plan Consistency with the Land Use and Housing Element of the City's General Plan,** shows that the Proposed Plan would be consistent with the applicable goals and policies outlined in the Land Use Element and Housing Element of the City's *General Plan*.

Table 3.3-11
Proposed Plan Consistency with the Land Use and Housing Element of the City's General Plan

General Plan Goal/Policy	Discussion
Land Use and Sustainability Element	
Goal 1: To promote orderly development within the City while, at the same time, ensuring that sustainability is the cornerstone of this future development.	
Land Use and Sustainability Element Policy 3. The City of Bell shall prevent incompatibility among land uses for the health and safety of occupants and the protection of property values. The City shall ensure all new development conforms with surrounding properties as a means to protect the health and safety of occupants and maintain property values.	**Consistent.** The Proposed Plan would not introduce incompatible land uses within the Plan Area. The proposed land uses and zoning districts under the Proposed Plan would allow for the creation of neighborhoods focused on housing, local and regional commercial services, and community resources.

General Plan Goal/Policy	Discussion
Goal 2: To promote quality design in new and rehabilitated development throughout the City.	
Land Use and Sustainability Element Policy 6. The City of Bell shall promote design and development strategies (landscaping, shared parking, mixed-use development, etc.) to address the strip commercial development found along arterial roadways. The City shall ensure that new development is compatible with style and design of the surrounding environment through new development standards and design guidelines.	**Consistent**. The Proposed Plan would introduce specific design and development standards for uses within the Plan Area. The design standards included as a part of the Specific Plan place emphasis on achieving active, pedestrian oriented, and human-scaled commercial and mixed-use development. For MU-3 designated sites, this is intended to be achieved through the creation of a continuous line of shopfronts along Atlantic and Gage Avenues that fit within the character of the district. MU-2 designated sites will also include building designs that facilitate a pedestrian-friendly environment through the large variety of existing and anticipated development types including storefronts, residential uses, large auto-oriented shopping centers, and drive-throughs (only where the Drive-Through Overlay is applied). These design standards and guidelines surpass the general standards and guidelines presently implemented in the City.
Issue: To promote sustainability in the planning, design, and construction of new and rehabilitated development throughout the City.	
Land Use and Sustainability Element Policy 9. The City of Bell shall require ongoing and future land uses to employ sustainable practices to conserve water, waste, energy, and other resources. As part of this policy, new development must conform to current low-impact development requirements and Leadership in Energy and Environmental Design protocols.	**Consistent.** Projects under the Specific Plan would be designed and built to be meet or exceed the most current CALGreen Building Standards, Energy Code (Title 24, Part 6), and LEED protocols. Additionally, projects must conform with low impact development requirements and best management practices.
Housing Element	
Goal 2: Diverse housing solutions that provide affordable options for all income groups while avoiding displacement of low-income households.	
Housing Element Policy 2.1. The City of Bell shall encourage the development of affordable and attainable housing in the City.	**Consistent.** The Proposed Plan would introduce up to 584 net new housing units within the Plan Area, some of which are intended to be affordable housing. As indicated in the Specific Plan, Housing Element Overlay Sites shall permit the by right development of housing projects that have designated at least 20 percent of the units as affordable to low-income households. Density bonuses will encourage the inclusion of affordable housing in projects throughout. Further, multiple existing structures are proposed for redevelopment to include more substantial percentages of affordable housing, such as the BHCA Gage/Pine sites and Futsal Park as well as the Library. New housing units would contribute to the City's Regional Housing Needs Allocation (RHNA) of 229 housing units.

Source: Southern California Association of Governments. SCAG 2024 RTP/SCS. Available online at: https://scag.ca.gov/sites/main/files/file-attachments/23-2987-connect-socal-2024-final-complete-040424.pdf?1714175547, accessed July 5, 2024.

The Proposed Plan includes the creation of two new zoning districts and associated General Plan Amendments for the Plan Area. Adoption of the zoning changes and General Plan Amendments

would ensure there are no conflicts with the Municipal Code. As a result, the impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

3.3.12. Mineral Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	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?	☐	☐	☐	☒

No Impact. According to the California Department of Conservation (DOC) Division of Mine Reclamation, the Plan Area has no active mines.[74] Further, the Plan Area is located in a MRZ-1 zone, which is an area where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.[75] Implementation of the Proposed Plan would therefore have no impact on the availability of a known mineral resource that would be of value to the region and residents of the state.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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. According to the DOC, there are no active mines identified within the Plan Area.[76] Additionally, there are no mineral resource deposit areas in the Plan Area. Therefore, implementation of the Proposed Plan would not result in a loss of availability of locally important mineral resources. No impact would occur.

Mitigation Measures: No mitigation measures are required.

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74 California Department of Conservation, "Mines Online." Available online at: https://maps.conservation.ca.gov/mol/index.html. Accessed on December 6, 2023.

75 *Ibid.*

76 *Ibid.*

3.3.13. Noise

All noise level or sound level values presented herein are expressed in terms of decibels (dB), with A-weighting (dBA) to approximate the hearing sensitivity of humans. All references to dB in this analysis will be A-weighted unless noted otherwise. Time-averaged noise levels are expressed by the symbol Leq, with a specified duration. The Community Noise Equivalent Level (CNEL) is a 24-hour average, where noise levels during the evening hours of 7:00 P.M. to 10:00 P.M. have an added 5 dB weighting, and noise levels during the nighttime hours of 10:00 P.M. to 7:00 A.M. have an added 10 dB weighting. This is similar to the Day Night sound level (L_{dn}), which is a 24-hour average with an added 10 dB weighting on the same nighttime hours but no added weighting on the evening hours. These metrics are used to express noise levels for both measurement and municipal regulations, as well as for land use guidelines and enforcement of noise ordinances.

Regulatory Framework

Title 24, California Code of Regulations

The California Noise Insulation Standards of 1988 (California Code of Regulations Title 24, Section 3501 et seq.) require that interior noise levels from the exterior sources not exceed 45 dBA Ldn/community noise equivalent level (CNEL)[77] in any habitable room of a multi-residential use facility (e.g., hotels, motels, dormitories, long-term care facilities, and apartment houses and other dwellings, except detached single-family dwellings) with doors and windows closed. Where exterior noise levels exceed 60 dBA CNEL/Ldn, an acoustical analysis is required to show that the building construction achieves an interior noise level of 45 dBA CNEL/Ldn or less.

Caltrans Vibration/Groundborne Noise Standards

The State of California has not adopted Statewide standards or regulations for evaluating vibration or groundborne noise impacts from land use development projects such as the Proposed Plan. Although the state has not adopted any vibration standard, Caltrans in its Transportation and Construction Vibration Guidance Manual (Caltrans 2020) recommends the following vibration thresholds that are more practical than those provided by the FTA.

The state noise and vibration guidelines are to be used as guidance with respect to planning for noise, not standards and/or regulations to which the City must adhere.

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77 Measurements are based on Ldn or CNEL.

Table 3.3-12
Guideline Vibration Damage Potential Threshold Criteria

Structure and Condition	Maximum PPV (inch/sec)	
	Transient Sources[1]	Continuous/Frequent Intermittent Sources[2]
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.20	0.10
Historic and some old buildings	0.50	0.25
Older residential structures	0.50	0.30
New residential structures	1.00	0.50
Modern industrial/commercial buildings	2.00	0.50

Source: Table 19, Transportation and Construction Vibration Guidance Manual (Caltrans 2020).
1 Transient sources create a single, isolated vibration event, such as blasting or drop balls.
2 Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

City of Bell General Plan Health and Safety Element

The General Plan Health and Safety Element includes a comprehensive program for including noise management in the planning process, providing a tool for planners to use in achieving and maintaining land uses that are compatible with existing and future environmental noise levels. The Noise Element follows Government Code Section 65301(f) and Health and Safety Code Section 46050.1. It quantifies the community noise environment by establishing noise exposure contours for both near-and long-term levels of growth and noise-generating activity.

The applicable policies include:

HSE Policy 18. The City of Bell shall consider planning guidelines which include noise control for all new residential developments and condominium conversion projects. The City shall promote design measures that will be effective in reducing noise reduction in the review of new development projects.

HSE Policy 19. The City of Bell shall require that future development projects and existing land uses reduce unnecessary noise near noise-sensitive areas such as residences, parks,

hospitals, libraries, convalescent homes, etc. The City shall enforce the existing noise control regulations such as those included in the Bell Municipal Code.

HSE Policy 20. The City of Bell shall encourage the reduction of noise throughout the City in the review of new development. New development projects will undergo review to ensure that noise impacts from such developments are reduced as much as possible.

HSE Policy 21. The City of Bell shall promote the development of a compatible noise environment throughout the City. The City shall consider noise and land use compatibility is the review of new development project. Issue: To minimize the impact of noise on local noise sensitive land uses.

HSE Policy 22. The City shall implement noise regulations that will lower excessive and intrusive noise to levels that conform to acceptable standards. The City shall ensure Code Enforcement and the Police Department will continue to enforce noise control regulations.

HSE Policy 23. The City of Bell shall cooperate with all public agencies so as to minimize transportation related noise. Applicable City, state, and federal noise control regulations shall be enforced.

HSE Policy 24. The City of Bell shall strive to ensure that public buildings (schools, libraries, etc.) are sufficiently noise insulated to permit their intended function to be uninterrupted by exterior noise. The City shall ensure that appropriate noise attenuation is provided during the development review process.

City of Bell Municipal Code

Chapter 8.28 of the Bell Municipal Code establishes regulations to control unnecessary, excessive and annoying noise in the city. Specifically, Section 8.28.040 states:

> *"No person shall play, use, or operate or permit to be played, used or operated any radio, receiving set, TV. set, musical instrument, phonograph, jukebox or other machine or device for producing or reproducing sound in a manner which disturbs the peace and quiet of any residentially zoned neighborhood," and "No person shall play, use, operate or permit to be played, used or operated any radio, receiving set, TV. set, musical instrument, phonograph, jukebox or other machine or device for producing or reproducing sound between the hours of ten p.m. and seven a.m. on property located in any residential zone and when clearly the same is audible at a distance of fifty (50) feet or more from the building, structure, property or vehicle where the sound is produced."*

Environmental Setting

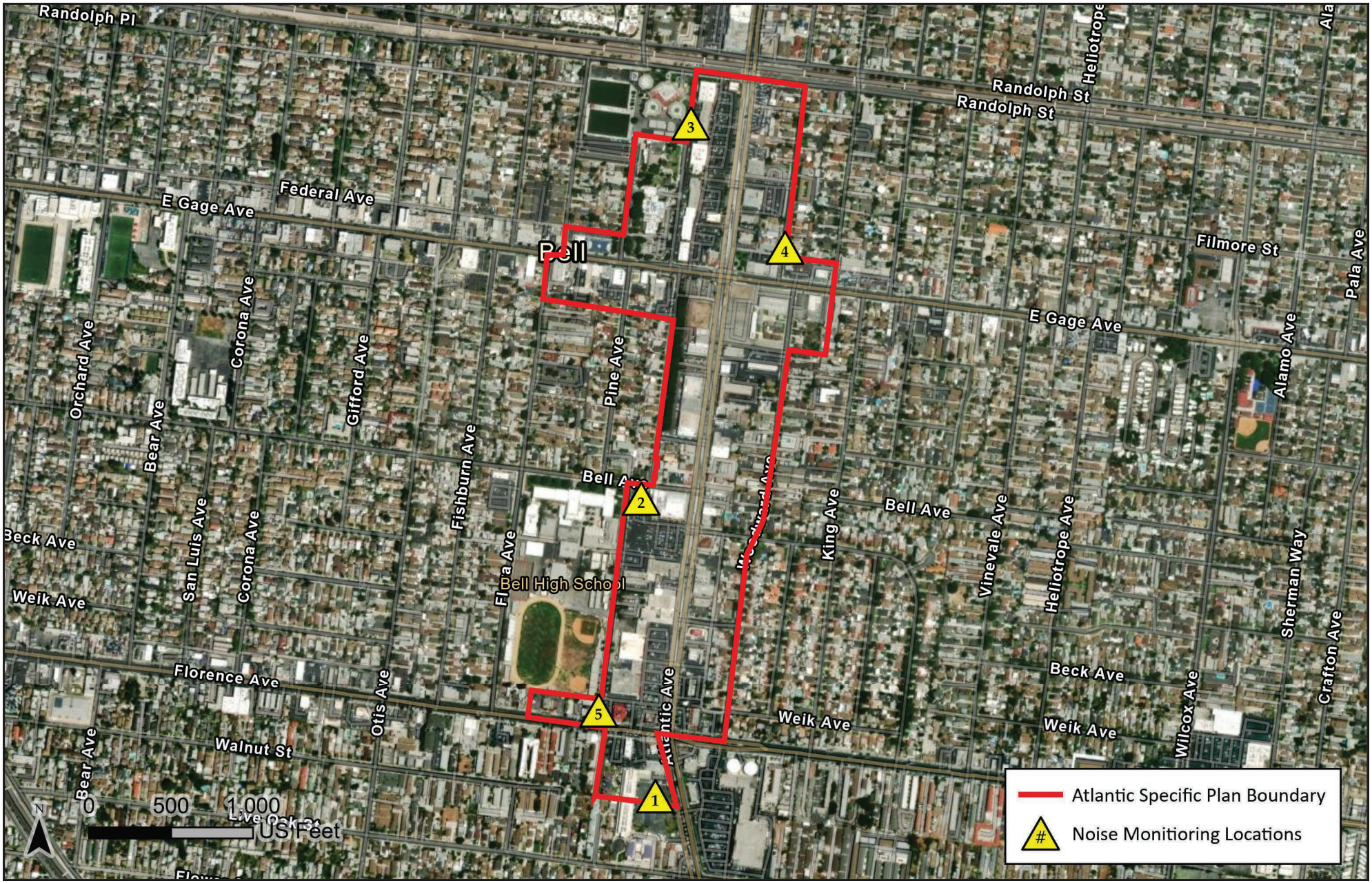
Measured Ambient Noise Levels

To establish baseline noise conditions, existing noise levels were monitored at five locations in the vicinity of the Plan Area. The locations of where the noise measurements were taken are depicted in **Figure 8, Noise Monitoring Location Map**. The noise survey was conducted in May 2024 using the Larson Davis SoundTrack LxT (Type 1) sound level meter, which conforms to industry standards set forth in ANSI S1.4-1983 (R2006) – Specification for Sound Level Meters/Type 1 and is consistent with the sound level meter definition established in the BMC. At the measurement sites, the microphone was placed at a height of approximately five feet above grade. The results of the measurements are summarized in **Table 3.3-13, Existing Noise Levels in the Vicinity of the Plan Area**. As shown in **Table 3.3-13**, the ambient noise levels ranged from 59.2 dBA Leq to 61.7 dBA Leq in the vicinity of the Plan Area.

Table 3.3-13
Existing Noise Levels in the Vicinity of the Plan Area

Noise Monitoring Locations	Primary Noise Sources	Noise Levels [dB(A)]		
		Leq	Lmin	Lmax
1. West of Atlantic Avenue	Vehicle Traffic, Airplanes	61.6	50.8	73.2
2. Northgate Gonzalez Market	Construction, Vehicle Traffic, Airplanes	60.4	47.9	78.6
3. Clarkson Ave	School Activity, Vehicle Traffic, Heavy Duty Trucks, Airplanes	59.2	46.3	75.1
4. Federal Ave and Woodward Ave Intersection	Vehicle Traffic, Airplanes, Auto shop operational noise	60.6	45.5	73.5
5. Pine Avenue, north of Florence Avenue	Airplanes, Vehicle Traffic	61.7	51.8	76.9

Source: Impact Sciences, Inc., May 2024. See Appendix B, Noise and Vibration Technical Data.



SOURCE: Esri, 2024

FIGURE **8**

IMPACT SCIENCES

Noise Monitoring Location Map

1335.008•07/24

Impact Analysis

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Will 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 with Mitigation Incorporated.

Construction Noise

Construction associated with potential future development projects under the Proposed Plan would require the use of heavy equipment for demolition, grading/site preparation, installation of utilities, building fabrication, and finishing. Construction activities would also involve the use of smaller power tools, generators, and other sources of noise. During each stage of construction, several types of equipment potentially could be operating concurrently, and noise levels would vary based on the amount of equipment in operation and the location of the activity. As shown in **Table 3.3-14**, the Federal Highway Administration's (FHWA) Roadway Construction Noise Model (RCNM) has compiled data regarding the noise-generating characteristics of specific types of construction equipment.

Table 3.3-14
Outdoor Construction Equipment Noise Levels

Construction Equipment	Noise Level at 50 Feet (dBA, L_{max})
Auger Drill Rig	84
Backhoe	78
Compactor (ground)	83
Compressor (air)	78
Concrete Mixer Truck	79
Concrete Pump Truck	81
Concrete Saw	90
Crane	81
Dozer	82
Drill Rig Truck	84

Construction Equipment	Noise Level at 50 Feet (dBA, L_{max})
Drum Mixer	80
Dump Truck	76
Excavator	81
Flat Bed Truck	74
Front End Loader	79
Generator	81
Gradall	83
Grader	85
Jackhammer	89
Man Lift	75
Mounted Impact Hammer (hoe ram)	90
Paver	77
Pneumatic Tools	85
Pump	81
Roller	80
Scraper	84
Trenching Machine	80
Tractor	84
Vacuum Street Sweeper	82
Welders	74

Source: FHWA Roadway Construction Noise Model User's Guide, 2006.

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Additional land uses such as parks, historic sites, cemeteries, and recreation areas are considered sensitive to increases in exterior noise levels. Schools, churches, hotels, libraries, and other places where low interior noise levels are essential are also considered noise-sensitive land uses. Construction activities associated with potential development projects under the Proposed Plan would result in temporary increases in ambient noise in the Plan Area on an intermittent basis and, as such, would expose nearby sensitive receivers both in and adjacent to the Plan Area to increased noise levels. The increase in noise at off-site receivers during construction would be temporary in nature and would not generate continuously high noise levels, although occasional single-event disturbances from construction would occur. Construction noise would typically be higher during the heavier periods of initial construction (i.e., demolition and grading work) and reduced in the later construction phases (i.e., interior building construction) because the physical structure of the building would break line-of-sight noise transmission from the construction area to the nearby sensitive receivers. Noise levels would fluctuate

depending on the construction phase, equipment type and duration of use, distance between the noise source and receivers, and presence or absence of intervening structures, terrain, or other noise attenuation barriers.

One method of assessing construction noise impacts on sensitive receptors is considered a general assessment as published in FTA guidance.[78] As stated therein, a general assessment of construction noise is warranted for projects in an early assessment stage when the equipment roster and schedule are undefined and only a rough estimate of construction noise levels is practical. Since details regarding potential future projects under the Proposed Plan are not available, this analysis utilizes the FTA's general assessment guidance and relies on a representative construction scenario. The FTA's general construction noise assessment calls for a focused analysis of the two loudest pieces of equipment operating at the center of a construction site. This analysis is based on potential construction noise at Opportunity Site No. 3, the smallest of the opportunity sites, which means that when the equipment is located at the center of the site, it would be the nearest distance to an off-site receptor located along a site boundary. This represents a worst-case analysis under the methodology established for general assessment.

With these assumptions and the use of the RCNM as detailed in **Appendix B** to this IS/MND, construction noise levels were forecasted for sensitive receptors located immediately adjacent to Opportunity Site No. 3 (see **Table 3.3-15, Estimated Exterior Construction Noise at Sensitive Receptors**). Noise levels would diminish notably with distance from the construction site at a rate of 6 dBA per doubling of distance (noise from stationary or point sources is reduced by about 6 dBA for every doubling of distance at acoustically hard locations). For example, a noise level of 86 dBA L_{eq} measured at 50 feet from the noise source to the receptor would decline to 80 dBA L_{eq} at 100 feet from the source to the receptor and fall by another 6 dBA L_{eq} to 74 dBA L_{eq} at 200 feet from the source to the receptor. These noise attenuation rates assume a flat and unobstructed distance between the noise generator and the receptor. Intervening structures and vegetation would further attenuate (reduce) the noise.

78 Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, page 77 (Option A: General Assessment), September 2018.

Table 3.3-15
Estimated Exterior Construction Noise at Sensitive Receptor

Sensitive Land Uses	Distance to Construction Site (feet)	Estimated Peak Construction Noise Levels (dBA 1-Hour Leq)[a]	Exceed FTA 90 dBA 1-Hour Leq Criteria?[b]
1. Adjacent Residences	Adjacent (37 feet from boundary to center of site)	87.1	No

[a] *See **Appendix C** to this IS/MND for details associated with equipment and distance assumptions.*
[b] *FTA, Transit Noise and Vibration Impact Assessment Manual, Table 7-2 (General Assessment Construction Noise Criteria), September 2018.Source: Impact Sciences, Inc., July 2024.*

While construction activity would increase noise levels in the vicinity of potential future development sites within the Plan Area, construction activities at the worst-case opportunity site (i.e., when sensitive receptors are located 37 feet from the center of the site) would not exceed the FTA's general construction noise criteria of 90 dBA Leq (1-hour).

If future development projects result in a scenario where sensitive receptors are located closer than 37 feet to the center of a construction site, project-specific mitigation would be considered on a case-by-case basis to ensure construction noise levels would not exceed the 90 dBA Leq (1-hour) threshold (see **Mitigation Measure NOI-1**). Therefore, temporary construction noise impacts would be less than significant with mitigation.

Mitigation Measures:

NOI-1: During case-by-case review of individual projects, the City shall consider the application of the following strategy to reduce construction noise levels to the maximum extent feasible:

Temporary Sound Barriers. For construction activities located directly adjacent to sensitive receivers (e.g., residences and schools), temporary sound barriers shall be installed and maintained by the construction contractor between the construction site and adjacent receivers during the demolition, site preparation, grading phases, and building phases of construction. Temporary sound barriers shall consist of sound blankets, plywood, or other sound barriers/techniques such as acoustic padding or acoustic walls placed near adjacent residential buildings that have been field-tested to reduce noise. Barriers shall be placed such that the line-of-sight between noise-

generating construction equipment and adjacent sensitive land uses is blocked and shall be placed as close to the source equipment as feasible. As an alternative, applicants may prepare a Noise Study that demonstrates construction noise would not exceed the 90 dBA Leq (1-hour) threshold at sensitive receptors. If needed, the Noise Study shall incorporate best management practices and other noise reduction measures to reduce noise levels to below the threshold of significance.

Operational Noise

Traffic Noise

Full buildout under the Proposed Plan would increase the number of vehicle trips within the Plan Area which would increase traffic noise on roadways in the vicinity. Additionally, the Specific Plan includes increased landscaping along the major corridors of Atlantic Avenue and Gage Avenue. The addition of street trees and other landscaping features would also help to reduce traffic noise on nearby residential uses. Further, new residential development on Atlantic would be set back a minimum of 15 feet in the MU-3 zone, further reducing noise impacts on sensitive receptors along Atlantic Avenue. To determine whether the Proposed Plan would create traffic noise resulting in a significant noise increase, existing and potential future noise levels were modeled using the FHWA Traffic Noise Model based on the City of Bell New Bell District Specific Plan Trip Generation Analysis conducted by Iteris.

Roadway noise impacts were assessed on primary roadway segments within the Plan Area. The noise increases between the Existing, Future Without Plan, and Future with Plan scenarios are shown in **Table 3.3-16**, **Proposed Plan Traffic Noise**.

Table 3.3-16
Proposed Plan Traffic Noise

Roadway	Roadway Segment	dBA CNEL				
		Existing [1]	Future Without Plan [2]	Future With Plan [3]	Plan Increase [3] – [2]	Cumulative Increase [3] – [1]
Atlantic Ave	North of Randolph Street	67.4	67.5	67.9	0.4	0.5
	Between Randolph St and Gage Ave	67.7	67.8	68.1	0.3	0.4
	Between Gage Ave and Florence Ave	68.0	68.2	68.4	0.2	0.4
	South of Florence Ave	67.9	68.0	68.1	0..1	0.2
Randolph St North	West of Atlantic Ave	56.5	56.6	56.8	0.2	0.3
	East of Atlantic Ave	57.2	57.3	57.4	0.1	0.2
Randolph St South	West of Atlantic Ave	60.4	60.5	60.6	0.1	0.2
	East of Atlantic Ave	59.1	59.3	59.4	0.1	0.3
Gage Ave	West of Atlantic Ave	67.2	67.3	67.4	0.1	0.2
	East of Atlantic Ave	67.9	68.1	68.1	0	0.2
Florence Ave	West of Atlantic Ave	68.7	68.8	68.9	0.1	0.2
	East of Atlantic Ave	68.9	69.0	69.1	0.1	0.2

*Sources: Traffic count information from Iteris, New Bell District Specific Plan Trip Generation Analysis, 2024. See **Appendix C** for noise calculations.*

As shown in **Table 3.3-16**, **Proposed Plan Traffic Noise**, the future noise levels with implementation of the Proposed Plan would increase local traffic noise levels by a maximum of 0.4 dBA CNEL along Atlantic Avenue north of Randolph Street compared to future without plan conditions (i.e., Proposed Plan-level increase). Future cumulative noise levels with implementation of the Proposed Plan would increase local traffic noise levels by a maximum of 0.5 dBA CNEL along Atlantic Avenue north of Randolph Street compared to existing conditions (i.e., cumulative increase). It should be noted that no credit was taken for the increased landscaping along the major corridors. Operational noise level increases would be potentially significant if ambient noise levels increase by 3 dBA CNEL or 5 dBA CNEL, depending on the total noise level and associated land use compatibility shown in **Table 3.3-17, State of California Noise/Land Use Compatibility Matrix.**

Table 3.3-17
State of California Noise/Land Use Compatibility Matrix

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

Normally Acceptable - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

Conditionally Acceptable - New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply system or air conditioning will normally suffice.

Normally Unacceptable - New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Clearly Unacceptable - New construction or development should generally not be undertaken.

Source: California Office of Planning and Research.

As shown in **Table 3.3-17**, normally acceptable noise levels for commercial land uses can reach up to 70 dBA CNEL. The total noise levels for Atlantic Avenue, Randolph Street, Florence Avenue and Gage Avenue would reach a maximum of 69.1 dBA CNEL, which would be considered normally acceptable. Thus, the applicable threshold would be an increase of 5 dBA CNEL. Therefore, because the noise level increases along Atlantic Avenue, Randolph Street, Florence Avenue and Gage Avenue are less than 5 dBA CNEL, this impact would be less than significant. All other segments would not experience noise level increases that exceed either the 3 dBA CNEL threshold or 5 dBA CNEL threshold. Thus, traffic noise levels would not exceed the applicable thresholds of significance and this impact would be less than significant. No mitigation measures are required.

On-Site Noise

The operation of the Proposed Plan would generate on-site noise from HVAC equipment, delivery trucks, trash hauling trucks, and typical noise associated with urban environments. Noise from HVAC equipment serving new development in the Plan Area would typically generate noise in the range of 60 to 70 dBA Leq at a reference distance of 15 feet from the source.[79] Noise-sensitive receivers would typically be located at least 50 feet from the nearest HVAC equipment, and noise from HVAC equipment would attenuate at a rate of approximately 6 dBA per doubling of distance from the source (i.e., 50 to 60 dBA Leq at 50 feet). As shown in **Table 3.3-13**, ambient noise levels in the Plan Area were measured at up to 61.7 dBA Leq. Based on estimated noise levels between 50 to 60 dBA Leq at 50 feet for HVAC equipment, noise levels from such equipment in the Plan Area would not exceed BMC noise standards. Furthermore, HVAC units are traditionally rooftop-mounted, enclosed in mechanical rooms, or are shielded from surrounding land uses, blocking line-of-sight to sensitive receivers which further attenuates any noise levels. Therefore, operational noise impacts associated with HVAC equipment would be less than significant.

Other operational noise sources associated with on-site vehicle circulation include delivery trucks and trash-hauling trucks. However, noise associated with commercial and trash-hauling trucks would be intermittent and currently occur in the Plan Area and surrounding environment due to existing industrial and commercial uses that make up much of the developed urban area. Operational noise impacts associated with delivery and trash-hauling trucks would be less than significant.

Noise associated with future outdoor noise sources under the Proposed Plan would generally consist of conversations, music, and light recreation. However, all land uses would be required to comply with

79 Illingworth & Rodkin. *Environmental Noise Assessment for Wal-Mart Expansion, Williamson Ranch Plaza – Antioch, California*. Available at: https://www.antiochca.gov/fc/community-development/planning/Walmart/DEIR-VOLII-APPENDICES-C-H/Appendix%20G%20Noise%20Assessment.pdf, accessed July 5, 2024.

BMC which sets noise standards in the City. These BMC regulations would apply to all operational noise sources associated with outdoor gathering spaces and passive recreational spaces which could occur as a result of the Proposed Plan. Operational noise impacts associated with outdoor noise sources in the Plan Area would be less than significant.

Parking areas/garages are the other potential source of vehicular noise. Typical noise sources associated with parking lots include tire squealing, door slamming, car alarms, horns, and engine start-ups. **Table 3.3-18, Maximum Noise Levels from Parking Activity,** shows typical sound levels at this distance from various noise sources on parking lots.

Table 3.3-18
Maximum Noise Levels from Parking Activity

Noise Source	Noise Level at 50 Feet (dBA, L_{eq})
Automobiles at 14 miles per hour	50.0
Car Alarm Signal	69.0
Car Alarm Chirp	54.0
Car Horns	69.0
Door Slams or Radios	64.0
Talking	36.0
Tire Squeals	66.0

Note: Estimates are based on actual measurements taken at various parking lots.
Source: Atkins. Collier Park Renovations Project Technical Report. 2012.

Subterranean and enclosed parking garages would not generate noise at the street level and would not audibly increase noise levels at adjacent sensitive land uses. All parking facilities would be built in accordance with the vehicular access and parking standards outlined in the Specific Plan, which outlines maximum surface parking lot frontages, vehicular access hierarchy, limitations on the location of parking, driveways and curb cuts, screening, and driveway width. These vehicular access and parking standards build on standards found within the Commercial and Mixed-Use Zoning Districts chapter of the City's Municipal Code.

Off-street parking spaces would be located to the rear of buildings whenever possible, with above ground parking not being located within 40 feet of the property line along a primary street. Nonresidential parking areas abutting residentially zoned/used parcels would have a 6-foot high solid, architecturally treated, masonry wall to properly screen the parking area.

Parking structure and surface parking lot noise would be greater than subterranean parking facilities, however, they would not present an unusual noise source within the urban environment. Because parking lot/garage design and placement would be required to comply with the standards and requirements outlined in the Specific Plan, impacts would be less than significant.

In conclusion, operational noise impacts would be less than significant, and no mitigation measures are required.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b. Would the project generate excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐

Less than Significant Impact with Mitigation Incorporated. Impacts associated with historical resources are discussed in **Section 3.3.5, Cultural Resources**. Due to their age and structural integrity, historic buildings are sometimes classified as extremely fragile, indicating their increased susceptibility to potential building damage from elevated vibration levels. Construction activities in the Plan Area would intermittently generate vibration in and near the Plan Area boundaries when it reaches building walls and floors of sensitive receptors. Vibration-generating equipment could include bulldozers and loaded trucks to move materials and debris, jackhammers to break apart concrete, and caisson drills to install shoring. **Table 3.3-19**, **Vibration Source Levels for Construction Equipment**, identifies vibration velocity levels at various distances from the source.

Table 3.3-19
Vibration Source Levels for Construction Equipment

	Approximate PPV (in/sec)					Approximate RMS (VdB)				
Equipment	**25 Feet**	**50 Feet**	**60 Feet**	**75 Feet**	**100 Feet**	**25 Feet**	**50 Feet**	**60 Feet**	**75 Feet**	**100 Feet**
Large Bulldozer	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Caisson Drilling	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Loaded Trucks	0.076	0.027	0.020	0.015	0.010	86	77	75	72	68
Jackhammer	0.035	0.012	0.009	0.007	0.004	79	70	68	65	61
Small Bulldozer	0.003	0.001	0.0008	0.0006	0.0004	58	49	47	44	40

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, 2018.

With respect to building damage, the Caltrans guidelines consider 0.08 inch/sec PPV to be the potential threshold criteria for extremely fragile historic buildings, 0.10 inch/sec PPV for fragile buildings, 0.25 inch/sec PPV for historic and some old buildings, 0.30 inch/sec PPV for older residential structures, and 0.50 inch/sec PPV for new residential buildings and modern industrial or commercial buildings.

Based on **Table 3.3-19**, construction equipment would reach a maximum of 0.089 PPV (in/sec) at 25 feet. These vibration levels would exceed the most conservative 0.08 inch/sec PPV threshold for extremely fragile historic buildings. Since the exact location of future development projects, distances to nearby buildings, and the architectural integrities of nearby buildings are all unknown at this time, it is possible for individual development projects to generate construction vibration levels that could result in damage to extremely fragile buildings located on site or within 25 feet of potential construction activities. Thus, **Mitigation Measure NOI-2** would be required. With implementation of **Mitigation Measure NOI-2**, construction related vibration impacts would be less than significant.

Mitigation Measure:

NOI-2 Prior to any grading or construction activity within 25 feet of an extremely fragile building (as defined in Caltrans' *Transportation and Construction Vibration Guidance Manual*, April 2020) or any construction activity associated with the rehabilitation of an extremely fragile building, applicants shall prepare a Vibration Control Plan. The Vibration Control Plan shall be prepared by a qualified structural engineer and shall include methods to minimize vibration, including but not limited to:

- Use of drilled piles or the use of a sonic vibratory pile driver rather than impact pile driving
- Use of rubber-tired equipment rather than metal-tracked equipment
- Avoiding the use of vibrating equipment when allowed by best engineering practices

The Vibration Control Plan shall include a pre-construction survey letter establishing baseline conditions at potentially affected buildings. The survey letter shall provide a shoring design to protect the buildings from potential damage. Structural engineers may recommend alternative procedures that produce lower vibration levels, such as sonic pile driving or caisson drilling instead of impact pile driving. Development projects shall implement the structural engineer's recommendations.

A Statement of Compliance signed by the Applicant and Owner is required to be submitted to Building and Safety at plan check and prior to the issuance of any permit. The Vibration Control Plan, prepared as outlined above, shall be documented by a qualified structural engineer, and shall be provided to the City upon request.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

No Impact. The City is not within the vicinity of a public airport or private airstrip, or within an airport land use plan or within two miles of a public airport or public use airport. The closest airport to the City is the Compton/Woodley Airport, located approximately 8.5 miles southwest of the Plan Area in the City of Compton. Therefore, no impacts would occur.

Mitigation Measures: No mitigation measures are required

3.3.14. Population and Housing

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	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)?	☐	☐	☒	☐

Less than Significant Impact. The City of Bell currently has an estimated population of 33,858 people and 9,298 housing units.[80,81] The SCAG forecasts the City's population to reach 34,072 persons by the year 2040, representing a total increase of 214 persons compared to existing conditions (2024).[82, 83]

The Proposed Plan does not represent a commitment to any one project; rather the Proposed Plan includes policies and land use designations to establish the basis for where, how, and what type of development can occur in the Plan Area through 2040. The Proposed Plan includes zones as provided in the Project Description to accommodate new residential development and replacement of non-residential uses in some cases. The Proposed Plan land uses would accommodate the anticipated population growth and housing and employment demand projected through the year 2040 in the SCAG RTP/SCS. A significant impact could occur if the Proposed Plan would induce unplanned growth. The projected growth under the Proposed Plan is not a significant impact if it can be accommodated by existing or planned facilities and services and would not require construction of new facilities resulting in physical impacts, and is consistent with the City's General Plan, as well as state and regional policies and regulations. This threshold recognizes that it is not a significant adverse impact for the City to introduce more growth into the City than projected by SCAG. The SCAG forecasts are expressly not mandates to local agencies and are not made based upon a local agency's capacity to provide services. The City's 6th Cycle Housing Element establishes housing policies for the City to meet the RHNA developed by SCAG. Specifically, the RHNA calls for 229 housing units to be

80 California Department of Finance, Demographic Research Unit, "E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2021-2022, with 2020 Benchmark." May 2023.

81 SCAG, *Connect SoCal 2024 Demographics and Growth Forecast Technical Report*, Table 12. September 21, 2023.

82 SCAG, *Connect SoCal 2024 Demographics and Growth Forecast Technical Report,* Table 14. September 21, 2023.

83 Please note that the 2024 and 2040 population projections were interpolated with the available data provided by SCAG's Regional Data Platform 2024.

added to the City during the 2021-2029 planning period. The identified housing needs represent targets to be met and do not establish development caps.

The Proposed Plan would reduce the building envelope of non-residential uses within the Plan Area by potentially removing some existing commercial, hotel and civic uses. Although new non-residential uses could still occur as a result of the Proposed Plan, the overall non-residential square footage is expected to be reduced. The Proposed Plan would introduce a net increase of up to 584 new residential units to the Plan Area. Based on the City's average household size of 3.50 persons per housing unit, implementation of the Proposed Plan could generate approximately 2,044 persons within the Plan Area.[84] Thus, the number of persons generated by the Proposed Plan would exceed SCAG's projected population increase of the City by approximately 1,830 persons. While the Proposed Plan would accommodate more growth than forecasted by SCAG, this growth would not be unplanned. The City has the discretion to refine its growth forecast based on the City's knowledge of the Plan Area. The Proposed Plan would be consistent with the following General Plan Land Use Element objectives:

- Promote an orderly pattern of quality future development to achieve a complete and controlled balance of growth among land uses
- Provide for a variety of housing opportunities for all residents of the City of Bell
- Ensure the availability of adequate public services and facilities

In addition, the Proposed Plan would be consistent with following policies from the SCAG RTP/SCS:

- Policy 35: Encourage housing development in areas with access to important resources and amenities (economic, educational, health, social and similar) to further fair housing access and equity across the region
- Policy 36: Encourage housing development in transit-supportive and walkable areas to create more interconnected and resilient communities
- Policy 37: Support local, regional, state and federal efforts to produce and preserve affordable housing while meeting additional housing needs across the region
- Policy 42: Promote 15-minute communities as places with a mix of complementary land uses and accessible mobility options that align with and support the diversity of places (or communities)

84 California Department of Finance, Demographic Research Unit, "E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2021-2024, with 2020 Benchmark," May 2024.

across the region. These are communities where residents can either access their most basic, day-to-day needs within a 15-minute walk, bike ride or roll from their home or as places that result in fewer and shorter trips because of the proximity of complementary land uses.

The Proposed Plan would not introduce new infrastructure or the extension of roads, but instead would plan for growth in a more sustainable manner by creating housing opportunities in close proximity to transit and other local amenities. The Proposed Plan would not induce substantial unplanned growth in population through employment-generating uses and would be consistent with State, regional, and local policies to locate new development close to transit. While the Proposed Plan is anticipated to exceed SCAG's forecast, the overall development under the Proposed Plan would not induce population growth that exceeds the capacity of the existing infrastructure. Further, as discussed in **Section 3.3.15, Utilities and Service Systems**, the Plan Area has sufficient infrastructure to accommodate the development potential under the Proposed Plan. As a result, future development associated with the Proposed Plan would be consistent with SCAG's citywide growth projections, and with City, regional, and state policies for housing, economic development, and sustainability, as well as other adopted housing growth policies and would not exceed planned City growth. Therefore, impacts related to inducing substantial unplanned growth under the Proposed Plans would be less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

Less than Significant Impact. The Plan Area currently includes 373 housing units, which is less than four percent of the existing housing units within the City. Although implementation of the Proposed Plan would remove 13 existing housing units within the Plan Area, the Proposed Plan would create more housing opportunities by introducing up to 597 housing units to the Plan Area for a net increase of 584 units. The Proposed Plan would contribute to the City's RHNA requirements of 229 units. Impacts related to displacement would be less than significant, as implementation of the Proposed Plan would not directly result in physical changes that would cause the displacement of any people or

housing, necessitating the construction of replacement housing elsewhere. The Proposed Plan will introduce 597 new units in the Plan Area. This impact would be less than significant.

Mitigation Measures: No mitigation measures are required.

3.3.15. Public Services

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	☐	☐	☒	☐

i. Fire Protection?

Less than Significant Impact. Fire protection for the City is provided by the Los Angeles County Fire Department (LACFD). The LACFD operates more than 30 fire stations throughout Los Angeles County, with one station located within the City of Bell at 6320 Pine Avenue. Implementation of the Proposed Plan would result in a net increase of 584 residential units and would change the mix of non-residential uses, potentially resulting in approximately 2,044 additional residents by 2040. The increase in land use intensity and residential density in the Proposed Plan could cause roadway congestion in areas used by fire protection vehicles to access emergency sites. In addition, construction activities associated with the implementation of the Proposed Plan could result in temporary road closures. This may impact service standards. Temporary lane closures would require a permit issued by the City's Director of Community Services (Director). The Director shall issue the permit, as requested if the activity will not cause any unreasonable interference with the public's use of the highway; the activity is reasonably necessary and is consistent with the public interest; the activity can be conducted without the possibility of injury to persons or property; and all fees and charges established by the resolution of the City Council and/or deposits required have been paid or deposited. The ability of emergency medical services (EMS) and fire protection services to respond to calls in a timely manner depends primarily on the distance of the station to the incident and the speed at which the emergency vehicles are able to navigate intervening roadways. While the Proposed Plan would result in higher overall traffic volumes in the Plan Area, this would not impede emergency response, since California State law requires that drivers yield the right-of-way to emergency vehicles and remain stopped until the emergency vehicle has passed. As discussed in **Section 3.3.17, Transportation,** the Proposed Plan would have a less than

significant impact in regard to emergency access. Therefore, EMS and fire protection service response times generally would not change substantially.

The increased growth within the Plan Area would cause an increase in demand for fire protection services. The Plan Area is an existing urbanized area and the increase in demand over time may create a need to construct new or expanded fire stations. In the event it is determined that a new or expanded fire station is necessary to serve the Plan Area, construction of a new fire facility or expansion of an existing facility would likely qualify for an infill exemption or result in less–than significant impacts with standard regulatory compliance measures and design features. New facilities would also be required to comply with applicable federal, State, and local regulations, such as: NPDES permit requirements, the City's Tree Ordinance (Section 12.24.060 of the City's Municipal Code) and Noise Ordinance, and the California Building Code, including CALGreen requirements. To the extent that any significant impacts could result from the unique characteristics of a specific site, those impacts would be speculative at this time. Therefore, the Proposed Plan would result in less than significant impacts to fire protection and emergency services.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
ii. Police protection?	☐	☐	☒	☐

Less than Significant Impact. The City operates the Bell Police Department (BPD). The BPD has one police station located at 6326 Pine Avenue. Implementation of the Proposed Plan would result in a net increase of 584 residential units, potentially resulting in approximately 2,044 additional residents by 2040. Construction activities associated with implementation of the Proposed Plan could result in temporary road closures that may impede the ability of police vehicles to efficiently move along roadways to their destinations and may impact response time. Temporary lane closures would require a permit issued by the City's Director. The Director shall issue the permit, as requested if the activity will not cause any unreasonable interference with the public's use of the highway; the activity is reasonably necessary and is consistent with the public interest; the activity can be conducted without the possibility of injury to persons or property; and all fees and charges established by the resolution of the City Council and/or deposits required have been paid or deposited. The City's review and approval process would ensure that emergency access would be maintained during construction activities. As discussed in **Section 3.3.17, Transportation**, the Proposed Plan would have a less than

significant impact in regard to emergency access. Therefore, police protection service response times generally would not change substantially.

The increased growth within the Plan Area would cause an increase in demand for police protection services. The Plan Area is an existing urbanized area and the increase in demand over time may create a need to construct new or expanded police stations. In the event it is determined that a new or expanded police station is necessary to serve the Plan Area, construction of a new police facility or expansion of an existing facility would likely qualify for an infill exemption or result in less–than significant impacts with standard regulatory compliance measures and design features. New facilities would also be required to comply with applicable federal, State, and local regulations, such as: NPDES permit requirements, the City's Tree Ordinances and Noise Ordinance, and the California Building Code, including CALGreen requirements. To the extent that any significant impacts could result from the unique characteristics of a specific site, those impacts would be speculative at this time. Therefore, the Proposed Plan would result in less than significant impacts to police protection services.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
iii. Schools?	☐	☐	☒	☐

Less than Significant Impact. Schools in the City are provided by the Los Angeles Unified School District. The City has four elementary schools, four intermediate schools, and one high school. There are two elementary schools that are adjacent to the Plan Area.

Implementation of the Proposed Plan would result in a net increase of 584 residential units, potentially resulting in approximately 2,044 additional residents by 2040. It is reasonable to assume that a portion of the 2,044 residents would include school-aged children and therefore result in an increase in demand on school facilities. The student generation factor identifies the number of students per housing unit and provides a link between residential construction projects and projections of enrollment. The State-wide factor used by the Office of Public School Construction is 0.23 elementary students, 0.06 junior high students, and 0.13 high school students per household.[85] Based on the these metrics, student generation for the addition of 584 residential units would result in an increase of approximately 134

85 Los Angeles Unified School District, *2020 Developer Fee Justification Study*, March 2020. Available online at: https://achieve.lausd.net/cms/lib/CA01000043/Centricity/Domain/921/LAUSD%20Dev%20Fee%20Study%202020_Final.pdf, accessed on July 5, 2024.

elementary school, 32 junior high school, and 69 high school students; for a total of 235 students.[86] Buildout of the Proposed Plan would occur over a 15-year period, thus the projected student growth would be gradual. As students may attend any District school with available capacity, the projected number of students would not result in the District's schools operating above design capacity. Additionally, future development projects associated with the Proposed Plan would be subject to Government Code Section 65996, which requires new developments to pay school impact fees to mitigate any impacts of the development on school services. Thus, impacts to schools would be less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
iv. Parks?	☐	☐	☒	☐

Less than Significant Impact. The City has seven parks that provide a variety of recreation opportunities; three of which are located within the Plan Area. The General Plan includes an Open Space/Parks designation applied to areas that are public parks or private land reserved for open spaces. The parks located within the Plan Area include Treder Park located at 6250 Pine Avenue, Biancini Park located at 4501 Gage Avenue, and the City of Bell Skate Park located at 4357 Gage Avenue. Biancini Park is currently not well utilized and is exposed to a busy intersection; as a part of the Plan, it will be redeveloped into a central plaza, retail/restaurant center, district parking garage and residential development.

Implementation of the Proposed Plan would result in a net increase of 584 residential units, potentially resulting in 2,044 additional residents by 2040. The National Recreation and Parks Association recommends five acres of parkland for every 1,000 residents. However, the Quimby Act enables cities in California with standards of three acres per 1,000 residents to assess new developments with an impact fee for park development. Implementation of the Proposed Plan would result in an approximate increase in population of 2,044 residents, this would mean the City would need to provide an additional 6 acres of park space per the Quimby Act. The City of Bell Recreation Department (Department) is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. Future development projects are expected to meet the currently adopted requirements of the BMC through the provision of park space, on-site improvements, and/or the

86 *See also* Table 3 of 2020 Developer Fee Justification Study, March 2020.

payment of in-lieu fees. The City has determined these fees are adequate to offset the impact of residential units on existing parks. The fees collected would be used for acquisition, development, and improvement of public parks and recreation facilities throughout the City. Developers would be required to dedicate three acres of open space per 1,000 residents. Through the adherence of City of Bell General Plan Resource Management Element Policy 8 "The City of Bell shall require new residential multiple-family developments to provide sufficient open space (including pedestrian and bicycle linkages) to meet the local need through the use of innovative site planning techniques in the planning of such developments" new developments would be required to comply with the Quimby Act.

The Proposed Plan includes development standards requiring common open space for residential developments that would offset impacts to existing park facilities. Therefore, implementation of the Proposed Plan would result in an increase in the amount of open space available and decrease the demand for offsite open space. Therefore, the Proposed Plan would result in less than significant impacts related to parks.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
v. Other public facilities?	☐	☐	☒	☐

Less than Significant Impact. The City has one public library, operated by Los Angeles County, located at 4411 Gage Avenue. In addition, there are other libraries within close proximity to the Plan Area. The Specific Plan proposes upgrading the library and adjacent Civic Center parking lot into a mixed-use building with ground-floor library and commercial use, and upper floor affordable housing.

Implementation of the Proposed Plan would result in a net increase of 584 residential units, potentially resulting in approximately 2,044 additional residents by 2040. The new residents could result in an increase in demand for library services within the Plan Area. However, this growth is incremental and would be distributed over a 15-year period. Therefore, the Proposed Plan would not create substantial capacity or service level problems that would require the provision of new or expanded library facilities. Therefore, the Proposed Plan would result in less than significant impacts.

Mitigation Measures: No mitigation measures are required.

3.3.16. Recreation

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐

Less than Significant Impact. The National Recreation and Parks Association recommends five acres of parkland for every 1,000 residents. However, the Quimby Act enables cities in California with standards of three acres per 1,000 residents to assess new developments with an impact fee for park development. As stated above, implementation of the Proposed Plan would increase the City's population by approximately 2,044 residents. Accordingly, the City would need to provide an additional 6 acres of park space per the Quimby Act. The City of Bell Recreation Department (Department) is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. The parks located within the Plan Area include Treder Park located at 6250 Pine Avenue, Biancini Park located at 4501 Gage Avenue, and the City of Bell Skate Park located at 4357 Gage Avenue. Biancini Park is currently not well utilized and is exposed to a busy intersection; as a part of the Plan, it will be redeveloped into a central plaza, retail/restaurant center, district parking garage and residential development. Future development projects are expected to meet the currently adopted requirements of the BMC through the provision of park space, on-site improvements, and/or the payment of in-lieu fees. The City has determined these fees are adequate to offset the impact of residential units on existing parks. The fees collected would be used for acquisition, development, and improvement of public parks and recreation facilities throughout the City. Developers would be required to dedicate open space within their site plans as outlined in Chapter 15 Building Code and Chapter 17 Zoning Code in the BMC based on lot size and development type.

The Proposed Plan includes development standards requiring common open space for residential developments that would offset impacts to existing park facilities. Therefore, implementation of the Proposed Plan would result in an increase in the amount of open space available and decrease the demand for offsite open space. As such, implementation of the Proposed Plan would result in less than significant impacts related to the substantial physical deterioration of recreational facilities or otherwise cause the acceleration of deterioration.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☒	☐

Less than Significant Impact. The Proposed Plan does not include physical improvements, nor any recreational facilities or site-specific developments that would require the expansion of recreational facilities. Due to an increase in population as a result of new residential developments in the Plan Area, all future development would be required to comply with the Quimby Act to ensure sufficient open space. Through the adherence to City of Bell General Plan Resource Management Element Policy 8 "The City of Bell shall require new residential multiple-family developments to provide sufficient open space (including pedestrian and bicycle linkages) to meet the local need through the use of innovative site planning techniques in the planning of such developments" new developments would comply with the Quimby Act through planning for sufficient open space within the City. The recreation development includes the upgrading and opening of Treder Park to surroundings by removing fences and introducing more active, residential-supportive programming.

In addition, the Proposed Plan includes development standards requiring common open space for residential developments that would offset impacts to existing park facilities. Construction and operation of additional park and recreation facilities could impact aesthetics (including night lighting), air quality, cultural resources, geology, land use, noise, transportation, utilities, and other environmental issues. It is anticipated that the Proposed Plan would result in the demand for new park and recreation facilities and that such facilities would have the potential to physically affect the surrounding environment. The environmental effects that could result from the construction of future recreational facilities (including impacts to adjacent properties and exposure of sensitive receptors to pollutant concentrations) would be reduced to less than significant levels through construction-related mitigation measures identified in this IS/MND in **Section 3.3.1, Air Quality, and Section 3.3.13, Noise**, and measures identified in the Proposed Plan. Therefore, the Proposed Plan would not result in adverse physical effects on the environment from construction or expansion of additional recreational facilities.

Mitigation Measures: No mitigation measures are required.

3.3.17. Transportation

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	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?	☐	☐	☒	☐

Less than Significant Impact. The Plan Area is currently served by a system of arterial and collector roadways. The Plan Area is also served by LA Metro bus routes that travel through Atlantic Avenue and Gage Avenue. Additionally, the Plan Area is located within a Transit Priority Area (TPA).

The Proposed Plan does not include specific projects. However, future improvements as a result of the Proposed Plan may include the development of new residential or non-residential uses that may directly or indirectly increase those utilizing the circulation system with the Proposed Plan.

The *City of Bell General Plan* includes the following relevant circulation policies:

- **Policy 7:** The City of Bell shall require new developments to include design features to mitigate adverse impacts upon the local circulation system. All new development projects must promote and facilitate walkable streets, bus transit, bicycling, parking, efficient goods movement, and other components of the transportation system. Transit-related improvements shall be identified as part of the conditions of approval through the design and environmental review processes.

- **Mobility and Circulation Element Policy 12:** City of Bell shall explore the feasibility of parking districts as an option to address parking needs. The City shall survey vacant lots where there may be a potential for new parking. This survey will focus on properties that are owned by the City.

- **Mobility and Circulation Element Policy 13:** City of Bell shall explore new and innovative ways to enhance the utility of surface parking lots and parking structures. For example, new parking structures may be signed so that the ground levels could be occupied by retail or commercial establishments.

- **Mobility and Circulation Element Policy 21:** The City of Bell shall install pedestrian crosswalks complete with flashing lights and signs within segments of Gage Avenue, Atlantic Avenue, and Florence Avenue that lack intersections and/or crosswalks.

The City's General Plan Mobility and Circulation Element designates Atlantic Avenue, Florence Avenue, and Gage Avenue as arterial roadways. Other roadways within the Plan Area are designated as collectors, including Gage Avenue. The Proposed Plan does not contemplate adding new roadways; however, the Proposed Plan may enhance existing pedestrian and transit facilities and improve the roadways within the Plan Area. Although Level of Service is no longer the standard for evaluating roadway impacts, it is City policy to ensure acceptable LOS standards are maintained. As such future development associated with the Proposed Plan would be required to comply with City requirements related to transportation assessments. Implementation of the Proposed Plan would result in policies that would allow for additional parking in the Plan Area and include the development of a public parking garage (Policy 12 and 13). Furthermore, the Proposed Plan would implement policies and standards that would improve the existing pedestrian facilities (Policy 21). The Proposed Plan would be required to be consistent with Policies 7, 12, 13, and 21 of the Mobility and Circulation Element.

Further, implementation of the Proposed Plan would include new bicycle facilities along Gage Avenue and Pine Avenue that will be design in compliance with the City of Bell Bicycle Master Plan. Therefore, the Proposed Plan would not conflict with an applicable plan, ordinance, or policy addressing the circulation system, and less than significant impacts would occur.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b. Would the project conflict or be inconsistent with *CEQA Guidelines* section 15064.3, subdivision (b)?	☐	☐	☒	☐

Less than Significant Impact. *State CEQA Guidelines* section 15064.3 (b)(2) requires the use vehicle miles traveled (VMT) to evaluate a project's transportation impacts. VMT analyzes the number of trips and miles traveled by motor vehicles associated with a development program or project. The City of Bell has not adopted a local VMT threshold. However, the County of Los Angeles has adopted guidance in accordance with the Governor's Office of Planning and Research (OPR) to evaluate the VMT impacts of individual development projects and land use plans. The threshold of significance is as follows:

- A project will be considered to have an impact if it generates VMT per capita, per employee, or per service population in excess of 16.8 percent less than the existing VMT per capita, per employee, or per service population for the County of Los Angeles.

To determine the Proposed Plan's impacts, a VMT Impact Analysis was prepared for the Proposed Plan (see **Appendix D, Transportation Impact Analysis**). According to **Appendix D,** the above threshold was applied to evaluate the potential transportation impacts of the Proposed Plan. As identified in Table 2, Specific Plan VMT Summary (versus regional average) of **Appendix D**, the Existing Plus Project VMT per service population for the Plan Area is forecasted to be 13.0, while the Existing Countywide VMT per service population is currently 17.2. As such, 16.8 percent below the Existing Countywide VMT per service population would be 14.3. Therefore, the Existing Plus Project (Plan Area) VMT per service population is not forecasted to exceed the described CEQA threshold. In addition, the Future Year 2040 Plus Project VMT per service population for the Plan Area is forecasted to be 12.0, while the Future Year 2040 Countywide VMT per service population is currently 15.5. As such, 16.8 percent below the Future Year 2040 Countywide VMT per service population would be 12.8. Therefore, the Future Year 2040 Plus Project (Plan Area) VMT per service population is not forecasted to exceed the described CEQA threshold. Thus, this impact is considered less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐

Less than Significant Impact.

The Proposed Plan is not anticipated to substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or result in inadequate emergency access.

The Proposed Plan would implement streetscape and roadway improvements along arterial and collector roadways, such as Atlantic Avenue, Gage Avenue, and Pine Avenue. These improvements include converting Pine Avenue immediately south of Gage Avenue into a temporary plaza that is open to through-traffic every day (with the exception of special events/weekend nights). Although this improvement will limit access to Pine Avenue residents when the roadway is closed, an alternative access point will be provided for residents. The Proposed Plan would also remove an existing eastbound right turn lane on Gage Avenue onto southbound Atlantic Avenue and reduce on-street

parking on the east side of Atlantic Avenue south of Gage Avenue. These improvements are intended to improve the overall traffic safety of both roadways. While the construction phase of both improvements will require on-street construction work, partial and full lane closure are not anticipated. Additionally, as stated in **Appendix D,** any proposed roadway modifications included in the Proposed Plan will be designed to City and state engineering design standards to meet sight distance requirements, including visibility for pedestrians and bicyclists.

As discussed above, Policies 6 and 7 of the City's General Plan would ensure efficient circulation and adequate access are provided in the City. Future development associated with the Proposed Plan, as part of the City's development project approval process, would be required to comply with existing regulations, including any General Plan policies and other applicable local regulations that have been established to minimize impacts related to design features and emergency access. The City, throughout the lengthy multi-year buildout period of the Proposed Plan, would ensure relevant coordination with local emergency response providers. Adherence to state and City requirements, combined with compliance with the City's General Plan and zoning regulations, would ensure that the adoption and implementation of the Proposed Plan would result in less-than- significant impacts with respect to geometric design hazards.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d. Would the project result in inadequate emergency access?	☐	☐	☒	☐

Less than Significant Impact. As discussed above, the Proposed Plan would include alternative routes for Pine Avenue residents in the event that the roadway is closed for special event or during weekend nights. These alternative routes would also be accessible by emergency vehicles.

The General Plan Mobility and Circulation Element includes policies that would ensure that adequate emergency access be provided. There are currently no applicable City regulations that enforce adequate emergency vehicle access points for new development. Additionally, as stated in **Appendix D,** the Proposed Plan does not include elements that would impede emergency vehicle access. However, future development associated with the Proposed Plan would be required to be consistent with any future City regulations that would minimize impacts related to emergency access. Although temporary lane and sidewalk closures immediately adjacent to future development projects may be necessary for

short durations, adequate emergency vehicle access throughout the Plan Area would be maintained at all times as required. In addition, future development projects associated with the Proposed Plan would be subject to LACFD review of site plans, site construction, and the actual structures prior to occupancy to ensure that required fire protection safety features, including building sprinklers and emergency access, are implemented. Adherence to regional and local requirements, combined by compliance with the City's General Plan and zoning regulations, would ensure that the adoption of the Proposed Plan would result in less-than-significant impacts with respect to emergency access.

Mitigation Measures: No mitigation measures are required.

3.3.18. Tribal Cultural Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	☐	☒	☐	☐
i. 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 with Mitigation Incorporated. Impacts related to historical resources are evaluated in **Section 3.3.5, Cultural Resources**. Information obtained from the NAHC indicated that no known tribal cultural resources are located within the Plan Area. The City, in accordance with AB 52, undertook consultation with known tribes associated with the area (see **Appendix B**, **Cultural Resources and Tribal Cultural Resources**).

As of the date of this draft, no tribes have requested consultation on the Proposed Plan. Although no known Tribal Cultural Resources are located within the Plan Area, because the Proposed Plan includes the potential for development at previously undisturbed depths, the potential for discovery of previously unidentified Tribal Cultural Resources exists. **Mitigation Measure MM TCR-1** would require steps to identify resources and prepare a mitigation plan on a project-by-project basis. Implementation **of Mitigation Measure MM TCR-1** would reduce impacts to less than significant levels.

Mitigation Measures:

MM TCR-1 For future discretionary projects within the Plan Area, in the event that a cultural resource of Native American origin is identified during project-related ground

disturbance, the City of Bell, as Lead Agency, shall consult with local Native American tribes who have requested notification of projects under AB 52. If the City, in consultation with the local Native American tribe(s), determines that the resource is a tribal cultural resource and thus significant under CEQA, a mitigation plan shall be prepared and implemented in accordance with state guidelines and in consultation with representatives of the Native American tribe(s). The mitigation plan may include but would not be limited to avoidance, capping in place, excavation and removal of the resource, interpretive displays, sensitive area signage, or other mutually agreed upon measures.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
ii. 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 © of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☐	☒	☐	☐

Less than Significant with Mitigation Incorporated.

As discussed in **Section 3.3.5**, **Cultural Resources**, the City is largely developed and has been determined to have a low potential for archaeological resource discovery in the area. However, future development associated with the Proposed Plan may involve ground disturbance which has the potential to impact previously unidentified tribal cultural resources (TCRs). As of the date of this draft, AB 52 consultation has not identified any specific TCRs in the Plan Area. However, new TCRs may be identified or established over the course of the Proposed Plan. Implementation of **Mitigation Measures MM TCR-1** provides a plan for handling TCRs in the event of accidental discovery.

Mitigation Measures: See **MM TCR-1**.

3.3.19. Utilities and Service Systems

The Proposed Plan does not include any site-specific designs or proposals, nor grant any entitlements for development. The Proposed Plan would not introduce new land uses into the Plan Area. Rather, implementation of the Proposed Plan would result in a net decrease in the square footage of non-residential use and an increase in residential square footage. Implementation of the Proposed Plan has the potential to result in a total of 957 residential units within the Plan Area, a 584 unit net increase in residential units compared to existing conditions. Although the Proposed Plan may allow for a future buildout of diverse non-residential uses in the Plan Area with different demands in utility uses, this difference is anticipated to be nominal. As such, this section analyzes the potential increase in utility demand due to the net increase in residential units.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	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?	☐	☐	☒	☐

Less than Significant Impact.

Water

Potable water is predominantly provided in the Plan Area by the Golden State Water Company (GSWC).[87] The GSWC provides potable water through the Metropolitan Water District of Southern California (MWD), which provides potable water and groundwater services to several municipalities in Los Angeles County, as well as several other areas within the Southern California region. The MWD derives potable water primarily from imported water supplies (i.e., the Colorado River and the State Water Project), recycled water, and various local groundwater basins within the Southern California

87 City of Bell, "Utility Providers." Available online at: https://www.cityofbell.org/?NavID=271, accessed July 5, 2024.

region.[88] Specifically, the City is located within the Central Basin Municipal Water District (CBMWD), as a member agency of the MWD. The CBMWD regulates groundwater pumping rights in the basin. The CBMWD charges a fee for water in excess of pumping rights, and water companies may buy or lease additional water from the CBMWD. The CBMWD's reclaimed water line extends through the City of Bell along Otis Avenue.

According to the 2020 Urban Water Management Plan (2020 UWMP), the MWD is projected to have an approximate 1,2264,000-acre feet (AF) surplus of water supply of potable water for its service area for the year 2040 in normal, single dry years, and five consecutive dry year conditions. According to **Appendix A**, **Air Quality Data**, the net increase in residential units resulting from the Proposed Plan would result in an increase in the demand for potable water within the Plan Area at a rate of approximately 21,767,899 gallons per year, or 81 AF per year by 2040.[89] This would represent less than one percent of the MWD's anticipated surplus in supply of potable water in 2040. In addition, future development projects associated with the Proposed Plan would be subject to review by the City's Public Works Department to ensure that adequate water line connections to the site-specific projects would be provided. As such, the implementation of the Proposed Plan is not expected to measurably reduce the MWD's supply projections, and as such, no new or expanded water treatment facilities would be required. Therefore, with respect to water treatment facilities, impacts would be less than significant.

Wastewater

The City of Bell owns its own sewage collection system, which consists of 37 miles of gravity sewer mains with 8,611 lateral connections. Sewage generated by the City is handled by the Los Angeles County Sanitation District (LACSD). The sewer lateral lines are owned and maintained by the City and the three trunk lines located in the City are maintained by the LACSD. LACSD is a public agency created under state law to manage wastewater and solid waste on a regional scale. LACSD consists of 24 independent special districts across the County of Los Angeles. The Plan Area is located primarily in LACSD District No. 1. This District is a participant of a Joint Outfall Agreement, which provides for the operations and maintenance of an interconnected Joint Outfall System (JOS).

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88 The Metropolitan Water District of Southern California, *2020 Urban Water Management Plan,* June 2021. Available online at: https://www.mwdh2o.com/media/21641/2020-urban-water-management-plan-june-2021.pdf, accessed July 5, 2024.

89 Please note that the estimated demand for potable water for the future buildout of the Proposed Plan is considered to be 120 percent of the calculated Operational Water and Wastewater Consumption (see **Section 5.12** of **Appendix A**).

Wastewater collected by the LACSD is conveyed to the A.K. Warren Water Resource Facility (AKWRF). The AKWRF provides primary and secondary treatment for approximately 260 million gallons per day (mgd) and has a total permitted capacity of 400 mgd. Thus, a remaining capacity of 140 mgd is available for future development in the region.[90, 91]

Implementation of the Proposed Plan would result in a net increase of 584 residential units. Therefore, implementation of the Proposed Plan would result in an increase in wastewater generation from residential uses. Currently, the AKWRF has a total permitted capacity to treat approximately 400 mgd of wastewater. Under the Proposed Plan, the net increase of 584 residential units is estimated to generate approximately 102,784 gallons per day.[92] The future buildout of the Proposed Plan would represent less than one percent of the permitted capacity of the AKWRF. Furthermore, all future developments would be subject to review by the City's Public Works Department to ensure that adequate wastewater connections to the future project would be provided. As such, the implementation of the Proposed Plan is not expected to require new or expanded water treatment facilities. Therefore, with respect to wastewater treatment facilities, impacts would be less than significant.

Stormwater

The City's stormwater system is designed to prevent flooding on streets and sidewalks by capturing flows and conveying them to the nearest storm drain. The City's stormwater system is operated and maintained by the City of Bell.[93]

The vast majority of the Plan Area is developed and impervious. Therefore, implementation of the Proposed Plan would result in new infill and redevelopment projects. Any new development occurring during the lifetime of the Proposed Plan, whether more intense than existing conditions or not, would not result in a substantial increase in impervious surfaces. Further, future development associated with the Proposed Plan has the potential to increase the permeable surface as new projects will be required to provide a certain amount of lot amenity space designed with a minimum amount of permeable surface. Implementation of the Proposed Plan may provide some benefits to groundwater recharge by replacing older development with new development that would be subject to open space, landscaping,

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90 Los Angeles County Sanitation District (LACSD), "Facilities." Available online at: https://www.app.lacsd.org/facilities/?tab=2&number=1, accessed July 5, 2024.

91 Please note that the AKWRF was formerly known as the Joint Water Pollution Control Plant.

92 Los Angeles County Sanitation District, County Sanitation District No. 1 Service Charge Report For Fiscal Year 2024-25. Available online at: https://www.lacsd.org/home/showpublisheddocument/8651/638560195631117788, accessed July 8, 2024.

93 City of Bell, "Public Works." Available online at: https://www.cityofbell.org/?NavID=113, accessed July 5, 2024.

and stormwater BMP requirements that would increase pervious surfaces associated with development. In addition, future development projects would be required to comply with Chapter 13.08 of the Municipal Code and implement the appropriate BMPs to impacts to surface runoff and the drainage system by requiring project designs to accommodate stormwater collection and conveyance, as necessary. Furthermore, all future development projects would be subject to review by the City's Public Works department to ensure that there is adequate support for stormwater runoff. As such, impacts related to stormwater drainage facilities would be less than significant.

Electrical, Natural Gas, and Telecommunication Services

Southern California Edison (SCE) provides electricity, and the Southern California Gas Company (SoCal Gas) provides gas service within the City.[94] Telecommunication services are provided by a variety of service providers, such as Time Warner Cable, Frontier, AT&T, DIRECTTV, and HughesNet.

With regard to dry utility (electrical, natural gas, and telecommunication) services and facilities, the level of demand for these services would depend on the type of future development proposed and would be analyzed on a project-by-project basis. Future development projects would be subject to site-specific design plan review by the City prior to development to ensure that there is an adequate dry utility service. As such, impacts related to dry utility services and facilities would be less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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. As stated above, the 2020 UWMP service would adequately supply the City and other municipalities serviced by the MWD. The MWD is projected to provide a surplus of 1,2264,000 AF of water by 2040 in normal, single dry years, and five consecutive dry year conditions. Implementation of the Proposed Plan would result in an increase in demand for potable water that would represent less than one percent of the project surplus in supply by 2040 normal, single dry years,

94 City of Bell, "Utilities." Available online at: https://www.cityofbell.org/?NavID=271, accessed July 5, 2024.

and five consecutive dry year conditions. As such, the Proposed Plan would have a less than significant impact related to water supplies.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c. Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐

Less than Significant Impact.

As discussed above, the Proposed Plan would not require the relocation or construction of new or expanded wastewater treatment facilities. Implementation of the Proposed Plan would result in new infill and redevelopment projects with a net increase of 584 residential units. Therefore, the Proposed Plan would result in an increase in demand for wastewater treatment from compared to existing conditions. However, future residential development is not anticipated to be a substantial source of wastewater. Based on available data, it is anticipated that the AKWRF has adequate capacity to serve the projected demand for wastewater treatment resulting from the Proposed Plan. Therefore, the Proposed Plan's impacts to wastewater treatment would be less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐

Less than Significant Impact. Trash collection in the City of Bell is provided by the Consolidated Disposal Service and other private haulers for disposal into the Commerce Incinerator or in area landfills. Most solid waste from the City are disposed of in the Sunshine Canyon City/County Landfill, located in the City of Sylmar.[95, 96]

More than half of the City's solid waste (54 percent) is disposed of at the Sunshine Canyon City/County Landfill which currently has a total permitted capacity of 140,900,000 cubic yards (CY), with a remaining capacity of approximately 77,900,000 CY.[97]

Although the Proposed Plan would not directly introduce new uses in the Plan Area, future buildout of the Proposed Plan would result in an overall increase in development intensity. Accordingly, implementation of the Proposed Plan would result in an increase in solid waste generation. According to **Appendix A**, **Air Quality Data**, the future buildout of the Proposed Plan would generate approximately 432 tons per year (or 1.52 CY per year) or approximately 0.004 CY per day. This solid waste generation would represent less than one percent of the maximum throughput capacity, permitted capacity, and remaining capacity of Sunshine Canyon City/County Landfill. Therefore, the Project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure. Less than significant impacts would occur.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Less than Significant Impact. As stated above, implementation of the Proposed Plan would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure. Furthermore, future development projects associated with the Proposed Plan would be required to demonstrate compliance with the California Integrated Waste Management Act of 1989

95 California Department of Resources Recycling and Recovery (CalRecycle), "Jurisdiction Disposal by Facility: Bell 2019." Available online at: https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Destination/DisposalByFacility, accessed July 5, 2024.

96 CalRecycle, "SWIS Facility/Site Summary- Sunshine Canyon City/County Landfill." Available online at: https://www2.calrecycle.ca.gov/SolidWaste/Site/Summary/4702, accessed July 5, 2024.

97 *Ibid.*

(Assembly Bill [AB] 939), which requires all California cities to "reduce, recycle, and re-use solid waste generated in the state to the maximum extent feasible." AB 939 requires that at least 50 percent of waste produced is recycled, reduced, or composted. Future development projects associated with the Proposed Plan would also comply with the 2022 CALGreen Code, which includes design and construction measures that help reduce construction-related waste through material conservation and other construction-related efficiency measures. Thus, less than significant impacts would occur.

Mitigation Measures: No mitigation measures are required.

3.3.20. Wildfire

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐

Less than Significant Impact. According to CAL Fire, the City of Bell is not located in a Fire Hazard Severity Zone (FHSZ).[98] According to the Safety Element of the City's General Plan the City is not located within a FHSZ and there are no open grass areas in or around the City which present brush fire or wildfire hazards, therefore the risk of wildland fires in the City of Bell is low. In addition, the City of Bell is located within the Los Angeles County Operational Area and maintains mutual aid agreements for emergency situations. The County's Emergency Response Plan, adopted in 2012, establishes a coordinated emergency management system, which includes prevention, protection, response, recovery, and mitigation within the Operational Area.[99]

The Plan Area is surrounded by existing infrastructure. Although temporary lane and sidewalk closures immediately adjacent to future development projects may be necessary for short durations, adequate emergency vehicle access throughout the Plan Area would be maintained at all times as required. As part of the review and approval of future development projects within the Plan Area, development plans will be reviewed by the City's police department and the LACFD prior to construction to ensure that alternative route planning to facilitate the passage of people and vehicles through/around any temporary required road closures occurs and is implemented, if needed. As such, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

98 CAL FIRE, *Los Angeles County-State Responsibility Area Fire Hazard Severity Zones*, September 29, 2023. Available online at: https://osfm.fire.ca.gov/media/svjjf2kl/fhsz_county_sra_11x17_2022_losangeles_3.pdf, accessed November 1, 2023.

99 County of Los Angeles, *Los Angeles County Operational Area Emergency Response Plan*. Available online at: https://ceo.lacounty.gov/wp-content/uploads/2019/12/OAERP-Approved-Adopted-Version-6-19-2012.pdf, accessed September 21, 2023.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b. Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒

No Impact. Wildfires have the potential to occur not only in fire-prone undeveloped areas, but also in developed areas where existing transmission lines, lightning strikes, lawn equipment operated over dry grass, fireworks, and even arson may ignite a wildfire. Wildfires pose a significant public health risk due to their air quality impacts, particularly with regard to smoke and particulate matter exposure. This risk persists even after a wildfire is extinguished because particulate matter from fire ash can be picked up by winds.

The Plan Area is located within a predominately urbanized and developed area of the City. According to CAL Fire, the Plan Area is not located within an identified Fire Hazard Severity Zone[100] nor does the Plan Area contain vegetation that could contribute to the uncontrolled spread of wildfire. Implementation of the Proposed Plan will result in additional housing within the Plan Area and would not contain any uses that could contribute to wildfire risk. Therefore, implementation of the Proposed Plan does not include any features that would exacerbate wildfire risk; and no impact would occur.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c. Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒

100 California Department of Forestry and Fire Protection (CAL FIRE), "Fire Hazard Severity Zone Viewer." Available online at: https://egis.fire.ca.gov/FHSZ/, accessed on January 17, 2023.

No Impact. The Plan Area is urbanized and does not include wildlands or high fire terrain. The Plan Area is surrounded by existing infrastructure and would not require the installation or maintenance of roads, fuel breaks, emergency water or other sources that could exacerbate fire risk. During construction of future development projects under the Proposed Plan, temporary power would likely be required from existing power lines. However, maintenance of these temporary power sources would be in accordance with the LACFD requirements. As such, in the unlikely event of a fire in the Plan Area during construction, accepted protocols would be followed to minimize risk to surrounding areas. Due to the urbanized nature of the area, it is unlikely any fire would spread. As such, no impacts would occur.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d. Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

No Impact. In Southern California, rainfall may occur during the winter months, creating natural flooding events when the ground is saturated and water levels are high. This has the potential for flooding issues, and fire hazards may exacerbate such flooding and debris flows along waterways. Since debris flows may occur quickly and without warning, such flows can damage structures, block drainage or even sweep away vegetation resulting in tenuous post-fire slope stability. Fast moving debris flows can be one of the most dangerous post-fire hazards. The Plan Area is generally flat and urbanized, is not in an area of wildfire risk, and would not be subject to any post-fire slope instability or landslides. Therefore, there would be no impacts.

Mitigation Measures: No mitigation measures are required.

3.3.21. Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐

Less Than Significant with Mitigation Incorporated. As described in **Section 3.3.4**, **Biological Resources**, future development projects associated with the Proposed Plan could remove existing trees that serve as potential habitat for migratory birds. However, implementation of **Mitigation Measure MM BIO-1** would require development projects to take certain procedural steps that are consistent with the Migratory Bird Treaty Act and the California Fish and Game Code.

As discussed in **Section 3.3.5**, **Cultural Resources,** and **Section 3.3.7**, **Geology and Soils**, the implementation of the Proposed Plan may result in potentially significant impacts to cultural resources because future development projects associated with the Proposed Plan may have a detrimental effect on historical resources. Implementation of **Mitigation Measure MM CUL-1** would reduce impacts on historical resources to a less-than-significant level. As discussed in **Section 3.3.5** and **Section 3.3.7**, **Geology and Soils**, future development projects associated with the Proposed Plan may also result in potentially significant impacts to previously unknown archaeological resources and paleontological through ground-disturbing activities. Implementation of **Mitigation Measure MM CUL-2** would reduce impacts to archaeological resources on a on a project-by-project basis to a less-than-significant level. Additionally, **Mitigation Measure MM GEO-1** would be required to ensure future development does not destroy a unique paleontological resource.

As discussed in **Section 3.3.18, Tribal Cultural Resources**, future development projects associated with the Proposed Plan may involve ground disturbance which has the potential to impact previously

unidentified tribal cultural resources. **Mitigation Measures MM TCR-1** would require consultation with local Native American tribes per AB 52 requirements.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐

Less Than Significant with Mitigation Incorporated. The Proposed Plan is inclusive of proposed development within the Plan Area though 2040 and therefore would not contribute to potential cumulatively considerable impacts. As indicated in the above analysis, with implementation of the required mitigation measures, the Proposed Plan would not result in any unmitigated significant adverse impacts. Specifically, **Mitigation Measures MM BIO-1, MM CUL-1, MM CUL-2, MM GEO-2, MM HAZ-1, MM NOI-1, MM NOI-2,** and **MM TCR-1**, would reduce potentially significant impacts to less than significant levels. Although incremental changes in certain environmental topics can be expected as a result of future development projects associated with the Proposed Plan, all foreseeable potential environmental impacts would be considered less than significant or would be reduced to a less than significant level through implementation of the mitigation measures recommended in this IS/MND. This would also ensure that any contribution to cumulative impacts would be less than cumulatively considerable.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Less Than Significant with Mitigation Incorporated. Construction of future development projects associated with the Proposed Plan would have the potential to cause adverse environmental impacts related to temporary construction noise. Although the Proposed Plan itself does not include specific development and construction, it would provide a guide to future development in the Plan Area. This IS/MND mandates compliance with all required regulations and laws that would reduce potential impacts to temporary construction noise. Further, the **Mitigation Measures NOI-1** and **NOI-2** included in this IS/MND require specific measures to be implemented during construction to ensure that the temporary construction noise of future development projects would be minimized to less than significant levels. This would ensure minimization of substantial adverse effects on human beings. Therefore, with the incorporation of the identified mitigation measures, the Proposed Plan would not result in environmental effects that would cause substantial direct or indirect adverse effects on human beings.

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APPENDIX A

Air Quality Data

Atlantic - Regional Construction Custom Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Atlantic - Regional Construction
Construction Start Date	1/2/2025
Lead Agency	—
Land Use Scale	Plan/community
Analysis Level for Defaults	County
Windspeed (m/s)	0.50
Precipitation (days)	18.4
Location	33.975236, -118.187424
County	Los Angeles-South Coast
City	Bell
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4129
EDFZ	7
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.25

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Mid Rise	597	Dwelling Unit	15.7	592,365	0.00	—	1,767	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	60.9	60.1	52.4	76.9	0.14	1.78	11.8	13.6	1.63	3.44	5.07	—	23,801	23,801	1.07	1.60	43.5	24,348
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	60.9	60.1	53.0	72.2	0.14	1.78	11.8	13.6	1.63	3.44	5.07	—	23,481	23,481	1.08	1.61	1.13	23,988
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	12.4	12.0	18.3	30.7	0.05	0.60	4.75	5.36	0.55	1.22	1.77	—	8,768	8,768	0.39	0.54	8.11	8,947
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.25	2.19	3.34	5.61	0.01	0.11	0.87	0.98	0.10	0.22	0.32	—	1,452	1,452	0.07	0.09	1.34	1,481

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

2025	7.96	6.41	52.4	76.9	0.14	1.78	11.8	13.6	1.63	3.44	5.07	—	23,801	23,801	1.07	1.60	43.5	24,348
2026	60.9	60.1	22.1	59.4	0.05	0.75	7.48	8.23	0.68	1.78	2.46	—	13,223	13,223	0.55	0.57	29.7	13,435
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	7.93	6.39	53.0	72.2	0.14	1.78	11.8	13.6	1.63	3.44	5.07	—	23,481	23,481	1.08	1.61	1.13	23,988
2026	60.9	60.1	22.4	54.4	0.05	0.75	7.48	8.23	0.68	1.78	2.46	—	12,850	12,850	0.56	0.57	0.77	13,034
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	3.09	2.54	18.3	30.7	0.05	0.60	4.75	5.36	0.55	1.22	1.77	—	8,768	8,768	0.39	0.54	8.11	8,947
2026	12.4	12.0	10.1	26.5	0.03	0.31	3.91	4.22	0.28	0.93	1.20	—	6,557	6,557	0.28	0.32	6.90	6,665
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.56	0.46	3.34	5.61	0.01	0.11	0.87	0.98	0.10	0.22	0.32	—	1,452	1,452	0.07	0.09	1.34	1,481
2026	2.25	2.19	1.84	4.83	< 0.005	0.06	0.71	0.77	0.05	0.17	0.22	—	1,086	1,086	0.05	0.05	1.14	1,103

3. Construction Emissions Details

3.1. Demolition (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.86	2.40	22.2	19.9	0.03	0.92	—	0.92	0.84	—	0.84	—	3,425	3,425	0.14	0.03	—	3,437

Demolition	—	—	—	—	—	—	2.55	2.55	—	0.39	0.39	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.34	0.29	2.68	2.40	< 0.005	0.11	—	0.11	0.10	—	0.10	—	413	413	0.02	< 0.005	—	414
Demolition	—	—	—	—	—	—	0.31	0.31	—	0.05	0.05	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.05	0.49	0.44	< 0.005	0.02	—	0.02	0.02	—	0.02	—	68.4	68.4	< 0.005	< 0.005	—	68.6
Demolition	—	—	—	—	—	—	0.06	0.06	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.07	0.88	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	197	197	0.01	0.01	0.02	199
Vendor	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	0.00
Hauling	0.26	0.05	4.30	1.63	0.02	0.04	0.90	0.95	0.04	0.25	0.29	—	3,372	3,372	0.18	0.53	0.20	3,535
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.11	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	24.0	24.0	< 0.005	< 0.005	0.04	24.4
Vendor	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	0.00

Hauling	0.03	0.01	0.52	0.19	< 0.005	0.01	0.11	0.11	0.01	0.03	0.03	—	406	406	0.02	0.06	0.41	426
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.98	3.98	< 0.005	< 0.005	0.01	4.04
Vendor	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	0.00
Hauling	0.01	< 0.005	0.10	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	67.3	67.3	< 0.005	0.01	0.07	70.6

3.3. Grading (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.80	3.20	29.7	28.3	0.06	1.23	—	1.23	1.14	—	1.14	—	6,599	6,599	0.27	0.05	—	6,622
Dust From Material Movemen	—	—	—	—	—	—	3.59	3.59	—	1.43	1.43	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.80	3.20	29.7	28.3	0.06	1.23	—	1.23	1.14	—	1.14	—	6,599	6,599	0.27	0.05	—	6,622
Dust From Material Movemen	—	—	—	—	—	—	3.59	3.59	—	1.43	1.43	—	—	—	—	—	—	—
Onsite truck	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	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.69	0.58	5.37	5.12	0.01	0.22	—	0.22	0.21	—	0.21	—	1,193	1,193	0.05	0.01	—	1,197
Dust From Material Movement	—	—	—	—	—	—	0.65	0.65	—	0.26	0.26	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.11	0.98	0.93	< 0.005	0.04	—	0.04	0.04	—	0.04	—	198	198	0.01	< 0.005	—	198
Dust From Material Movement	—	—	—	—	—	—	0.12	0.12	—	0.05	0.05	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.09	0.09	1.39	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	277	277	0.01	0.01	1.01	281
Vendor	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	0.00
Hauling	0.51	0.10	8.05	3.13	0.04	0.08	1.76	1.84	0.08	0.48	0.56	—	6,560	6,560	0.36	1.03	15.2	6,891
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.10	1.18	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	262	262	0.01	0.01	0.03	265
Vendor	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	0.00
Hauling	0.50	0.10	8.37	3.16	0.04	0.08	1.76	1.84	0.08	0.48	0.56	—	6,563	6,563	0.36	1.03	0.39	6,879

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.22	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	48.1	48.1	< 0.005	< 0.005	0.08	48.7
Vendor	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	0.00
Hauling	0.09	0.02	1.53	0.57	0.01	0.02	0.31	0.33	0.02	0.09	0.10	—	1,186	1,186	0.06	0.19	1.19	1,245
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.96	7.96	< 0.005	< 0.005	0.01	8.07
Vendor	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	0.00
Hauling	0.02	< 0.005	0.28	0.10	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	—	196	196	0.01	0.03	0.20	206

3.5. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.35	1.13	10.4	13.0	0.02	0.43	—	0.43	0.40	—	0.40	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.35	1.13	10.4	13.0	0.02	0.43	—	0.43	0.40	—	0.40	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.73	0.61	5.66	7.07	0.01	0.23	—	0.23	0.22	—	0.22	—	1,300	1,300	0.05	0.01	—	1,304
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.11	1.03	1.29	< 0.005	0.04	—	0.04	0.04	—	0.04	—	215	215	0.01	< 0.005	—	216
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.06	1.84	1.86	29.9	0.00	0.00	5.62	5.62	0.00	1.32	1.32	—	5,943	5,943	0.25	0.20	21.8	6,032
Vendor	0.15	0.06	2.30	1.13	0.01	0.03	0.55	0.57	0.01	0.15	0.17	—	2,025	2,025	0.08	0.28	5.54	2,117
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.04	1.82	2.07	25.4	0.00	0.00	5.62	5.62	0.00	1.32	1.32	—	5,633	5,633	0.26	0.21	0.56	5,704
Vendor	0.14	0.06	2.40	1.14	0.01	0.03	0.55	0.57	0.01	0.15	0.17	—	2,026	2,026	0.08	0.28	0.14	2,113
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.10	0.98	1.21	14.4	0.00	0.00	3.01	3.01	0.00	0.70	0.70	—	3,099	3,099	0.14	0.11	5.10	3,141
Vendor	0.08	0.03	1.31	0.61	0.01	0.02	0.29	0.31	0.01	0.08	0.09	—	1,098	1,098	0.05	0.15	1.30	1,146
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.20	0.18	0.22	2.63	0.00	0.00	0.55	0.55	0.00	0.13	0.13	—	513	513	0.02	0.02	0.84	520
Vendor	0.01	0.01	0.24	0.11	< 0.005	< 0.005	0.05	0.06	< 0.005	0.01	0.02	—	182	182	0.01	0.03	0.22	190
Hauling	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	0.00

3.7. Building Construction (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.28	1.07	9.85	13.0	0.02	0.38	—	0.38	0.35	—	0.35	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.28	1.07	9.85	13.0	0.02	0.38	—	0.38	0.35	—	0.35	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.77	0.65	5.94	7.82	0.01	0.23	—	0.23	0.21	—	0.21	—	1,445	1,445	0.06	0.01	—	1,450
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.12	1.08	1.43	< 0.005	0.04	—	0.04	0.04	—	0.04	—	239	239	0.01	< 0.005	—	240
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.79	1.58	1.67	27.8	0.00	0.00	5.62	5.62	0.00	1.32	1.32	—	5,824	5,824	0.24	0.20	19.7	5,910
Vendor	0.14	0.06	2.19	1.06	0.01	0.03	0.55	0.57	0.01	0.15	0.17	—	1,990	1,990	0.08	0.28	5.38	2,082
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.79	1.57	1.87	23.7	0.00	0.00	5.62	5.62	0.00	1.32	1.32	—	5,521	5,521	0.25	0.20	0.51	5,588
Vendor	0.14	0.06	2.29	1.09	0.01	0.03	0.55	0.57	0.01	0.15	0.17	—	1,991	1,991	0.08	0.28	0.14	2,078
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.07	0.94	1.23	14.9	0.00	0.00	3.35	3.35	0.00	0.78	0.78	—	3,377	3,377	0.15	0.12	5.14	3,422
Vendor	0.09	0.04	1.39	0.65	0.01	0.02	0.33	0.34	0.01	0.09	0.10	—	1,200	1,200	0.05	0.17	1.40	1,253
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.20	0.17	0.22	2.73	0.00	0.00	0.61	0.61	0.00	0.14	0.14	—	559	559	0.03	0.02	0.85	567
Vendor	0.02	0.01	0.25	0.12	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	—	199	199	0.01	0.03	0.23	207
Hauling	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	0.00

3.9. Paving (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.91	0.76	7.12	9.94	0.01	0.32	—	0.32	0.29	—	0.29	—	1,511	1,511	0.06	0.01	—	1,516
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.91	0.76	7.12	9.94	0.01	0.32	—	0.32	0.29	—	0.29	—	1,511	1,511	0.06	0.01	—	1,516
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.16	0.14	1.29	1.80	< 0.005	0.06	—	0.06	0.05	—	0.05	—	273	273	0.01	< 0.005	—	274
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.23	0.33	< 0.005	0.01	—	0.01	0.01	—	0.01	—	45.2	45.2	< 0.005	< 0.005	—	45.4
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.06	0.97	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	203	203	0.01	0.01	0.69	206
Vendor	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	0.00

Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.07	0.83	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	193	193	0.01	0.01	0.02	195
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.16	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	35.4	35.4	< 0.005	< 0.005	0.05	35.8
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.85	5.85	< 0.005	< 0.005	0.01	5.93
Vendor	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	0.00
Hauling	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	0.00

3.11. Architectural Coating (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	56.2	56.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	56.2	56.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.02	0.15	0.20	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	24.1	24.1	< 0.005	< 0.005	—	24.2
Architectural Coatings	10.2	10.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.03	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.00	4.00	< 0.005	< 0.005	—	4.01
Architectural Coatings	1.85	1.85	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.36	0.32	0.33	5.55	0.00	0.00	1.12	1.12	0.00	0.26	0.26	—	1,165	1,165	0.05	0.04	3.94	1,182

Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.36	0.31	0.37	4.74	0.00	0.00	1.12	1.12	0.00	0.26	0.26	—	1,104	1,104	0.05	0.04	0.10	1,118
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.07	0.90	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	203	203	0.01	0.01	0.31	205
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.16	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	33.5	33.5	< 0.005	< 0.005	0.05	34.0
Vendor	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	0.00
Hauling	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	0.00

4. Operations Emissions Details

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Sequest	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	1/2/2025	3/4/2025	5.00	44.0	—
Grading	Grading	3/5/2025	6/4/2025	5.00	66.0	—
Building Construction	Building Construction	3/30/2025	11/4/2026	5.00	418	—
Paving	Paving	8/5/2026	11/4/2026	5.00	66.0	—
Architectural Coating	Architectural Coating	8/5/2026	11/4/2026	5.00	66.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Rubber Tired Dozers	Diesel	Average	2.00	8.00	367	0.40
Demolition	Excavators	Diesel	Average	3.00	8.00	36.0	0.38
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Excavators	Diesel	Average	2.00	8.00	36.0	0.38
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Grading	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29

Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	15.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	48.7	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	20.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	94.7	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	430	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	63.8	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—

Paving	Worker	15.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	86.0	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	1,199,539	399,846	0.00	0.00	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (Building Square Footage)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	186,124	—
Grading	—	50,000	198	0.00	—
Paving	0.00	0.00	0.00	0.00	—

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Apartments Mid Rise	—	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2025	0.00	532	0.03	< 0.005
2026	0.00	532	0.03	< 0.005

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

8. User Changes to Default Data

Screen	Justification
Land Use	The Plan proposes to develop 597 net new dwelling units, totaling 592,365 sq ft.
Construction: Construction Phases	This analysis conservatively assesses a scenario in which all proposed dwelling units would be built in the span of two years. Paving and architectural coatings are assumed to take place concurrently with the final three months of building construction.
Operations: Hearths	No fireplaces or wood stoves assumed to be implemented in new development.

Atlantic - Localized Construction Custom Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Atlantic - Localized Construction
Construction Start Date	1/2/2025
Lead Agency	—
Land Use Scale	Plan/community
Analysis Level for Defaults	County
Windspeed (m/s)	0.50
Precipitation (days)	18.4
Location	33.975236, -118.187424
County	Los Angeles-South Coast
City	Bell
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4129
EDFZ	7
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.25

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Mid Rise	72.0	Dwelling Unit	0.86	57,000	0.00	—	213	—

Enclosed Parking with Elevator	140	Space	0.10	52,272	0.00	—	—	—
Fast Food Restaurant w/o Drive Thru	4.20	1000sqft	0.07	4,200	0.00	—	—	—
Free-Standing Discount store	9.80	1000sqft	0.17	9,800	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	24.6	24.2	14.9	24.8	0.03	0.51	1.56	2.06	0.46	0.37	0.83	—	4,953	4,953	0.20	0.16	6.47	5,012
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.54	1.69	25.8	19.5	0.08	0.76	5.34	6.10	0.71	2.04	2.74	—	11,734	11,734	0.60	1.46	0.56	12,184
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.89	1.79	8.43	11.2	0.02	0.28	1.09	1.37	0.26	0.30	0.56	—	2,960	2,960	0.13	0.18	2.07	3,019
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.34	0.33	1.54	2.04	< 0.005	0.05	0.20	0.25	0.05	0.06	0.10	—	490	490	0.02	0.03	0.34	500

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.70	1.42	9.96	15.8	0.02	0.34	1.19	1.52	0.31	0.28	0.59	—	3,478	3,478	0.14	0.13	5.60	3,527
2026	24.6	24.2	14.9	24.8	0.03	0.51	1.56	2.06	0.46	0.37	0.83	—	4,953	4,953	0.20	0.16	6.47	5,012
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	2.54	1.69	25.8	19.5	0.08	0.76	5.34	6.10	0.71	2.04	2.74	—	11,734	11,734	0.60	1.46	0.56	12,184
2026	1.59	1.32	9.58	14.6	0.02	0.30	1.19	1.49	0.27	0.28	0.56	—	3,391	3,391	0.14	0.13	0.13	3,434
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.27	1.03	8.43	11.2	0.02	0.28	1.09	1.37	0.26	0.30	0.56	—	2,960	2,960	0.13	0.18	2.07	3,019
2026	1.89	1.79	3.34	5.19	0.01	0.11	0.39	0.50	0.10	0.09	0.19	—	1,156	1,156	0.05	0.04	0.73	1,171
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.23	0.19	1.54	2.04	< 0.005	0.05	0.20	0.25	0.05	0.06	0.10	—	490	490	0.02	0.03	0.34	500
2026	0.34	0.33	0.61	0.95	< 0.005	0.02	0.07	0.09	0.02	0.02	0.03	—	191	191	0.01	0.01	0.12	194

3. Construction Emissions Details

3.1. Demolition (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.75	1.47	13.9	15.1	0.02	0.57	—	0.57	0.52	—	0.52	—	2,494	2,494	0.10	0.02	—	2,502
Demolition	—	—	—	—	—	—	0.77	0.77	—	0.12	0.12	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.84	0.91	< 0.005	0.03	—	0.03	0.03	—	0.03	—	150	150	0.01	< 0.005	—	151
Demolition	—	—	—	—	—	—	0.05	0.05	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.15	0.17	< 0.005	0.01	—	0.01	0.01	—	0.01	—	24.9	24.9	< 0.005	< 0.005	—	25.0
Demolition	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.06	0.05	0.06	0.74	0.00	0.00	0.16	0.16	0.00	0.04	0.04	—	164	164	0.01	0.01	0.02	166
Vendor	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	0.00
Hauling	0.08	0.01	1.30	0.49	0.01	0.01	0.27	0.29	0.01	0.07	0.09	—	1,021	1,021	0.06	0.16	0.06	1,070
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.0	10.0	< 0.005	< 0.005	0.02	10.2
Vendor	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	0.00
Hauling	< 0.005	< 0.005	0.08	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	61.5	61.5	< 0.005	0.01	0.06	64.5
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.66	1.66	< 0.005	< 0.005	< 0.005	1.68
Vendor	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	0.00
Hauling	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	10.2	10.2	< 0.005	< 0.005	0.01	10.7

3.3. Grading (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.80	1.51	14.1	14.5	0.02	0.64	—	0.64	0.59	—	0.59	—	2,455	2,455	0.10	0.02	—	2,463
Dust From Material Movement	—	—	—	—	—	—	2.76	2.76	—	1.34	1.34	—	—	—	—	—	—	—
Onsite truck	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	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.85	0.87	< 0.005	0.04	—	0.04	0.04	—	0.04	—	148	148	0.01	< 0.005	—	148
Dust From Material Movemen	—	—	—	—	—	—	0.17	0.17	—	0.08	0.08	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.15	0.16	< 0.005	0.01	—	0.01	0.01	—	0.01	—	24.5	24.5	< 0.005	< 0.005	—	24.6
Dust From Material Movemen	—	—	—	—	—	—	0.03	0.03	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.05	0.59	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	131	131	0.01	< 0.005	0.01	133
Vendor	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	0.00
Hauling	0.70	0.13	11.7	4.41	0.06	0.12	2.45	2.56	0.12	0.67	0.79	—	9,148	9,148	0.50	1.43	0.55	9,589
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.02	8.02	< 0.005	< 0.005	0.01	8.12
Vendor	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	0.00

Hauling	0.04	0.01	0.71	0.26	< 0.005	0.01	0.15	0.15	0.01	0.04	0.05	—	551	551	0.03	0.09	0.55	578
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.33	1.33	< 0.005	< 0.005	< 0.005	1.35
Vendor	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	0.00
Hauling	0.01	< 0.005	0.13	0.05	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	91.3	91.3	< 0.005	0.01	0.09	95.8

3.5. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.28	1.07	8.95	10.0	0.02	0.33	—	0.33	0.30	—	0.30	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.28	1.07	8.95	10.0	0.02	0.33	—	0.33	0.30	—	0.30	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.76	0.63	5.29	5.93	0.01	0.19	—	0.19	0.18	—	0.18	—	1,065	1,065	0.04	0.01	—	1,068
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.14	0.11	0.96	1.08	< 0.005	0.04	—	0.04	0.03	—	0.03	—	176	176	0.01	< 0.005	—	177
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.38	0.34	0.34	5.48	0.00	0.00	1.03	1.03	0.00	0.24	0.24	—	1,088	1,088	0.05	0.04	3.98	1,104
Vendor	0.04	0.02	0.67	0.33	< 0.005	0.01	0.16	0.17	< 0.005	0.04	0.05	—	589	589	0.02	0.08	1.61	616
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.37	0.33	0.38	4.64	0.00	0.00	1.03	1.03	0.00	0.24	0.24	—	1,031	1,031	0.05	0.04	0.10	1,044
Vendor	0.04	0.02	0.70	0.33	< 0.005	0.01	0.16	0.17	< 0.005	0.04	0.05	—	589	589	0.02	0.08	0.04	614
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.22	0.20	0.24	2.88	0.00	0.00	0.60	0.60	0.00	0.14	0.14	—	619	619	0.03	0.02	1.02	627
Vendor	0.02	0.01	0.41	0.19	< 0.005	< 0.005	0.09	0.10	< 0.005	0.03	0.03	—	348	348	0.01	0.05	0.41	363
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.04	0.53	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	102	102	< 0.005	< 0.005	0.17	104
Vendor	< 0.005	< 0.005	0.08	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	57.6	57.6	< 0.005	0.01	0.07	60.2
Hauling	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	0.00

3.7. Building Construction (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.22	1.01	8.57	9.96	0.02	0.29	—	0.29	0.27	—	0.27	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.22	1.01	8.57	9.96	0.02	0.29	—	0.29	0.27	—	0.27	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.38	0.32	2.68	3.12	0.01	0.09	—	0.09	0.08	—	0.08	—	564	564	0.02	< 0.005	—	566
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.06	0.49	0.57	< 0.005	0.02	—	0.02	0.02	—	0.02	—	93.4	93.4	< 0.005	< 0.005	—	93.7
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.33	0.29	0.31	5.08	0.00	0.00	1.03	1.03	0.00	0.24	0.24	—	1,066	1,066	0.04	0.04	3.61	1,082
Vendor	0.04	0.02	0.64	0.31	< 0.005	0.01	0.16	0.17	< 0.005	0.04	0.05	—	579	579	0.02	0.08	1.56	605
Hauling	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	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.33	0.29	0.34	4.34	0.00	0.00	1.03	1.03	0.00	0.24	0.24	—	1,011	1,011	0.05	0.04	0.09	1,023
Vendor	0.04	0.02	0.67	0.32	< 0.005	0.01	0.16	0.17	< 0.005	0.04	0.05	—	579	579	0.02	0.08	0.04	604
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.09	0.12	1.42	0.00	0.00	0.32	0.32	0.00	0.07	0.07	—	321	321	0.01	0.01	0.49	325
Vendor	0.01	0.01	0.21	0.10	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.01	—	181	181	0.01	0.03	0.21	189
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.26	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	53.2	53.2	< 0.005	< 0.005	0.08	53.9
Vendor	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	30.0	30.0	< 0.005	< 0.005	0.03	31.3
Hauling	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	0.00

3.9. Paving (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.56	0.47	4.41	6.48	0.01	0.18	—	0.18	0.17	—	0.17	—	991	991	0.04	0.01	—	995
Paving	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.27	0.39	< 0.005	0.01	—	0.01	0.01	—	0.01	—	59.8	59.8	< 0.005	< 0.005	—	60.0
Paving	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.05	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	9.89	9.89	< 0.005	< 0.005	—	9.93
Paving	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.05	0.81	0.00	0.00	0.16	0.16	0.00	0.04	0.04	—	169	169	0.01	0.01	0.57	172
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	9.82	9.82	< 0.005	< 0.005	0.01	9.95
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.63	1.63	< 0.005	< 0.005	< 0.005	1.65
Vendor	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	0.00
Hauling	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	0.00

3.11. Architectural Coating (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	22.2	22.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.05	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.05	8.05	< 0.005	< 0.005	—	8.07
Architectural Coatings	1.34	1.34	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.33	1.33	< 0.005	< 0.005	—	1.34
Architectural Coatings	0.24	0.24	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.06	1.02	0.00	0.00	0.21	0.21	0.00	0.05	0.05	—	213	213	0.01	0.01	0.72	216
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	12.4	12.4	< 0.005	< 0.005	0.02	12.5
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.05	2.05	< 0.005	< 0.005	< 0.005	2.07
Vendor	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	0.00
Hauling	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	0.00

4. Operations Emissions Details

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Sequest	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	1/2/2025	1/31/2025	5.00	22.0	—
Grading	Grading	2/3/2025	3/4/2025	5.00	22.0	—
Building Construction	Building Construction	3/5/2025	6/9/2026	5.00	330	—
Paving	Paving	5/11/2026	6/9/2026	5.00	22.0	—
Architectural Coating	Architectural Coating	5/11/2026	6/9/2026	5.00	22.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	3.00	8.00	84.0	0.37
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40

Grading	Tractors/Loaders/Backh	Diesel	Average	2.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	6.00	367	0.29
Building Construction	Forklifts	Diesel	Average	1.00	6.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	1.00	6.00	84.0	0.37
Building Construction	Welders	Diesel	Average	3.00	8.00	46.0	0.45
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Paving	Pavers	Diesel	Average	1.00	6.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	1.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	1.00	7.00	36.0	0.38
Paving	Cement and Mortar Mixers	Diesel	Average	1.00	6.00	10.0	0.56
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	12.5	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	14.7	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	10.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT

Grading	Hauling	132	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	78.7	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	18.6	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	12.5	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	15.7	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	115,425	38,475	21,196	7,022	261

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (Building Square Footage)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	28,170	—
Grading	—	23,232	22.0	0.00	—
Paving	0.00	0.00	0.00	0.00	0.10

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Apartments Mid Rise	—	0%
Enclosed Parking with Elevator	0.10	100%
Fast Food Restaurant w/o Drive Thru	0.00	0%
Free-Standing Discount store	0.00	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2025	0.00	532	0.03	< 0.005
2026	0.00	532	0.03	< 0.005

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

8. User Changes to Default Data

Screen	Justification
Land Use	This example opportunity site buildout scenario represents the development of a 1.2 acre site with 72 dwelling units and 14,000 sq ft of commercial uses (70% retail, 30% fast food) as well as a subterranean parking lot.
Construction: Construction Phases	Demo assumed to take place over one month, site prep and grading to take place over one month, building construction to take place over 15 months with paving and architectural coating occurring during the final month of construction.
Operations: Hearths	New development is assumed to not include hearts or wood stoves.

Atlantic - Operational 2027 Custom Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Atlantic - Operational 2027
Operational Year	2027
Lead Agency	—
Land Use Scale	Plan/community
Analysis Level for Defaults	County
Windspeed (m/s)	0.50
Precipitation (days)	18.4
Location	33.978088, -118.187067
County	Los Angeles-South Coast
City	Bell
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4130
EDFZ	7
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.25

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Mid Rise	584	Dwelling Unit	15.4	467,200	0.00	—	1,729	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	29.4	24.9	29.0	394	1.07	0.75	102	103	0.71	25.9	26.7	275	114,023	114,298	31.0	3.39	344	116,427
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	26.2	21.9	31.4	308	1.03	0.74	102	103	0.70	25.9	26.6	275	109,270	109,544	31.0	3.55	12.2	111,387
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	28.3	23.9	32.2	345	1.04	0.75	101	102	0.70	25.6	26.3	275	110,587	110,861	31.0	3.58	151	112,852
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	5.17	4.36	5.88	62.9	0.19	0.14	18.4	18.6	0.13	4.68	4.81	45.4	18,309	18,354	5.13	0.59	24.9	18,684

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Mobile	15.3	11.1	27.1	360	1.06	0.61	102	103	0.56	25.9	26.5	—	108,520	108,520	3.06	3.26	341	109,908
Area	13.9	13.7	0.32	33.2	< 0.005	0.02	—	0.02	0.01	—	0.01	—	88.6	88.6	< 0.005	< 0.005	—	88.9
Energy	0.19	0.10	1.64	0.70	0.01	0.13	—	0.13	0.13	—	0.13	—	5,199	5,199	0.38	0.03	—	5,217
Water	—	—	—	—	—	—	—	—	—	—	—	41.7	216	258	4.29	0.10	—	396
Waste	—	—	—	—	—	—	—	—	—	—	—	233	0.00	233	23.3	0.00	—	814
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.35	3.35
Total	29.4	24.9	29.0	394	1.07	0.75	102	103	0.71	25.9	26.7	275	114,023	114,298	31.0	3.39	344	116,427
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	15.2	11.0	29.8	307	1.02	0.61	102	103	0.56	25.9	26.5	—	103,855	103,855	3.02	3.42	8.84	104,957
Area	10.8	10.8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.19	0.10	1.64	0.70	0.01	0.13	—	0.13	0.13	—	0.13	—	5,199	5,199	0.38	0.03	—	5,217
Water	—	—	—	—	—	—	—	—	—	—	—	41.7	216	258	4.29	0.10	—	396
Waste	—	—	—	—	—	—	—	—	—	—	—	233	0.00	233	23.3	0.00	—	814
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.35	3.35
Total	26.2	21.9	31.4	308	1.03	0.74	102	103	0.70	25.9	26.6	275	109,270	109,544	31.0	3.55	12.2	111,387
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	15.2	11.0	30.4	321	1.03	0.61	101	102	0.56	25.6	26.2	—	105,111	105,111	3.03	3.45	147	106,361
Area	12.9	12.8	0.22	22.7	< 0.005	0.01	—	0.01	0.01	—	0.01	—	60.7	60.7	< 0.005	< 0.005	—	60.9
Energy	0.19	0.10	1.64	0.70	0.01	0.13	—	0.13	0.13	—	0.13	—	5,199	5,199	0.38	0.03	—	5,217
Water	—	—	—	—	—	—	—	—	—	—	—	41.7	216	258	4.29	0.10	—	396
Waste	—	—	—	—	—	—	—	—	—	—	—	233	0.00	233	23.3	0.00	—	814
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.35	3.35
Total	28.3	23.9	32.2	345	1.04	0.75	101	102	0.70	25.6	26.3	275	110,587	110,861	31.0	3.58	151	112,852
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	2.78	2.01	5.54	58.6	0.19	0.11	18.4	18.5	0.10	4.68	4.78	—	17,402	17,402	0.50	0.57	24.4	17,609
Area	2.35	2.33	0.04	4.14	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.0	10.0	< 0.005	< 0.005	—	10.1

Energy	0.03	0.02	0.30	0.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	861	861	0.06	< 0.005	—	864
Water	—	—	—	—	—	—	—	—	—	—	—	6.91	35.8	42.7	0.71	0.02	—	65.5
Waste	—	—	—	—	—	—	—	—	—	—	—	38.5	0.00	38.5	3.85	0.00	—	135
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.55	0.55
Total	5.17	4.36	5.88	62.9	0.19	0.14	18.4	18.6	0.13	4.68	4.81	45.4	18,309	18,354	5.13	0.59	24.9	18,684

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Mobile source emissions results are presented in Sections 2.6. No further detailed breakdown of emissions is available.

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	3,120	3,120	0.19	0.02	—	3,132
Total	—	—	—	—	—	—	—	—	—	—	—	—	3,120	3,120	0.19	0.02	—	3,132
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	3,120	3,120	0.19	0.02	—	3,132

Total	—	—	—	—	—	—	—	—	—	—	—	—	3,120	3,120	0.19	0.02	—	3,132
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	517	517	0.03	< 0.005	—	519
Total	—	—	—	—	—	—	—	—	—	—	—	—	517	517	0.03	< 0.005	—	519

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.19	0.10	1.64	0.70	0.01	0.13	—	0.13	0.13	—	0.13	—	2,079	2,079	0.18	< 0.005	—	2,085
Total	0.19	0.10	1.64	0.70	0.01	0.13	—	0.13	0.13	—	0.13	—	2,079	2,079	0.18	< 0.005	—	2,085
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.19	0.10	1.64	0.70	0.01	0.13	—	0.13	0.13	—	0.13	—	2,079	2,079	0.18	< 0.005	—	2,085
Total	0.19	0.10	1.64	0.70	0.01	0.13	—	0.13	0.13	—	0.13	—	2,079	2,079	0.18	< 0.005	—	2,085
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.03	0.02	0.30	0.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	344	344	0.03	< 0.005	—	345
Total	0.03	0.02	0.30	0.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	344	344	0.03	< 0.005	—	345

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	10.00	10.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.80	0.80	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	3.07	2.91	0.32	33.2	< 0.005	0.02	—	0.02	0.01	—	0.01	—	88.6	88.6	< 0.005	< 0.005	—	88.9
Total	13.9	13.7	0.32	33.2	< 0.005	0.02	—	0.02	0.01	—	0.01	—	88.6	88.6	< 0.005	< 0.005	—	88.9
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	10.00	10.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.80	0.80	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	10.8	10.8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	1.82	1.82	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.15	0.15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Landsca Equipment	0.38	0.36	0.04	4.14	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.0	10.0	< 0.005	< 0.005	—	10.1
Total	2.35	2.33	0.04	4.14	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.0	10.0	< 0.005	< 0.005	—	10.1

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	41.7	216	258	4.29	0.10	—	396
Total	—	—	—	—	—	—	—	—	—	—	—	41.7	216	258	4.29	0.10	—	396
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	41.7	216	258	4.29	0.10	—	396
Total	—	—	—	—	—	—	—	—	—	—	—	41.7	216	258	4.29	0.10	—	396
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	6.91	35.8	42.7	0.71	0.02	—	65.5
Total	—	—	—	—	—	—	—	—	—	—	—	6.91	35.8	42.7	0.71	0.02	—	65.5

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	233	0.00	233	23.3	0.00	—	814
Total	—	—	—	—	—	—	—	—	—	—	—	233	0.00	233	23.3	0.00	—	814
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	233	0.00	233	23.3	0.00	—	814
Total	—	—	—	—	—	—	—	—	—	—	—	233	0.00	233	23.3	0.00	—	814
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	38.5	0.00	38.5	3.85	0.00	—	135
Total	—	—	—	—	—	—	—	—	—	—	—	38.5	0.00	38.5	3.85	0.00	—	135

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.35	3.35
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.35	3.35
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.35	3.35
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.35	3.35
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.55	0.55
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.55	0.55

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	0.00	0.00	0.00	0.00	144,027	144,027	144,027	52,569,855

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
946080	315,360	0.00	0.00	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Mid Rise	2,140,847	532	0.0330	0.0040	6,486,396

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Mid Rise	21,767,899	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	432	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

8. User Changes to Default Data

Screen	Justification
Operations: Vehicle Data	Per the VMT Analysis provided by Iteris, Inc., the Project is analyzed with a daily VMT of 144,027.
Operations: Hearths	No fireplaces or wood stoves assumed to be incorporated into the new residential uses.

Land Use	This model run provides a conceptual analysis for the development of 584 dwelling units, each assumed to be 800 sq ft.

APPENDIX B

Cultural Resources & Tribal Cultural Consultation

South Central Coastal Information Center
California State University, Fullerton
Department of Anthropology MH-426
800 North State College Boulevard
Fullerton, CA 92834-6846
657.278.5395
California Historical Resources Information System
Los Angeles, Orange, Ventura and San Bernardino Counties
sccic@fullerton.edu

7/9/2024 SCCIC File #: 26045.12079

Eleni Getachew
Impact Sciences, Inc.
811 W. 7th Street, Suite 200
Los Angeles, CA 90017

Re: Record Search Results for the New Bell District Specific Plan

The South Central Coastal Information Center received your records search request for the project area referenced above, located on the South Gate, CA USGS 7.5' quadrangle(s). The following summary reflects the results of the records search for the project area and a ½-mile radius. The search includes a review of all recorded archaeological and built-environment resources as well as a review of cultural resource reports on file. In addition, the California Points of Historical Interest (SPHI), the California Historical Landmarks (SHL), the California Register of Historical Resources (CAL REG), the National Register of Historic Places (NRHP), and the California State Built Environment Resources Directory (BERD) listings were reviewed for the above referenced project site. Due to the sensitive nature of cultural resources, archaeological site locations are not released.

RECORDS SEARCH RESULTS SUMMARY

Archaeological Resources* (*see Recommendations section)	Within project area: 0 Within ½-mile radius: 0
Built-Environment Resources	Within project area: 1 Within ½-mile radius: 40
Reports and Studies	Within project area: 3 Within ½-mile radius: 14
OHP Built Environment Resources Directory (BERD) 2022	Within project area: 4
California Points of Historical Interest (SPHI) 2022	Within project area: 0
California Historical Landmarks (SHL) 2022	Within project area: 0
California Register of Historical Resources (CAL REG) 2022	Within project area: 1
National Register of Historic Places (NRHP) 2022	Within project area: 1

HISTORIC MAP REVIEW - Downey, CA (1943) 15' USGS historic map indicates that in 1943 there were several roads (including state route 15) and one school within the project area. There were several additional roads and buildings within the project search radius which was located within the historic place name of Bell. The Pacific Electric Line ran north of the project area. There were at least five schools and three churches within the project search radius.

RECOMMENDATIONS

**When we report that no archaeological resources are recorded in your project area or within a specified radius around the project area; that does not necessarily mean that nothing is there. It may simply mean that the area has not been studied and/or that no information regarding the archaeological sensitivity of the property has been filed at this office. The reported records search result does not preclude the possibility that surface or buried artifacts might be found during a survey of the property or ground-disturbing activities.*

Very few cultural resources studies have been conducted within the New Bell District Specific Plan boundary. Therefore, a phase I survey for the New Bell District Specific Plan by a qualified cultural resource consultant is recommended. The consultant can identify potential areas of cultural resources sensitivity and make recommendations about when monitoring ground disturbing activities would be appropriate and when built-environment resources should be recorded and evaluated for historical significance. The consultant can further make recommendations for the four recorded cultural resources that have already been recorded and evaluated for the National Register (Bell Mansion at 4401 Gage Ave. is listed on the NR and the CR); the remaining three were found ineligible for the NR but do not appear to have been evaluated for the California Register or local listing.

For your convenience, you may find a professional consultant**at www.chrisinfo.org. Any resulting reports by the qualified consultant should be submitted to the South Central Coastal Information Center as soon as possible.

**The SCCIC does not endorse any particular consultant and makes no claims about the qualifications of any person listed. Each consultant on this list self-reports that they meet current professional standards.

If you have any questions regarding the results presented herein, please contact the office at 657.278.5395 Monday through Thursday 9:00 am to 3:30 pm. Should you require any additional information for the above referenced project, reference the SCCIC number listed above when making inquiries. Requests made after initial invoicing will result in the preparation of a separate invoice.

Thank you for using the California Historical Resources Information System,

Isabela Kott
Assistant Coordinator, GIS Program Specialist

Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native

American tribes have historical resource information not in the California Historical Resources Information System (CHRIS) Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

The California Office of Historic Preservation (OHP) contracts with the California Historical Resources Information System's (CHRIS) regional Information Centers (ICs) to maintain information in the CHRIS inventory and make it available to local, state, and federal agencies, cultural resource professionals, Native American tribes, researchers, and the public. Recommendations made by IC coordinators or their staff regarding the interpretation and application of this information are advisory only. Such recommendations do not necessarily represent the evaluation or opinion of the State Historic Preservation Officer in carrying out the OHP's regulatory authority under federal and state law.

NATIVE AMERICAN HERITAGE COMMISSION

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov

May 23, 2024

Eleni Getachew
Impact Sciences, Inc.

Via Email to: egetachew@impactsciences.com

Re: New Bell District Specific Plan Initial Study/Mitigated and Negative Declaration Project, Los Angeles County

To Whom It May Concern:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were negative. However, the absence of specific site information in the SLF does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated; if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance, we can assure that our lists contain current information.

If you have any questions or need additional information, please contact me at my email address: Andrew.Green@nahc.ca.gov.

Sincerely,

Andrew Green

Andrew Green
Cultural Resources Analyst

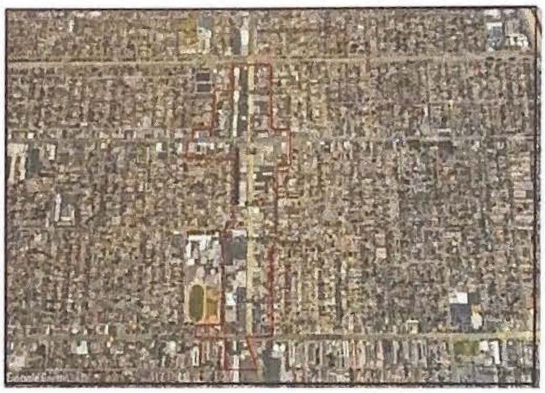
Attachment

APPENDIX C

Noise & Vibration Technical Data

NOISE MONITORING FIELD REPORT

Site Map



Project Name: New Bell District Specific Plan Project

Monitoring Location: South of Tacos Garilan west of Atlantic Ave.

Date: 5/23/24 Site Number: 1

Measured By: Taryn Nunes

Measurement Start Time: 9:03

Measurement End Time: 9:18

Total Measurement Time: 15 min.

Noise Meter Model: Larson Davis Soundtrack LxT Calibration: 94.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: LXT-Data.007

Primary Noise Sources: Airplane traffic, minimal vehicle traffic

Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	61.6
L_{max}	73.2
L_{min}	50.8

Other Noise Sources During Monitoring

1. Airplane Traffic Time: 9:04
2. Airplane Traffic Time: 9:07
3. Airplane Traffic Time: 9:09
4. Airplane Traffic Time: 9:17
5. _____ Time: _____

Additional Notes:

Airplane traffic, minimal vehicle traffic

IMPACT SCIENCES

Measurement Report

Report Summary

Meter's File Name	LxT_Data.007.s	Computer's File Name	LxT_0007329-20240523 090305-LxT_Data.007.ldbin
Meter	LxT1 0007329	Firmware	2.404
User		Location	
Job Description			
Note			

Start Time	2024-05-23 09:03:05	Duration	0:15:00.0		
End Time	2024-05-23 09:18:05	Run Time	0:15:00.0	Pause Time	0:00:00.0
Pre-Calibration	2024-05-23 06:44:46	Post-Calibration	None	Calibration Deviation	---

Results

Overall Metrics

LA_{eq}	61.6 dB		
LAE	91.1 dB	SEA	--- dB
EA	144.5 µPa²h		
EA8	4.6 mPa²h		
EA40	23.1 mPa²h		
LAS_{peak}	88.2 dB	2024-05-23 09:05:03	
LAS_{max}	73.2 dB	2024-05-23 09:05:03	
LAS_{min}	50.8 dB	2024-05-23 09:04:45	
LA_{eq}	61.6 dB		
LC_{eq}	71.0 dB	$LC_{eq} - LA_{eq}$	9.4 dB
LAI_{eq}	63.1 dB	$LAI_{eq} - LA_{eq}$	1.5 dB

Exceedances

	Count	Duration
LAS > 85.0 dB	0	0:00:00.0
LAS > 115.0 dB	0	0:00:00.0
LASpk > 135.0 dB	0	0:00:00.0
LASpk > 137.0 dB	0	0:00:00.0
LASpk > 140.0 dB	0	0:00:00.0

Community Noise

L_{DN}	L_{Day}	L_{Night}
61.6 dB	61.6 dB	0.0 dB

L_{DEN}	L_{Day}	L_{Eve}	L_{Night}
61.6 dB	61.6 dB	--- dB	--- dB

Any Data

	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	61.6 dB		--- dB		--- dB	
$Ls_{(max)}$	73.2 dB	2024-05-23 09:05:03	--- dB	None	--- dB	None
$LS_{(min)}$	50.8 dB	2024-05-23 09:04:45	--- dB	None	--- dB	None
$L_{Peak(max)}$	88.2 dB	2024-05-23 09:05:03	--- dB	None	--- dB	None

Overloads

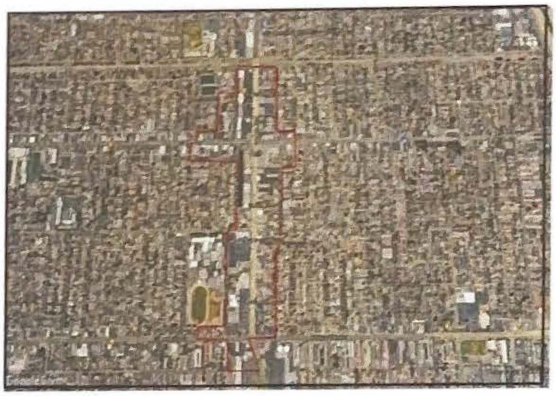
Count	Duration	OBA Count	OBA Duration
0	0:00:00.0	0	0:00:00.0

Statistics

LAS 5.0	66.4 dB
LAS 10.0	64.7 dB
LAS 33.3	61.6 dB
LAS 50.0	59.5 dB
LAS 66.6	57.5 dB
LAS 90.0	54.2 dB

NOISE MONITORING FIELD REPORT

Site Map



Project Name: New Bell District Specific Plan Project

Monitoring Location: Northgate Gonzalez Market (Night)

Date: 5/23/24 Site Number: 2

Measured By: Taryn Nunes

Measurement Start Time: 6:45

Measurement End Time: 7:00

Total Measurement Time: 15 min.

Noise Meter Model: Larson Davis Soundtrack LxT Calibration: 94.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: LxT_Data.002

Primary Noise Sources: Construction Equipment Across the street operational equipment at Grocery Store (Heavy Duty Trucks), Airplanes

Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	62.3
L_{max}	78.0
L_{min}	48.5

Other Noise Sources During Monitoring

1. Operational Equipment, Grocery Store Time: 6:46
2. Construction Equipment Across Street Time: 6:48
3. Operational Equipment, Grocery Store Time: 6:50
4. Construction Equipment Across Strat Time: 6:52
5. Airplane Traffic Time: 6:54

Additional Notes:

Construction equipment Across the Street Heavy Duty Trucks unloading at Grocery Store, Airplane Traffic

IMPACT SCIENCES

Measurement Report

Report Summary

Meter's File Name	LxT_Data.002.s	Computer's File Name	LxT_0007329-20240523 064501-LxT_Data.002.ldbin
Meter	LxT1 0007329	Firmware	2.404
User		Location	
Job Description			
Note			

Start Time	2024-05-23 06:45:01	Duration	0:15:00.0		
End Time	2024-05-23 07:00:01	Run Time	0:15:00.0	Pause Time	0:00:00.0
Pre-Calibration	2024-05-23 06:44:48	Post-Calibration	None	Calibration Deviation	---

Results

Overall Metrics

LA_{eq}	62.4 dB		
LAE	91.9 dB	SEA	--- dB
EA	173.8 µPa²h		
EA8	5.6 mPa²h		
EA40	27.8 mPa²h		
LAS_{peak}	101.7 dB	2024-05-23 06:48:49	
LAS_{max}	78.0 dB	2024-05-23 06:48:42	
LAS_{min}	48.5 dB	2024-05-23 06:47:37	
LA_{eq}	62.4 dB		
LC_{eq}	83.9 dB	LC_{eq} - LA_{eq}	21.5 dB
LAI_{eq}	69.7 dB	LAI_{eq} - LA_{eq}	7.3 dB

Exceedances

	Count	Duration
LAS > 85.0 dB	0	0:00:00.0
LAS > 115.0 dB	0	0:00:00.0
LASpk > 135.0 dB	0	0:00:00.0
LASpk > 137.0 dB	0	0:00:00.0
LASpk > 140.0 dB	0	0:00:00.0

Community Noise

L_{DN}	L_{Day}	L_{Night}
68.5 dB	58.5 dB	0.0 dB

L_{DEN}	L_{Day}	L_{Eve}	L_{Night}
69.0 dB	58.5 dB	--- dB	62.4 dB

Any Data

	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	62.3 dB		--- dB		--- dB	
$Ls_{(max)}$	78.0 dB	2024-05-23 06:48:42	--- dB	None	--- dB	None
$LS_{(min)}$	48.5 dB	2024-05-23 06:47:37	--- dB	None	--- dB	None
$L_{Peak(max)}$	101.7 dB	2024-05-23 06:48:49	--- dB	None	--- dB	None

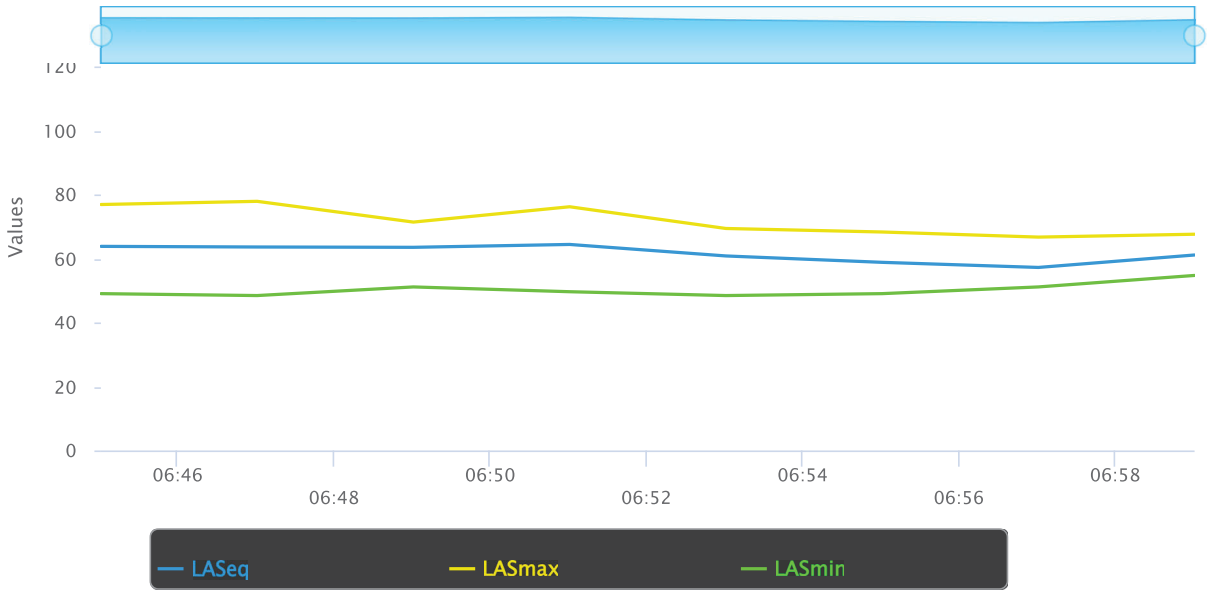
Overloads

Count	Duration	OBA Count	OBA Duration
0	0:00:00.0	1	0:00:02.0

Statistics

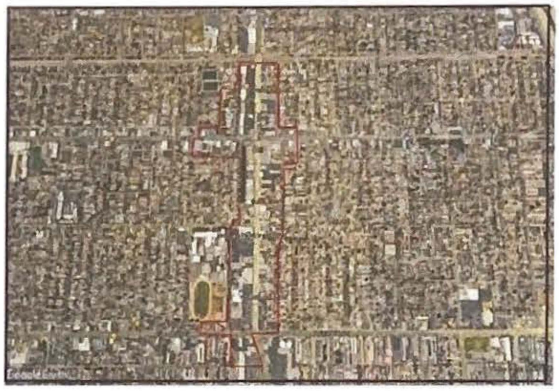
LAS 5.0	68.1 dB
LAS 10.0	66.4 dB
LAS 33.3	61.1 dB
LAS 50.0	58.2 dB
LAS 66.6	55.5 dB
LAS 90.0	51.8 dB

Time History


120
100
80
60
40
20
0
Values
06:46
06:48
06:50
06:52
06:54
06:56
06:58
LASeq
LASmax
LASmin

NOISE MONITORING FIELD REPORT

Site Map



Project Name: New Bell District Specific Plan Project

Monitoring Location: Northgate Gonzalez market (Day)

Date: 5/23/24 Site Number: 2

Measured By: Taryn Nunes

Measurement Start Time: 7:05

Measurement End Time: 7:20

Total Measurement Time: 15 min.

Noise Meter Model: Larson Davis Soundtrack LxT Calibration: 94.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: LxT_Data.003

Primary Noise Sources: Construction equipment Across Street, Airplane Traffic, operational Heavy Duty Equipment for Grocery Store

Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	60.4
L_{max}	78.6
L_{min}	47.9

Other Noise Sources During Monitoring

1. Construction Equipment Across Street Time: 7:07
2. Construction Equipment Across Street Time: 7:10
3. Airplane Traffic Time: 7:14
4. Operational Heavy Duty Truck Time: 7:16
5. Airplane Traffic Time: 7:17

Additional Notes:

Construction equipment, Airplane Traffic, Operational Heavy Duty Truck for Grocery Store

IMPACT SCIENCES

Measurement Report

Report Summary

Meter's File Name	LxT_Data.003.s	Computer's File Name	LxT_0007329-20240523 070507-LxT_Data.003.ldbin
Meter	LxT1 0007329	Firmware	2.404
User		Location	
Job Description			
Note			

Start Time	2024-05-23 07:05:07	Duration	0:15:00.0		
End Time	2024-05-23 07:20:07	Run Time	0:15:00.0	Pause Time	0:00:00.0
Pre-Calibration	2024-05-23 06:44:46	Post-Calibration	None	Calibration Deviation	---

Results

Overall Metrics

LA_{eq}	60.4 dB		
LAE	89.9 dB	SEA	--- dB
EA	109.6 µPa²h		
EA8	3.5 mPa²h		
EA40	17.5 mPa²h		
LAS_{peak}	94.4 dB	2024-05-23 07:15:54	
LAS_{max}	78.6 dB	2024-05-23 07:15:55	
LAS_{min}	47.9 dB	2024-05-23 07:12:02	
LA_{eq}	60.4 dB		
LC_{eq}	70.2 dB	LC_{eq} - LA_{eq}	9.8 dB
LAI_{eq}	62.6 dB	LAI_{eq} - LA_{eq}	2.2 dB

Exceedances

	Count	Duration
LAS > 85.0 dB	0	0:00:00.0
LAS > 115.0 dB	0	0:00:00.0
LASpk > 135.0 dB	0	0:00:00.0
LASpk > 137.0 dB	0	0:00:00.0
LASpk > 140.0 dB	0	0:00:00.0

Community Noise

L_{DN}	L_{Day}	L_{Night}
60.4 dB	60.4 dB	0.0 dB

L_{DEN}	L_{Day}	L_{Eve}	L_{Night}
60.4 dB	60.4 dB	--- dB	--- dB

Any Data

	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	60.4 dB		--- dB		--- dB	
$Ls_{(max)}$	78.6 dB	2024-05-23 07:15:55	--- dB	None	--- dB	None
$LS_{(min)}$	47.9 dB	2024-05-23 07:12:02	--- dB	None	--- dB	None
$L_{Peak(max)}$	94.4 dB	2024-05-23 07:15:54	--- dB	None	--- dB	None

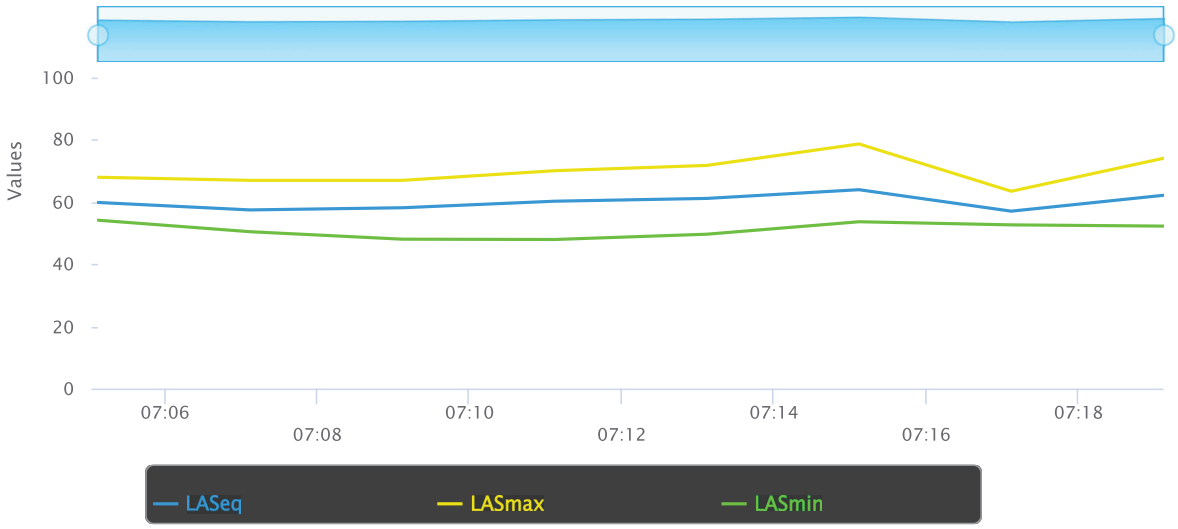
Overloads

Count	Duration	OBA Count	OBA Duration
0	0:00:00.0	0	0:00:00.0

Statistics

LAS 5.0	66.2 dB
LAS 10.0	63.5 dB
LAS 33.3	57.8 dB
LAS 50.0	56.5 dB
LAS 66.6	55.0 dB
LAS 90.0	52.3 dB

Time History


Values
100
80
60
40
20
0
07:06
07:08
07:10
07:12
07:14
07:16
07:18
LASeq
LASmax
LASmin

NOISE MONITORING FIELD REPORT

Site Map

Project Name: New Bell District Specific Plan Project

Monitoring Location: Northgate Gonzalez Market

Date: 5/23/24 Site Number: 2

Measured By: Taryn Nunes

Measurement Start Time: 7:43

Measurement End Time: 7:58

Total Measurement Time: 15 min.

Noise Meter Model: Larson Davis Soundtrack LxT Calibration: 94.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: LxT_Data.017

Primary Noise Sources: Airplane Traffic, Minimal Vehicle Traffic Pedestrians

Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	60.6
L_{max}	73.8
L_{min}	46.3

Other Noise Sources During Monitoring

1. Airplane Traffic Time: 7:44
2. Airplane Traffic Time: 7:47
3. Pedestrians Talking Time: 7:49
4. Airplane Traffic Time: 7:50
5. Airplane Traffic Time: 7:52

Additional Notes:

Airplane Traffic was Active
Minimal Vehicle Traffic
Pedestrians Talking

IMPACT SCIENCES

Measurement Report

Report Summary

Meter's File Name	LxT_Data.017.s	Computer's File Name	LxT_0007329-20240523 194340-LxT_Data.017.ldbin
Meter	LxT1 0007329	Firmware	2.404
User		Location	
Job Description			
Note			

Start Time	2024-05-23 19:43:40	Duration	0:15:00.0		
End Time	2024-05-23 19:58:40	Run Time	0:15:00.0	Pause Time	0:00:00.0
Pre-Calibration	2024-05-23 19:41:54	Post-Calibration	None	Calibration Deviation	---

Results

Overall Metrics

LA_{eq}	60.6 dB		
LAE	90.1 dB	SEA	--- dB
EA	114.8 µPa²h		
EA8	3.7 mPa²h		
EA40	18.4 mPa²h		
LAS_{peak}	92.9 dB	2024-05-23 19:52:46	
LAS_{max}	73.8 dB	2024-05-23 19:52:00	
LAS_{min}	46.3 dB	2024-05-23 19:53:56	
LA_{eq}	60.6 dB		
LC_{eq}	70.7 dB	LC_{eq} - LA_{eq}	10.1 dB
LAI_{eq}	62.4 dB	LAI_{eq} - LA_{eq}	1.8 dB

Exceedances

	Count	Duration
LAS > 85.0 dB	0	0:00:00.0
LAS > 115.0 dB	0	0:00:00.0
LASpk > 135.0 dB	0	0:00:00.0
LASpk > 137.0 dB	0	0:00:00.0
LASpk > 140.0 dB	0	0:00:00.0

Community Noise

L_{DN}	L_{Day}	L_{Night}
60.6 dB	60.6 dB	0.0 dB

L_{DEN}	L_{Day}	L_{Eve}	L_{Night}
--- dB	--- dB	60.6 dB	--- dB

Any Data

	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	60.6 dB		--- dB		--- dB	
$Ls_{(max)}$	73.8 dB	2024-05-23 19:52:00	--- dB	None	--- dB	None
$LS_{(min)}$	46.3 dB	2024-05-23 19:53:56	--- dB	None	--- dB	None
$L_{Peak(max)}$	92.9 dB	2024-05-23 19:52:46	--- dB	None	--- dB	None

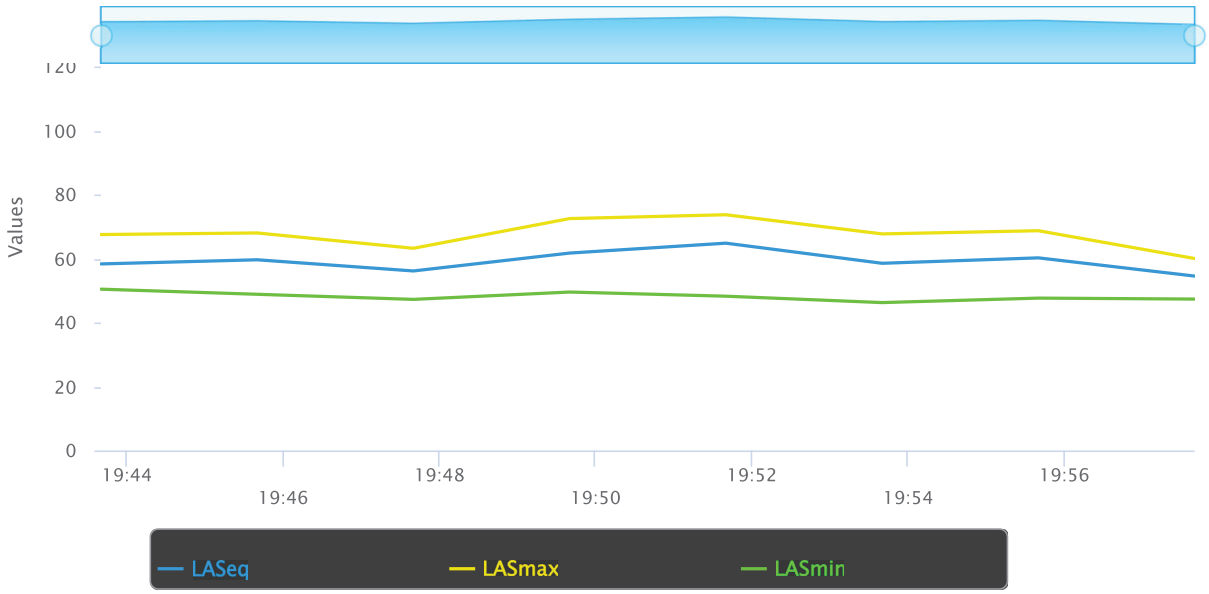
Overloads

Count	Duration	OBA Count	OBA Duration
0	0:00:00.0	0	0:00:00.0

Statistics

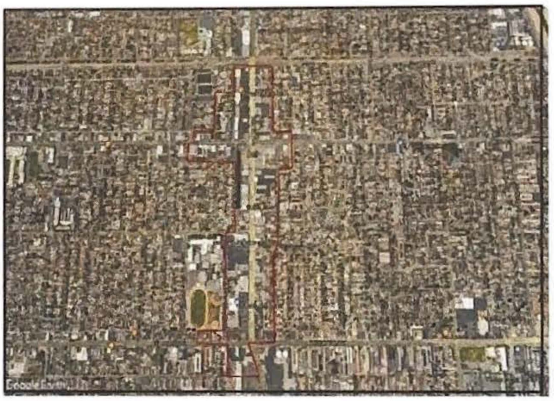
LAS 5.0	66.7 dB
LAS 10.0	63.3 dB
LAS 33.3	58.4 dB
LAS 50.0	56.6 dB
LAS 66.6	54.4 dB
LAS 90.0	50.8 dB

Time History


120
100
80
60
40
20
0
Values
19:44
19:46
19:48
19:50
19:52
19:54
19:56
LASeq
LASmax
LASmin

NOISE MONITORING FIELD REPORT

Site Map



Project Name: New Bell District Specific Plan Project

Monitoring Location: East of Nueva Vista Elementary School, Clarkson Ave

Date: 5/23/14 Site Number: 3

Measured By: Taryn Nunes

Measurement Start Time: 7:36

Measurement End Time: 7:51

Total Measurement Time: 15 min.

Noise Meter Model: Larson Davis Soundtrack LxT Calibration: 94.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: LxT_Data.004

Primary Noise Sources: Minimal Traffic, Heavy Duty Truck, Airplane Traffic, Elementary School Bell

Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	59.2
L_{max}	75.1
L_{min}	46.3

Other Noise Sources During Monitoring

1. Heavy Duty Truck Time: 7:38
2. Airplane Traffic Time: 7:43
3. Horn Honking Time: 7:44
4. Airplane Traffic Time: 7:46
5. Elementary School Bell Time: 7:48

Additional Notes:

Minimal Traffic, Heavy Duty Truck, Airplane Traffic, Elementary School Bell

IMPACT SCIENCES

Measurement Report

Report Summary

Meter's File Name	LxT_Data.004.s	Computer's File Name	LxT_0007329-20240523 073607-LxT_Data.004.ldbin
Meter	LxT1 0007329	Firmware	2.404
User		Location	
Job Description			
Note			

Start Time	2024-05-23 07:36:07	Duration	0:15:00.0		
End Time	2024-05-23 07:51:07	Run Time	0:15:00.0	Pause Time	0:00:00.0
Pre-Calibration	2024-05-23 06:44:46	Post-Calibration	None	Calibration Deviation	---

Results

Overall Metrics

LA_{eq}	59.2 dB		
LAE	88.7 dB	SEA	--- dB
EA	83.2 µPa²h		
EA8	2.7 mPa²h		
EA40	13.3 mPa²h		
LAS_{peak}	93.7 dB	2024-05-23 07:44:13	
LAS_{max}	75.1 dB	2024-05-23 07:41:34	
LAS_{min}	46.3 dB	2024-05-23 07:44:32	
LA_{eq}	59.2 dB		
LC_{eq}	73.7 dB	LC_{eq} - LA_{eq}	14.5 dB
LAI_{eq}	62.5 dB	LAI_{eq} - LA_{eq}	3.3 dB

Exceedances

	Count	Duration
LAS > 85.0 dB	0	0:00:00.0
LAS > 115.0 dB	0	0:00:00.0
LASpk > 135.0 dB	0	0:00:00.0
LASpk > 137.0 dB	0	0:00:00.0
LASpk > 140.0 dB	0	0:00:00.0

Community Noise

L_{DN}	L_{Day}	L_{Night}
59.2 dB	59.2 dB	0.0 dB

L_{DEN}	L_{Day}	L_{Eve}	L_{Night}
59.2 dB	59.2 dB	--- dB	--- dB

Any Data

	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	59.2 dB		--- dB		--- dB	
$Ls_{(max)}$	75.1 dB	2024-05-23 07:41:34	--- dB	None	--- dB	None
$LS_{(min)}$	46.3 dB	2024-05-23 07:44:32	--- dB	None	--- dB	None
$L_{Peak(max)}$	93.7 dB	2024-05-23 07:44:13	--- dB	None	--- dB	None

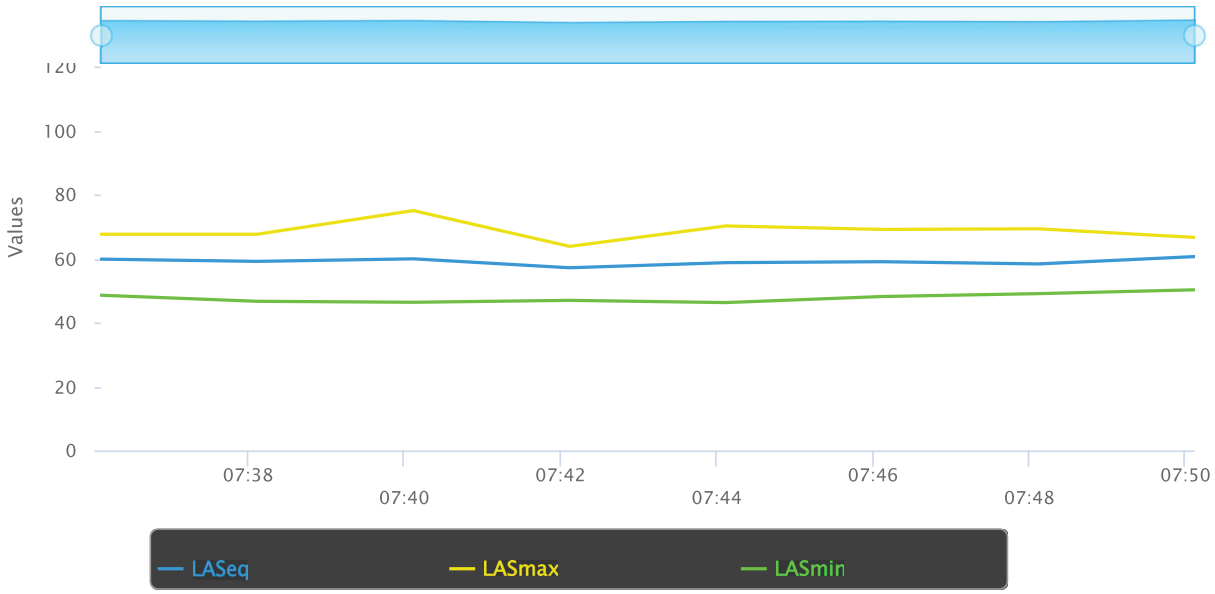
Overloads

Count	Duration	OBA Count	OBA Duration
0	0:00:00.0	0	0:00:00.0

Statistics

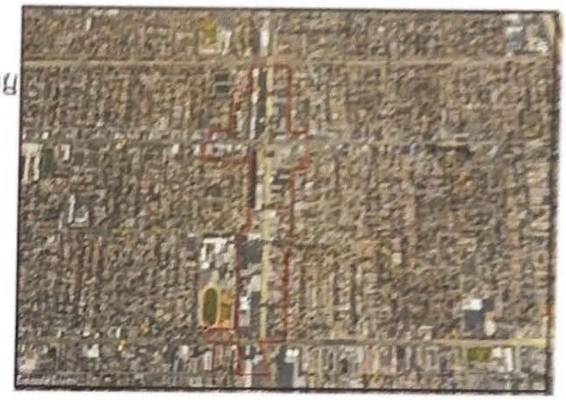
LAS 5.0	64.3 dB
LAS 10.0	62.6 dB
LAS 33.3	58.4 dB
LAS 50.0	55.5 dB
LAS 66.6	53.3 dB
LAS 90.0	49.3 dB

Time History


120
100
80
60
40
20
0
Values
07:38
07:40
07:42
07:44
07:46
07:48
07:50
LASeq
LASmax
LASmin

NOISE MONITORING FIELD REPORT

Site Map



Project Name: New Bell District Specific Plan Project

Monitoring Location: (North of) Federal Ave & Woodway Ave Intersection

Date: 5/23/24 Site Number: 4

Measured By: Taryn Nunes

Measurement Start Time: 9:25

Measurement End Time: 9:40

Total Measurement Time: 15 min.

Noise Meter Model: Larson Davis Soundtrack LxT Calibration: 94.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: LxT_Data, 008

Primary Noise Sources: Minimal Vehicle Traffic, Airplane Traffic, Autoshop Operational Noise

Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	60.6
L_{max}	73.5
L_{min}	45.5

Other Noise Sources During Monitoring

1. Autoshop operational noise Time: 9:26
2. Airplane Traffic Time: 9:28
3. Airplane Traffic Time: 9:32
4. Airplane Traffic Time: 9:36
5. _____ Time: _____

Additional Notes:

Airplane Traffic, Minimal Vehicle Traffic, Autoshop Operational Noise

IMPACT SCIENCES

Measurement Report

Report Summary

Meter's File Name	LxT_Data.008.s	Computer's File Name	LxT_0007329-20240523 092526-LxT_Data.008.ldbin
Meter	LxT1 0007329	Firmware	2.404
User		Location	
Job Description			
Note			

Start Time	2024-05-23 09:25:26	Duration	0:15:00.0		
End Time	2024-05-23 09:40:26	Run Time	0:15:00.0	Pause Time	0:00:00.0
Pre-Calibration	2024-05-23 06:44:46	Post-Calibration	None	Calibration Deviation	---

Results

Overall Metrics

LA_{eq}	60.6 dB		
LAE	90.1 dB	SEA	--- dB
EA	114.8 µPa²h		
EA8	3.7 mPa²h		
EA40	18.4 mPa²h		
LAS_{peak}	88.4 dB	2024-05-23 09:36:13	
LAS_{max}	73.5 dB	2024-05-23 09:36:13	
LAS_{min}	45.5 dB	2024-05-23 09:38:16	
LA_{eq}	60.6 dB		
LC_{eq}	71.2 dB	LC_{eq} - LA_{eq}	10.6 dB
LAI_{eq}	62.3 dB	LAI_{eq} - LA_{eq}	1.7 dB

Exceedances

	Count	Duration
LAS > 85.0 dB	0	0:00:00.0
LAS > 115.0 dB	0	0:00:00.0
LASpk > 135.0 dB	0	0:00:00.0
LASpk > 137.0 dB	0	0:00:00.0
LASpk > 140.0 dB	0	0:00:00.0

Community Noise

L_{DN}	L_{Day}	L_{Night}
60.6 dB	60.6 dB	0.0 dB

L_{DEN}	L_{Day}	L_{Eve}	L_{Night}
60.6 dB	60.6 dB	--- dB	--- dB

Any Data

	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	60.6 dB		--- dB		--- dB	
$Ls_{(max)}$	73.5 dB	2024-05-23 09:36:13	--- dB	None	--- dB	None
$LS_{(min)}$	45.5 dB	2024-05-23 09:38:16	--- dB	None	--- dB	None
$L_{Peak(max)}$	88.4 dB	2024-05-23 09:36:13	--- dB	None	--- dB	None

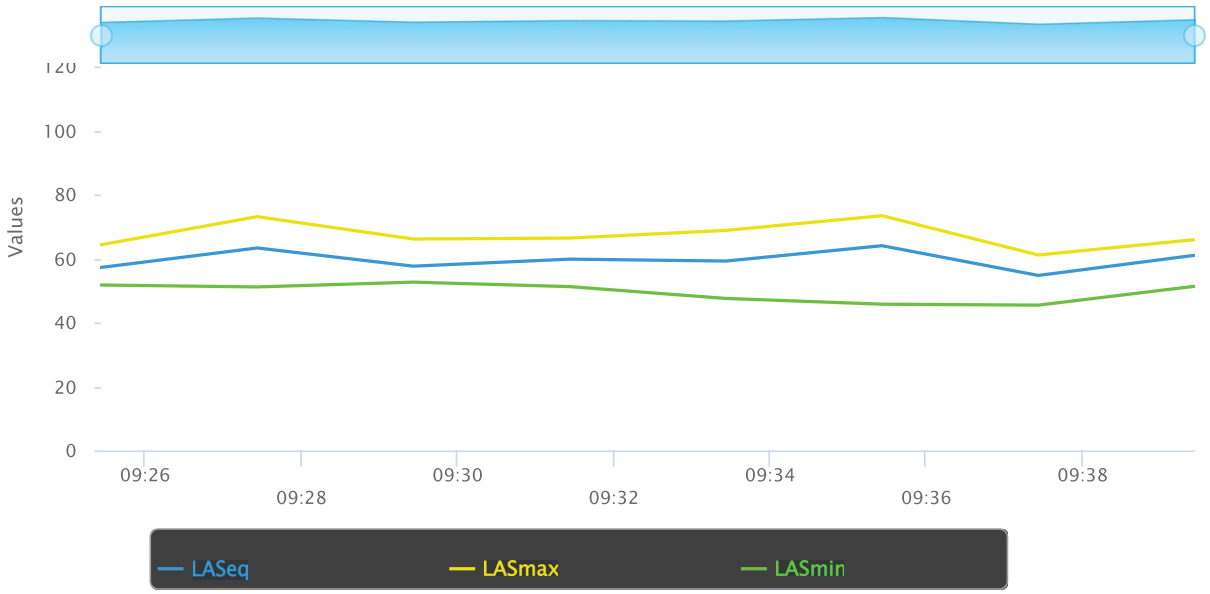
Overloads

Count	Duration	OBA Count	OBA Duration
0	0:00:00.0	0	0:00:00.0

Statistics

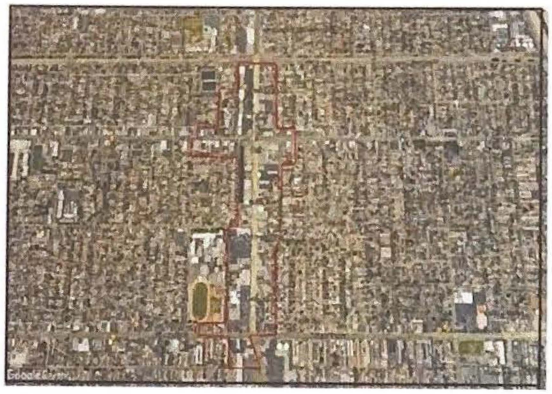
LAS 5.0	66.5 dB
LAS 10.0	64.4 dB
LAS 33.3	57.7 dB
LAS 50.0	56.0 dB
LAS 66.6	54.5 dB
LAS 90.0	51.6 dB

Time History


120
100
80
60
40
20
0
Values
09:26
09:28
09:30
09:32
09:34
09:36
09:38
LASeq
LASmax
LASmin

NOISE MONITORING FIELD REPORT

Site Map



Project Name: New Bell District Specific Plan Project

Monitoring Location: Pine Ave, North of Florence Ave.

Date: 5/23/24 Site Number: 5

Measured By: Taryn Nunes

Measurement Start Time: 8:37

Measurement End Time: 8:52

Total Measurement Time: 15 min.

Noise Meter Model: Larson Davis Soundtrack LxT Calibration: 94.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: LxT_Data.006

Primary Noise Sources: Airplane Traffic, Minimal Vehicle Traffic

Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	61.7
L_{max}	76.9
L_{min}	51.8

Other Noise Sources During Monitoring

1. Airplane Traffic Time: 8:38
2. Airplane Traffic Time: 8:44
3. Airplane Traffic Time: 8:49
4. _____ Time: _____
5. _____ Time: _____

Additional Notes:
Minimal Vehicle Traffic, Airplane Traffic

IMPACT SCIENCES

Measurement Report

Report Summary

Meter's File Name	LxT_Data.006.s	Computer's File Name	LxT_0007329-20240523 083705-LxT_Data.006.ldbin
Meter	LxT1 0007329	Firmware	2.404
User		Location	
Job Description			
Note			

Start Time	2024-05-23 08:37:05	Duration	0:15:00.0		
End Time	2024-05-23 08:52:05	Run Time	0:15:00.0	Pause Time	0:00:00.0
Pre-Calibration	2024-05-23 06:44:46	Post-Calibration	None	Calibration Deviation	---

Results

Overall Metrics

LA_{eq}	61.7 dB		
LAE	91.2 dB	SEA	--- dB
EA	147.9 µPa²h		
EA8	4.7 mPa²h		
EA40	23.7 mPa²h		
LAS_{peak}	90.6 dB	2024-05-23 08:38:00	
LAS_{max}	76.9 dB	2024-05-23 08:38:01	
LAS_{min}	51.8 dB	2024-05-23 08:50:38	
LA_{eq}	61.7 dB		
LC_{eq}	73.7 dB	$LC_{eq} - LA_{eq}$	12.0 dB
LAI_{eq}	62.9 dB	$LAI_{eq} - LA_{eq}$	1.2 dB

Exceedances

	Count	Duration
LAS > 85.0 dB	0	0:00:00.0
LAS > 115.0 dB	0	0:00:00.0
LASpk > 135.0 dB	0	0:00:00.0
LASpk > 137.0 dB	0	0:00:00.0
LASpk > 140.0 dB	0	0:00:00.0

Community Noise

L_{DN}	L_{Day}	L_{Night}
61.7 dB	61.7 dB	0.0 dB

L_{DEN}	L_{Day}	L_{Eve}	L_{Night}
61.7 dB	61.7 dB	--- dB	--- dB

Any Data

	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	61.7 dB		--- dB		--- dB	
$Ls_{(max)}$	76.9 dB	2024-05-23 08:38:01	--- dB	None	--- dB	None
$LS_{(min)}$	51.8 dB	2024-05-23 08:50:38	--- dB	None	--- dB	None
$L_{Peak(max)}$	90.6 dB	2024-05-23 08:38:00	--- dB	None	--- dB	None

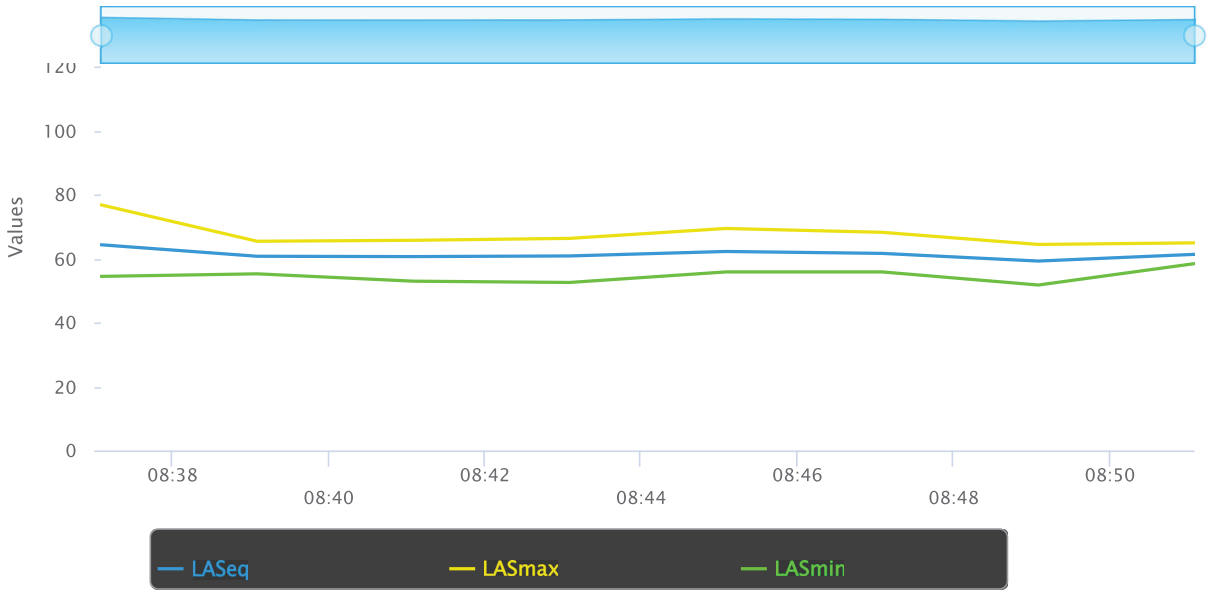
Overloads

Count	Duration	OBA Count	OBA Duration
0	0:00:00.0	0	0:00:00.0

Statistics

LAS 5.0	65.0 dB
LAS 10.0	63.9 dB
LAS 33.3	61.5 dB
LAS 50.0	60.4 dB
LAS 66.6	59.0 dB
LAS 90.0	55.8 dB

Time History


120
100
80
60
40
20
0
Values
08:38
08:40
08:42
08:44
08:46
08:48
08:50
LASeq
LASmax
LASmin

TRAFFIC NOISE LEVELS

Project Name: New Bell District Specific Plan IS/MND

Background Information

Model Description:	FHWA Highway Noise Prediction Model with California Vehicle Noise (CALVENO) Emission Levels.
Analysis Scenario(s):	Existing, Future Without Project, Future With Project
Source of Traffic Volumes:	Traffic Impact Analysis, Iteris 2024.
Community Noise Descriptor:	X

Assumed 24-Hour Traffic Distribution:	(Ldn) Day	Evening	(CNEL) Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Traffic Noise Levels

Analysis Condition Roadway Name Roadway Segment	Lanes	Median Width	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor[1]	Alpha Factor	Barrier Attn. dB(A)	Vehicle Mix Medium Trucks	Vehicle Mix Heavy Trucks	24-Hour dB(A) CNEL
Existing Traffic Noise										
Atlantic Ave.										
North of Randolph Street	4	10	16,400	35	50	0	0	1.8%	0.7%	67.4
Between Randolph St and Gage Ave	4	10	17,600	35	50	0	0	1.8%	0.7%	67.7
Between Gage Ave and Florence Ave	4	10	19,000	35	50	0	0	1.8%	0.7%	68.0
South of Florence Ave	4	10	18,300	35	50	0	0	1.8%	0.7%	67.9
Randolph St North										
West of Atlantic Ave	2	0	3,000	25	50	0	0	1.8%	0.7%	56.5
East of Atlantic Ave	2	0	3,500	25	50	0	0	1.8%	0.7%	57.2
Randolph St South										
West of Atlantic Ave	2	0	7,400	25	50	0	0	1.8%	0.7%	60.4
East of Atlantic Ave	2	0	5,500	25	50	0	0	1.8%	0.7%	59.1
Gage Ave										
West of Atlantic Ave	4	10	21,000	30	50	0	0	1.8%	0.7%	67.2
East of Atlantic Ave	4	10	25,000	30	50	0	0	1.8%	0.7%	67.9
Florence Ave										
West of Atlantic Ave	4	0	23,100	35	50	0	0	1.8%	0.7%	68.7
East of Atlantic Ave	4	0	24,200	35	50	0	0	1.8%	0.7%	68.9
Future Without Project										
Atlantic Ave.										
North of Randolph Street	4	10	16,900	35	50	0	0	1.8%	0.7%	67.5
Between Randolph St and Gage Ave	4	10	18,100	35	50	0	0	1.8%	0.7%	67.8
Between Gage Ave and Florence Ave	4	10	19,500	35	50	0	0	1.8%	0.7%	68.2
South of Florence Ave	4	10	18,800	35	50	0	0	1.8%	0.7%	68.0
Randolph St North										
West of Atlantic Ave	2	0	3,100	25	50	0	0	1.8%	0.7%	56.6
East of Atlantic Ave	2	0	3,600	25	50	0	0	1.8%	0.7%	57.3
Randolph St South										
West of Atlantic Ave	2	0	7,600	25	50	0	0	1.8%	0.7%	60.5
East of Atlantic Ave	2	0	5,700	25	50	0	0	1.8%	0.7%	59.3
Gage Ave										
West of Atlantic Ave	4	10	21,600	30	50	0	0	1.8%	0.7%	67.3
East of Atlantic Ave	4	10	25,700	30	50	0	0	1.8%	0.7%	68.1
Florence Ave										
West of Atlantic Ave	4	0	23,800	35	50	0	0	1.8%	0.7%	68.8
East of Atlantic Ave	4	0	24,900	35	50	0	0	1.8%	0.7%	69.0
Future With Project										
Atlantic Ave.										
North of Randolph Street	4	10	18,200	35	50	0	0	1.8%	0.7%	67.9
Between Randolph St and Gage Ave	4	10	19,400	35	50	0	0	1.8%	0.7%	68.1
Between Gage Ave and Florence Ave	4	10	20,800	35	50	0	0	1.8%	0.7%	68.4
South of Florence Ave	4	10	19,100	35	50	0	0	1.8%	0.7%	68.1
Randolph St North										
West of Atlantic Ave	2	0	3,200	25	50	0	0	1.8%	0.7%	56.8
East of Atlantic Ave	2	0	3,700	25	50	0	0	1.8%	0.7%	57.4
Randolph St South										
West of Atlantic Ave	2	0	7,700	25	50	0	0	1.8%	0.7%	60.6
East of Atlantic Ave	2	0	5,800	25	50	0	0	1.8%	0.7%	59.4
Gage Ave										
West of Atlantic Ave	4	10	21,900	30	50	0	0	1.8%	0.7%	67.4
East of Atlantic Ave	4	10	25,800	30	50	0	0	1.8%	0.7%	68.1
Florence Ave										
West of Atlantic Ave	4	0	24,100	35	50	0	0	1.8%	0.7%	68.9
East of Atlantic Ave	4	0	25,600	35	50	0	0	1.8%	0.7%	69.1

[1] Distance in feet from the roadway centerline to nearest receptor location.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 7/22/2024
Case Description: New Bell Atlantic Specific Plan (Demolition)

				---- Receptor #1 ----			
		Baselines (dBA)					
Description	Land Use	Daytime	Evening	Night			
Adjacent Residences	Residential	60	60	60			

			Equipment			
			Spec	Actual	Receptor	Estimated
	Impact		Lmax	Lmax	Distance	Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Tractor	No	40	84		37	0
Concrete Saw	No	20		89.6	37	0

Results

Calculated (dBA)

Equipment		*Lmax	Leq
Tractor		86.6	82.6
Concrete Saw		92.2	85.2
	Total	92.2	87.1

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 7/22/2024
Case Descripti New Bell Atlantic Specific Plan (Grading)

				---- Receptor #1 ----			
		Baselines (dBA)					
Description	Land Use	Daytime	Evening	Night			
Adjacent Residences	Residential	60	60	60			

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Tractor	No	40	84		37	0
Grader	No	40	85		37	0

Results

		Calculated (dBA)	
Equipment		*Lmax	Leq
Tractor		86.6	82.6
Grader		87.6	83.6
	Total	87.6	86.2

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 7/8/2024
Case Description: New Bell Atlantic Specific Plan Construction

				---- Receptor #1 ----			
		Baselines (dBA)					
Description	Land Use	Daytime	Evening	Night			
Adjacent Residences on Beck Avenue	Residential	60	60	60			

			Equipment			
			Spec	Actual	Receptor	Estimated
	Impact		Lmax	Lmax	Distance	Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Tractor	No	40	84		37	0
Crane	No	16		80.6	37	0

Results

Calculated (dBA)

Equipment		*Lmax	Leq
Tractor		86.6	82.6
Crane		83.2	75.2
	Total	86.6	83.4

*Calculated Lmax is the Loudest value.

APPENDIX D

Transportation Impact Analysis

iteris®

213.488.0345
iteris.com

801 South Grand Avenue, Suite 750
Los Angeles, CA 90017

TECHNICAL MEMORANDUM

To: City of Bell	**From:** Iteris, Inc.
Date: July 22, 2024	
RE: New Bell District Specific Plan – CEQA Transportation Impact Analysis	

INTRODUCTION

This memorandum describes the California Environmental Quality Act (CEQA) transportation impact analysis for the New Bell District Specific Plan project. The evaluation is consistent with CEQA Guidelines effective December 28, 2018. The Specific Plan's impacts are evaluated per Appendix G Environmental Checklist Form of the current CEQA guidelines, which assesses projects by the four criteria listed below:

T-1 *Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

T-2 *Would the project conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*

T-3 *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)?*

T-4 *Would the project result in inadequate emergency access?*

PROJECT SETTING

The New Bell District Specific Plan (Specific Plan) is a regulatory plan that implements the goals and objectives of the City's General Plan. The Specific Plan area generally includes commercial land use parcels along Atlantic Avenue, bound by Randolph Street on the north and 200 feet south of Florence Avenue on the south. The boundary also includes sites along Gage Avenue between Flora Avenue on the west and King Avenue on the east.

ANALYSIS METHODOLOGY

For impact criteria T-1, T-3, and T-4, a qualitative assessment was prepared to determine if any potential significant impacts would occur as a result of the Project.

For impact criteria T-2, a technical analysis was performed using the Southern California Association of Governments (SCAG), a computerized travel demand model maintained by SCAG. Iteris utilized the SVTM to generate the Vehicle Miles Traveled (VMT) statistics. The model consists of a 2021 base year scenario and 2040 future year scenario. The Specific Plan area encompasses 5 traffic analysis zones (TAZ's) within

the SCAG model (either fully or partially).

For the impact criteria T-2 analysis, all VMT for trips beginning or ending in a particular geography were accounted for, consistent with the Governor's Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA. While other methodologies measure only the amount of VMT traveling on streets within a particular geography, or only half the distance of trips from outside of the City (as in SB 375 Regional Plan Climate Target analysis), the Specific Plan analyzes the full extent of vehicle travel from the Project.

In order to determine the Specific Plan project's potential level of impact, a new scenario was prepared, incorporating the land use projections of the Specific Plan. For land use plans which include both residential and employment uses, the appropriate analysis metric is VMT per service population, where service population is defined as the number of residents plus the number of jobs. The land use plan includes additional residential and non-residential land use, allocated to 24 opportunity sites throughout the plan area. The total land use quantities are summarized as follows:

- A net increase of 584 new residential units
- A net decrease of 24,333 square feet of commercial uses

IMPACT ANALYSIS

This section presents the CEQA impact evaluation for each of the four criteria.

T-1 Impact Evaluation

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

The Specific Plan project's planned transportation network provides consistency related to regional active transportation plans, transit plans, and other mobility infrastructure; specifically the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy.

SCAG Regional Transportation Plan/Sustainable Communities Strategy

Bell is a member of the SCAG Regional Council, the decision-making body of the SCAG Joint Powers Authority under California state law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization (MPO) and under state law as a Regional Transportation Planning Agency and a Council of Governments. The SCAG **Regional Transportation Plan/Sustainable Communities Strategy** (RTP/SCS), Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. The Connect SoCal RTP/SCS is a planning document for the region, allowing project sponsors to qualify for federal funding. In addition, Connect SoCal 2024 will identify a combination of transportation and land use strategies that help the region achieve state

greenhouse gas emission reduction goals and federal Clean Air Act requirements, preserve open space areas, improve public health and roadway safety, and support our vital goods movement industry.

The RTP/SCS is updated every four years and it is anticipated that the City of Bell will work with SCAG to update the RTP/SCS to be consistent with the Specific Plan. The Specific Plan includes strategies for mixed-use development, which allows multiple land uses to work together, to reduce vehicle trip lengths. The California Air Resources Board's (CARB) 2016 Mobile Source Strategy recognizes that coordinated regional planning can improve California's land use patterns and transportation policy in a way that reduces transportation related emissions by reducing growth in VMT.

In addition, the Specific Plan is consistent with the following relevant policies within the City's General Plan Circulation Element:

- Mobility and Circulation Element Policy 7. The City of Bell shall require new developments to include design features to mitigate adverse impacts upon the local circulation system. All new development projects must promote and facilitate walkable streets, bus transit, bicycling, parking, efficient goods movement, and other components of the transportation system. Transit related improvements shall be identified as part of the conditions of approval through the design and environmental review processes.

- Mobility and Circulation Element Policy 12. City of Bell shall explore the feasibility of parking districts as an option to address parking needs. The City shall survey vacant lots where there may be a potential for new parking. This survey will focus on properties that are owned by the City.

- Mobility and Circulation Element Policy 13. City of Bell shall explore new and innovative ways to enhance the utility of surface parking lots and parking structures. For example, new parking structures may be signed so that the ground levels could be occupied by retail or commercial establishments.

- Mobility and Circulation Element Policy 21. The City of Bell shall install pedestrian crosswalks complete with flashing lights and signs within segments of Gage Avenue, Atlantic Avenue, and Florence Avenue that lack intersections and/or crosswalks.

The New Bell District Specific Plan is consistent with programs, plans, ordinances and policies addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, making the impact **less-than-significant**.

T-2 Impact Evaluation

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

Under criteria T-2, the proposed Specific Plan's effects on Vehicle Miles Traveled (VMT) are evaluated, as described in the following sub-sections.

VMT Impact Analysis

The City of Bell currently defers to using the CEQA thresholds applied by the County of Los Angeles to evaluate the VMT impacts of individual development projects or land use plans. The thresholds of significance are as follows:

- A project will be considered to have an impact if it generates VMT per capita, per employee, or per service population in excess of 16.8% less than the existing VMT per capita, per employee, or per service population for the County of Los Angeles.

This threshold was applied to evaluate the potential transportation impacts of the Specific Plan. As mentioned, since the project includes residential and non-residential land use, VMT per service population (i.e., residents plus employees) was used as the analysis metric.

Applying the described land use projections, countywide VMT (i.e., regional average) and Specific Plan area VMT outputs were developed using the SCAG model. **Table 1** summarizes the daily countywide VMT per service population for the existing scenario and Specific Plan area daily VMT per service population for the existing plus project scenario. Detailed VMT calculations are provided in **Appendix A**.

Table 1: Specific Plan VMT Summary (versus regional average)

Scenario (Area)	Total Home-based Daily VMT	Total Work-based Daily VMT	Total Daily VMT	Service Population*	VMT / Service Population
Existing (County of Los Angeles)	154,649,967	103,846,479	258,496,446	15,061,038	17.2
Existing Plus Project (SP Area)	266,932	140,462	407,395	31,383	13.0

* Service Population equals the total of residents and employees

As shown in **Table 1**, the existing plus project VMT per service population for the Specific Plan area is forecast to be 13.0, while the existing countywide VMT per service population is currently 17.2. As such, 16.8% below existing countywide VMT per service population is 14.3. Therefore, the existing plus project Specific Plan area VMT per service population (13.0) is not forecast to exceed the described CEQA threshold. Thus, this impact is considered **less than significant**.

In addition, supplemental outputs from the future year 2040 scenario are presented for informational purposes only (i.e., not used for CEQA transportation impact assessment). **Table 2** summarizes the daily countywide VMT per service population for the future year 2040 scenario (without project) and Specific Plan area daily VMT per service population for the future year 2040 with project scenario. Detailed VMT calculations are provided in **Appendix A**.

Table 2: Future Year 2040 Specific Plan VMT Summary (versus regional average)

Scenario (Area)	Total Home-based Daily VMT	Total Work-based Daily VMT	Total Daily VMT	Service Population*	VMT / Service Population
Future Year 2040 (County of Los Angeles)	156,562,282	102,036,221	258,598,503	16,730,611	15.5
Future Year 2040 Plus Project (SP Area)	257,053	133,718	390,771	32,596	12.0

* Service Population equals the total of residents and employees

As mentioned, the future year 2040 VMT output data is provided for informational purposes only. Similar to the existing plus project scenario, the 2040 Specific Plan area VMT per service population (12.0) is forecast to be more than 16.8% below the regional average VMT per service population.

T-3 Impact Evaluation

Threshold: *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)?*

Any proposed roadway modifications included in the Specific Plan will be designed to City and State engineering design standards to meet sight distance requirements, including visibility of pedestrians and bicyclists. The Specific Plan does not propose any incompatible uses that would increase hazards. As a result, the Specific Plan will have a beneficial impact on geometric design features and incompatible uses.

As such, the Specific Plan would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment. Thus, this impact is considered **less than significant**.

T-4 Impact Evaluation

Threshold: *Would the project result in inadequate emergency access?*

The Specific Plan does not include elements that would impede emergency vehicle access. Any public roadways would be designed to conform to County Fire Department standards for access, as would buildings included within new developments.

Thus, this impact is considered **less than significant**.

APPENDIX A – VMT Output Calculations

Existing VMT Outputs

Model Scenario	Population		Employees		Total Home-based VMT		Total Work-based VMT		Total Other VMT		VMT/Capita		VMT/Employee		P+E VMT/Service Population	
	Project TAZ's	LA County	Project TAZ's	LA County	Project TAZ's	LA County	Project TAZ's	LA County	Project TAZ's	LA County	Project TAZ's	LA County	Project TAZ's	LA County	Project TAZ's	LA County
2021 With Project	25,432	10,378,296	5,951	4,685,347	266,932	153,956,791	140,462	103,787,023	347,656	154,559,354	10.5	14.8	23.6	22.2	13.0	17.1
2021 No Project	23,010	10,375,874	5,768	4,685,164	267,847	154,649,967	129,631	103,846,479	218,777	156,039,047	11.6	14.9	22.5	22.2	13.8	17.2

Future Year 2040 VMT Outputs

Model Scenario	Population		Employees		Total Home-based VMT		Total Work-based VMT		Total Other VMT		VMT/Capita		VMT/Employee		P+E VMT/Service Population	
	Project TAZ's	LA County	Project TAZ's	LA County	Project TAZ's	LA County	Project TAZ's	LA County	Project TAZ's	LA County	Project TAZ's	LA County	Project TAZ's	LA County	Project TAZ's	LA County
2040 With Project	25,998	11,511,285	6,598	5,221,931	257,053	156,331,531	133,718	101,485,992	332,679	152,720,421	9.9	13.6	20.3	19.4	12.0	15.4
2040 No Project	23,576	11,508,863	6,415	5,221,748	245,468	156,562,282	124,918	102,036,221	209,037	151,469,388	10.4	13.6	19.5	19.5	12.3	15.5