Bloomfield & South Project

19011 - 19151 Bloomfield Avenue and 12506 – 12544 South Street
Cerritos CA 90703

Initial Study / Mitigated Negative Declaration

The 5.34-acre Project Site is located at the southwest corner of Bloomfield Avenue and South Street in the City of Cerritos. The Site consists of eight (8) parcels with the following assessor parcel numbers (APNs): 7054-015-094; 7054-015-095; 7054-015-096; 7054-015-097; 7054-015-098; 7054-015-099; 7054-015-100; and 7054-015-075. The Project Site is located within an urban area and is currently developed with the Cerritos Village Center retail shopping center. The Project Site has a General Plan land use designation of Community Commercial and is zoned Neighborhood Commercial (CN). The Project involves administrative actions to rezone the Project Site. Specifically, the Project would involve a Development Code Amendment to establish a new zoning designation, Area Development Plan Twenty (ADP-20). The Project would also include a General Plan Amendment to change the land use designation of the Project Site from Community Commercial to ADP-20, and a Development Map Amendment to change the zoning designation of the Project Site from Neighborhood Commercial (CN) to ADP-20. Approval of the Project would allow for the Project Site to accommodate commercial uses and/or residential development of up to 21 dwelling units per acre (up to 107 units).

Prepared For:
City of Cerritos
Department of Community Development
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Cerritos, CA 90703

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I. INTRODUCTION

The subject of this Initial Study/Mitigated Negative Declaration (IS/MND) under the California Environmental Quality Act (CEQA) is the proposed Bloomfield & South Project (the Project). This document has been prepared in compliance with the relevant provisions of CEQA and the State CEQA Guidelines as implemented by the City of Cerritos (City). Based on the analysis provided in this IS/MND, the City has concluded that with implementation of the identified mitigation measures, the Project would not result in any significant environmental impacts. The IS/MND is an informational document and is required to be adopted by the decision-maker prior to Project approval by the City.

Project Summary

The 5.34-acre Project Site is located at the southwest corner of Bloomfield Avenue and South Street in the City of Cerritos, within Los Angeles County. The Site consists of eight (8) parcels with the following assessor parcel numbers (APNs): 7054-015-094; 7054-015-095; 7054-015-096; 7054-015-097; 7054-015-098; 7054-015-099; 7054-015-100; and 7054-015-075. The Project Site is located within an urban area and is currently developed with the Cerritos Village Center retail shopping center. The Project Site has a General Plan land use designation of Community Commercial and is zoned Neighborhood Commercial (CN). The Project involves administrative actions/rezoning entitlements to rezone the Project Site. Specifically, the Project would involve a Development Code Amendment to establish a new zoning designation, Area Development Plan Twenty (ADP-20). The Project would also include a General Plan Amendment to change the land use designation of the Project Site from Community Commercial to ADP-20, and a Development Map Amendment to change the zoning designation of the Project Site from Neighborhood Commercial (CN) to ADP-20. Approval of the Project would allow for the Project Site to accommodate commercial uses and/or residential development of up to 21 dwelling units per acre (up to 107 residential units).

Project Information

Project Title: Bloomfield & South Project

Project Location: 19011 – 19151 Bloomfield Avenue and 12506 – 12544 South Street
Cerritos, California 90703

Lead Agency: City of Cerritos
Department of Community Development
18125 Bloomfield Avenue
Cerritos, California 90703

City Staff Contact: Amanda Acuna, Current Planning Manager, planning@cerritos.gov

Purpose of an Initial Study

CEQA was enacted in 1970 with several basic purposes, including: (1) to inform governmental decision makers and the public about potential significant environmental effects of proposed projects; (2) to identify ways that environmental damage can be avoided or significantly reduced; (3) to prevent significant, avoidable damage to the environment by requiring changes in projects through the use of feasible alternatives or mitigation measures;[1] and (4) to disclose to the public the reasons behind a project's approval even if significant environmental effects are anticipated.

An Initial Study 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 that a project may have a significant effect on the environment. If the Initial Study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, the Lead Agency shall prepare a Negative Declaration. If the Initial Study identifies potentially significant effects but revisions have been made by or agreed to by the applicant that would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, a Mitigated Negative Declaration is appropriate. If the Initial Study concludes that neither a Negative Declaration or Mitigated Negative Declaration is appropriate, an Environmental Impact Report (EIR) is normally required.[2]

CEQA Process

In compliance with the State CEQA Guidelines, the City, as the Lead Agency for the Project, will provide opportunities for the public to participate in the environmental review process. Throughout the CEQA process, an effort will be made to inform, contact, and solicit input on the Project from various government agencies and the general public, including stakeholders and other interested parties.

At the onset of the environmental review process, the City has prepared this Initial Study to determine whether the Project may have a significant effect on the environment. The analysis contained herein determined that with mitigation, the Project would not have a significant effect on the environment. Therefore, an IS/MND was determined to be the appropriate CEQA document.

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1 The study of alternatives to a project is only required as part of an Environmental Impact Report.

2 State CEQA Guidelines Section 15063(b)(1) identifies the following three options for the Lead Agency when there is substantial evidence that the project may cause a significant effect on the environment: "(A) Prepare an EIR, or (B) Use a previously prepared EIR which the Lead Agency determines would adequately analyze the project at hand, or (C) Determine, pursuant to a program EIR, tiering, or another appropriate process, which of a project's effects were adequately examined by an earlier EIR or negative declaration.

Organization of the IS/MND

This IS/MND is organized into four sections as follows:

I. Introduction: This section provides introductory information such as the Project title and the lead agency for the Project.

II. Project Description: This section provides a detailed description of the environmental setting and Project information.

III. Initial Study Checklist: This section contains the completed Initial Study Checklist showing the significance level under each environmental impact category.

IV. Environmental Impact Analysis: Each environmental issue identified in the Initial Study Checklist contains an assessment and discussion of impacts associated with each subject area. When the evaluation identifies potentially significant effects, as identified in the Checklist, mitigation measures are provided to reduce such impacts to a less than significant level.

Appendices: Includes various documents, technical reports, and information used in the preparation of the IS/MND.

II. PROJECT DESCRIPTION

A. ENVIRONMENTAL SETTING

Project Location

The Project Site includes the following addresses: 19011 – 19151 Bloomfield Avenue and 12506 – 12544 South Street, in the City of Cerritos, within Los Angeles County. The City is along the border of Los Angeles and Orange counties, with neighboring cities of Artesia, Bellflower, Lakewood, Norwalk, Santa Fe Springs, La Mirada, Buena Park, and La Palma. The Project Site is bordered by South Street followed by single-family residences on the north, Bloomfield Avenue followed by single-family residences and neighborhood commercial uses on the east, and single-family residences on the south and west. Regional access to the Project Site is provided via the San Gabriel Freeway (Interstate 605) to the west and the Artesia Freeway (State Route 91) to the north and east. Bloomfield Avenue and South Street provide local access. Figures II-1 and II-2 provide a regional and local context of the Project's location within the City and relative to surrounding uses.

Existing Conditions

The Project Site, zoned Neighborhood Commercial (CN), is approximately 5.34 acres and is currently developed with the Cerritos Village Center retail shopping center, which contains approximately 48,311 square feet of existing building area within five buildings, although several suites are currently vacant. The Site information is listed in Table II-1, Project Site.

Table II-1
Project Site

Address	APN	Zone	Land Use
19011 – 19151 Bloomfield Avenue and 12506 – 12544 South Street	7054-015-094; 7054-015-095; 7054-015-096; 7054-015-097; 7054-015-098; 7054-015-099; 7054-015-100; and 7054-015-075	Neighborhood Commercial	Community Commercial



Legend

Project Site

Source: Google Maps 2025.

Figure II-1
Regional Location Map



Legend

Project Site

Source: Google Maps 2025.

Figure II-2
Aerial Map

B. DESCRIPTION OF THE PROJECT

The Project involves entitlements to rezone the Project Site. Specifically, the Project would involve a Development Code Amendment to establish a new zoning designation, Area Development Plan Twenty (ADP-20). The Project would also include a General Plan Amendment to change the land use designation of the Project Site from Community Commercial to ADP-20, and a Development Map Amendment to change the zoning designation of the Project Site from Neighborhood Commercial (CN) to ADP-20. Approval of the Project would allow for the Project Site to accommodate commercial uses and/or residential development of up to 21 dwelling units per acre (up to 107 residential units), which is the maximum development capacity that would be permitted after approval of the proposed administrative actions to rezone the Project Site. Therefore, to provide a conservative estimate of impacts associated with the proposed administrative actions, the analysis contained in this IS/MND addresses the potential redevelopment of the Project Site with 107 residential units. In addition, for purposes of this analysis, and consistent of the requirements contained in ADP-20, the potential residential units would be comprised of three-story attached townhouses and/or duplexes up to 40 feet above grade. A conceptual site plan is provided in Figure II-3, and a conceptual rendering is provided in Figure II-4.

Access

Primary vehicle access to the Project Site would be provided via Bloomfield Avenue, with secondary vehicle access provided via South Street.

Building Design, Landscaping, and Parking

Should the Project Site be redeveloped with residential uses, any future redevelopment would be consistent with City of Cerritos design standards and requirements as set forth in an Area Development Plan (ADP), which will establish standards for architectural detailing, building mass and height, landscaping, open space, and other appropriate criteria. The Area Development Plan would also require appropriate buffers for any adjacent uses, including single-family residential dwellings, and establish minimum parking requirements.

Construction Assumptions

While the Project involves only administrative actions to rezone the Project Site for potential residential development, no specific development proposal and/or physical development is being considered at this time. However, for purposes of this IS/MND, Table II-2 below, presents the construction assumptions that were used to provide a conservative analysis of impacts that could occur with maximum potential redevelopment of the Project Site for residential purposes.

Table II-2
Construction Assumptions

Phase	Duration	Notes
Demolition	Months 1-2	Removal of 48,311 square feet of building floor area and 217,800 square feet of asphalt/concrete parking lot hauled 25 miles to landfill in 14-cubic yard capacity trucks.
Site Preparation	Month 3	Grubbing and removal of trees, plants, landscaping, and weeds.
Grading	Months 4-5	Approximately 10,000 cubic yards of soil hauled 25 miles to landfill in 14-cubic yard capacity trucks. Includes shoring of excavated site.
Trenching	Months 6-7	Trenching for utilities, including gas, water, electricity, and telecommunications.
Building Construction	Months 6-16	Footings and foundation work (e.g., pouring concrete pads, drilling for piers), framing, welding; installing mechanical, electrical, and plumbing. Floor assembly, cabinetry and carpentry, elevator installations, low voltage systems, and trash management.
Paving	Months 7-11	Flatwork, including paving of driveways and walkways.
Architectural Coatings	Months 12-16	Application of interior and exterior coatings and sealants.

C. DISCRETIONARY ACTIONS

The City is the lead agency for the Project. Under the Project, the following entitlements are subject to discretionary review:

1. A Development Code Amendment to establish specific design and development standards for the subject property, under a newly established zoning designation, Area Development Plan Twenty (ADP-20), whereby the newly established zoning designation consistent with this Project Description will allow for the potential development of residential uses, and at the same time, allow for the existing commercial uses to remain at the Project Site.

2. A General Plan Amendment to change the General Plan land use designation of the subject property from Community Commercial to Area Development Plan Twenty (ADP-20).

3. A Development Map Amendment to change the zoning designation from Neighborhood Commercial (CN) to Area Development Plan Twenty (ADP-20).

The actions will require a recommendation of approval from the Planning Commission and final approval from the Cerritos City Council. The City's approval of these actions is discretionary,

requiring compliance with CEQA. Subsequent to these discretionary actions, the City would issue all necessary ministerial permits, including building, grading, and all other necessary permits.



Figure II-3
Conceptual Site Plan



Figure II-4
Conceptual Rendering

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

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 revisions in the project have been made by or agreed to by the project proponent. 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 one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

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

Signature 	**Date September 12, 2025**
Printed Name	

ENVIRONMENTAL IMPACTS (Explanations of all potentially and less than significant impacts are required to be attached on separate sheets)

I. 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 would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☑
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☑
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☑	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☑	☐	☐

II. AGRICULTURE AND FORESTRY RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☑
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☑

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☑
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☑
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☑

III. AIR QUALITY

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

IV. BIOLOGICAL RESOURCES

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

V. CULTURAL RESOURCES

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	Would the project:				
a.	Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	☐	☐	☐	☑

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☑	☐	☐
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☑	☐	☐

VI. ENERGY

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

VII. GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause 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.	☐	☐	☑	☐
ii. Strong seismic ground shaking?	☐	☐	☑	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☑	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
iv. Landslides?	☐	☐	☐	☑
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☑	☐
c. Be located on a geologic unit that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☑	☐	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☑	☐	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☑
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☑	☐	☐

VIII. GREENHOUSE GAS EMISSIONS

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

IX. HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				

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

X. HYDROLOGY AND WATER QUALIY

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	Would the project:				
a.	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☑	☐
b.	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☑	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. Result in substantial erosion or siltation on- or off-site;	☐	☐	☑	☐
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☑	☐
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; or	☐	☐	☑	☐
iv. Impede or redirect flood flows?	☐	☐	☐	☑
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☑
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☑	☐

XI. LAND USE AND PLANNING

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

XII. MINERAL RESOURCES

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

XIII. NOISE

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

XIV. POPULATION AND HOUSING

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

XV. PUBLIC SERVICES

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

XVI. 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?	☐	☐	☑	☐
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?	☐	☐	☑	☐

XVII. TRANSPORTATION

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

XVIII. TRIBAL CULTURAL RESOURCES

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a.	Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☐	☑

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☑	☐	☐

XIX. UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☑	☐	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☑	☐
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☑	☐

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d.	Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☑	☐
e.	Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☑	☐

XX. WILDFIRE

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

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

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

IV. ENVIRONMENTAL IMPACT ANALYSIS

As discussed in Section II, Project Description, the Project involves administrative actions to rezone the Project Site. Approval of the Project would allow for the Project Site to accommodate commercial uses and/or residential development of up to 21 dwelling units per acre (up to 107 residential units), which is the maximum development capacity that would be permitted after approval of the proposed administrative actions to rezone the Project Site. Therefore, to provide a conservative estimate of impacts associated with the proposed administrative actions, the analysis contained in this IS/MND addresses the potential redevelopment of the Project Site with 21 dwelling units per acre (107 residential units).

I. 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 would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☑
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☑
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☑	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☑	☐	☐

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

No Impact. A significant impact would occur if a project were to introduce incompatible scenic elements within a field of view containing a scenic vista or substantially block views of a scenic vista. There are no officially designated scenic vistas within the City.[1] Topography of the Project Site and surrounding areas are relatively flat and generally developed with residential and commercial land uses, and associated landscaping and roadways. Views in the vicinity of the Project Site are therefore largely constrained by structures on adjacent parcels. As such, the Project would not substantially block scenic vistas, and no impact would occur.

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

No Impact. A significant impact would occur only if scenic resources would be damaged or removed by a project within a designated scenic highway. No state scenic routes run through the City.[2] The Project Site is not located within or along a designated scenic route and no historic structures are located near the Project Site. Thus, the Project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a scenic highway. Therefore, no impact no impact would occur.

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

Less Than Significant Impact. The Project Site is located within an urbanized area, and thus, the following analysis will focus on whether the Project will conflict with any applicable zoning and/or other regulations governing scenic quality. As discussed below under "Land Use," the City's General Plan does not contain any policies with regard to scenic quality that would be applicable to the Project. With respect to the Project Site's zoning, the Project includes a Development Map Amendment to change the zoning designation of the Project Site from Neighborhood Commercial (CN) to ADP-20, to allow for the Project Site to accommodate commercial uses and/or residential development of up to 21 dwelling units per acre (107 residential units) on the Project Site. However, the zone change would not result in any impacts with respect to scenic quality. Therefore, the Project would not conflict with any applicable zoning or other regulations governing scenic quality, and this impact would be less than significant.

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1 City of Cerritos General Plan EIR, January 6, 2004, page 7-1: https://www.cerritos.gov/media/hmcj3pi4/general-plan-eir-body.pdf

2 City of Cerritos General Plan EIR, January 6, 2004, page 7-1: https://www.cerritos.gov/media/hmcj3pi4/general-plan-eir-body.pdf

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 with Mitigation Incorporated. A significant impact may occur if a project were to introduce new sources of light or glare on or from the Project Site which would be incompatible with the area surrounding the Project Site, or which pose a safety hazard to motorists utilizing adjacent streets or freeways.

Light

The Project Site is located within a developed, urban portion of the City that contains a moderate amount of nighttime lighting associated with numerous sources, including streetlights, security lighting, indoor building illumination (light emanating from the interior of structures that passes through windows), and automobile headlights. The existing uses on the Project Site use lighting for sign illumination, security, and parking. Vehicle headlights from traffic on local surface streets (such as Bloomfield Avenue and South Street), as well as within the existing shopping center, also contribute to overall moderate ambient lighting levels in the Project Site area. Though the potential redevelopment of the Project Site with residential uses up to three stories in height would increase ambient light levels in the vicinity, the increase would not be substantial as the Project Site is located in an urbanized area that is already illuminated at night, including with two-story homes in the residential areas surrounding the Project Site as well as the neighborhood commercial uses east of the Project Site across Bloomfield Avenue. Further, any potential residential uses that could be developed as a result of this Project would be compatible with surrounding residential uses. Therefore, impacts with respect to light would be less than significant.

Glare

Urban glare is largely a daytime phenomenon occurring when sunlight is reflected off the surfaces of buildings or objects. Excessive glare not only restricts visibility, but also increases the ambient heat reflectivity in a given area. Potential reflective surfaces in the Project Site vicinity include automobiles traveling and parked on streets in the vicinity of the Project Site, exterior building windows, and surfaces of brightly painted buildings. Glare from building facades include those that are largely or entirely comprised of highly reflective glass or mirror-like material from which the sun reflects at a low angle in the periods following sunrise and prior to sunset. Building surfaces or glass windows have the potential to create glare, particularly during the early morning and later afternoon time periods. Although the Project only involves actions to rezone the Project Site, it is assumed that the potential redevelopment of the Project Site to include residential uses would result in an increase in window and building surfaces in comparison to existing conditions. This increase in surfaces may have the potential to reflect light onto adjacent roadways and land uses. During daylight hours, glare from materials used in new buildings may also present a

nuisance or potential safety hazard by distracting motorists.[3] Therefore, Mitigation Measure AES-1 has been provided to ensure that any potential future buildings on the Project Site are constructed with materials that have minimal potential for generating glare. With implementation of Mitigation Measure AES-1, impacts with respect to glare would be less than significant.

Mitigation Measure

AES-1 The exterior of any new structures shall be constructed with materials that minimize glare and reflect heat. Such materials may include, but are not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces.

Cumulative Impacts

No related projects have been identified within the vicinity of the Project Site. However, like the Project, any other development projects would be subject to applicable development standards, which results in individual review of the visual character of each project, to ensure consistency with design standards and that individual projects are compatible with existing land uses. Therefore, although redevelopment of the Project Site in combination with other development projects could result in a general intensification of land uses in an already urbanized area of the City, the Project would not combine with any other development projects to generate a significant cumulative impact with respect to scenic vistas, views, or visual character.

As it relates to light and glare, development of the Project Site in combination with other development projects could result in an intensification of land uses in an already urbanized area of the City that currently maintains an elevated level of ambient light and glare. However, this is an urbanized area and the presence of additional nighttime illumination resulting from the potential redevelopment of the Project Site to include residential uses or any other development projects would not represent a substantial alteration to the existing nighttime visual environment. For these reasons, cumulative aesthetics impacts would be less than significant.

[3] City of Cerritos General Plan EIR, January 6, 2004, page 4.3-24: https://www.cerritos.gov/media/hmcj3pi4/general-plan-eir-body.pdf

II. AGRICULTURE AND FORESTRY RESOURCES

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

a) 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. A significant impact may occur if a project were to result in the conversion of State-designated agricultural land from agricultural use to another non-agricultural use. The California Department of Conservation, Division of Land Protection, lists Prime Farmland, Unique Farmland,

and Farmland of Statewide Importance under the general category of "Important Farmland" in California. Approximately seven acres of land is zoned for agricultural uses within the City. However, none of the areas zoned for agricultural uses are existing farmland.[4] The Project Site is currently developed as the Cerritos Village Center, which is located within a developed, urbanized area. The Project Site is not designated as Farmland as shown on the maps prepared pursuant to the farmland mapping and monitoring program of the California resources agency, to non-agricultural use. As such, the Project would not convert Farmland to non-agricultural uses. Therefore, no impact would occur.

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

No Impact. A significant impact may occur if a project were to result in the conversion of land zoned for agricultural use or under a Williamson Act Contract from agricultural use to non-agricultural use. The Williamson Act of 1965 allows local governments to enter into contract agreements with local landowners with the purpose of trying to limit specific parcels of land to agricultural or other related open space use.[5] The City does not contain any land under a Williamson Act contract, but does contain approximately seven acres of land zoned for agricultural uses. However, none of the areas zoned for agricultural uses are existing farmland. As stated previously, the Project Site is currently developed as the Cerritos Village Center retail shopping center, which is located within a developed, urbanized area. The Project Site is zoned Neighborhood Commercial (CN) and is not under Williamson Act Contract. Thus, the Project would not conflict with any agricultural use or Williamson Act Contract, and no impact would occur.

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 Project Site is developed as the Cerritos Village Center retail shopping center and is zoned Neighborhood Commercial (CN). Neither the Project site nor surrounding areas are zoned for forest land or timberland. Thus, the Project would not conflict with zoning for or cause rezoning of forest land or timberland, and no impact would occur.

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

No Impact. The Project Site is developed as the Cerritos Village Center retail shopping center and is zoned Neighborhood Commercial (CN). Neither the Project Site nor surrounding areas

[4] City of Cerritos General Plan EIR, January 6, 2004, page 7-1: https://www.cerritos.gov/media/hmcj3pi4/general-plan-eir-body.pdf

[5] State of California Department of Conservation, Williamson Act Program, website: http://www.conservation.ca.gov/dlrp/lca/Pages/index.aspx.

contain forest land. Thus, the Project would not result in the loss of forest land or the conversion of forest land to non-forest use, and no impact would occur.

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. A significant impact may occur if a project results in the conversion of farmland to another non-agricultural use. The Project Site is currently developed as the Cerritos Village Center retail shopping center, which is located within a developed, urbanized area. The Project Site is zoned Neighborhood Commercial (CN), is not designated as Farmland, and does not contain any forest land. None of the surrounding areas are zoned for agricultural uses, are not designated as Farmland, and do not contain any forest land. Thus, the Project would not result in the conversion of Farmland to non-agricultural uses, nor would the Project convert forest land to non-forest use. Therefore, no impact would occur.

Cumulative Impacts

As described above, the Project would not result in any impacts related to agricultural and forestry resources, and the Project Site area is developed with urban land uses. In addition, no related projects have been identified within the vicinity of the Project Site. Therefore, no cumulative impacts would occur with respect to agricultural and forestry resources.

III. AIR QUALITY

Where available, the significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations.

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

This section is based in part on the following technical modeling, included as Appendix A of this IS/MND:

A Air Quality Technical Modeling, DKA Planning, May 2025.

Regulatory Framework

Federal

Clean Air Act

The Federal Clean Air Act (CAA) was first enacted in 1955 and has been amended numerous times in subsequent years, with the most recent amendments occurring in 1990. At the federal level, the United States Environmental Protection Agency (USEPA) is responsible for implementing some portions of the CAA (e.g., certain mobile source and other requirements). Other portions of the CAA (e.g., stationary source requirements) are implemented by state and local agencies. In California the California Clean Air Act (CCAA) is administered by the California Air Resources Board (CARB) at the state level and by the air quality management districts and air pollution control districts at the regional and local levels.

The CAA governs the establishment, review, and revision, as appropriate, of the National Ambient Air Quality Standards (NAAQS), which provide protection for the nation's public health and the environment. NAAQS are based on quantitative characterizations of exposures and associated risks to human health and the environment. The 1990 amendments to the CAA identify specific emission reduction goals for areas not meeting the NAAQS. These amendments require both a demonstration of reasonable further progress towards attainment and the incorporation of additional sanctions for failure to attain or to meet interim milestones. NAAQS have been established for seven major air pollutants: carbon monoxide (CO), nitrogen dioxide (NO_2), ozone (O_3), $PM_{2.5}$ (particulate matter, 2.5 microns), PM_{10} (particulate matter, 10 microns), sulfur dioxide (SO_2), and lead (Pb).

The CAA requires USEPA to designate areas as attainment, nonattainment, or maintenance (previously nonattainment and currently attainment) for each criteria pollutant based on whether the NAAQS have been achieved. The federal standards are shown in Table III-1. USEPA has classified the Los Angeles County portion of the South Coast Air Basin (Basin) as a nonattainment area for O_3, $PM_{2.5}$, and lead.

Table III-1
State and Federal Ambient Air Quality Standards and Attainment for L.A. County

Pollutant	Averaging Period	California		Federal	
		Standard	Attainment Status	Standard	Attainment Status
Ozone – O_3	1-hour	0.09 ppm (180 µg/m^3)	Non-attainment	-	-
	8-hour	0.070 ppm (137 µg/m^3)	Non-attainment	0.070 ppm (137 µg/m^3)	Non-attainment
Respirable Particulate Matter – PM_{10}	24-hour	50 µg/m^3	Non-attainment	150 µg/m^3	Attainment
	Annual Arithmetic Mean	20 µg/m^3	Non-attainment	-	-
Fine Particulate Matter – $PM_{2.5}$	24-hour	-	-	35 µg/m^3	Non-attainment
	Annual Arithmetic Mean	12 µg/m^3	Non-attainment	12 µg/m^3	Non-attainment
Carbon Monoxide – CO	1-hour	20 ppm (23 mg/m^3)	Attainment	35 ppm (40 mg/m^3)	Attainment
	8-hour	9.0 ppm (10 mg/m^3)	Attainment	9 ppm (10 mg/m^3)	Attainment
Nitrogen Dioxide – NO_2	1-hour	0.18 ppm (338 µg/m^3)	Attainment	100 ppb (188 µg/m^3)	Attainment
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)	Attainment	53 ppb (100 µg/m^3)	Attainment

Sulfur Dioxide – SO_2	1-hour	0.25 ppm (655 µg/m^3)	Attainment	75 ppb (196 µg/m^3)	Attainment
	24-hour	0.04 ppm (105 µg/m^3)	Attainment	-	-
Lead – Pb	30-day average	1.5 µg/m^3	Attainment	-	-
	Calendar Quarter	-	-	0.15 µg/m^3	Non-attainment

N/A = not available
ppm = parts per million; µg/m^3 – micrograms per cubic meter; mg/m^3 – milligrams per cubic meter
Source: USEPA, NAAQS Table (https://www.epa.gov/criteria-air-pollutants/naaqs-table) and CARB, California Ambient Air Quality Standards (https://ww2.arb.ca.gov/resources/california-ambient-air-quality-standards). Attainment status data from CARB, Ambient Air Quality Standards, and attainment status (www.arb.ca.gov/desig/adm/adm.htm).

State

California Clean Air Act

In addition to being subject to the requirements of the CAA, air quality in California is also governed by more stringent regulations under the California Clean Air Act (CCAA). In California the CCAA is administered by CARB at the state level and by the air quality management districts and air pollution control districts at the regional and local levels. CARB, which became part of the California Environmental Protection Agency in 1991, is responsible for meeting the State requirements of the CAA, administering the CCAA, and establishing the California Ambient Air Quality Standards (CAAQS). The CCAA, as amended in 1992, requires all air districts in the State to achieve and maintain the CAAQS. CAAQS are generally more stringent than their corresponding NAAQS and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. CAAQS define clean air: they represent the maximum amount of a pollutant averaged over a specified period of time that can be present in outdoor air without any harmful effects on people or the environment.

The CCAA requires CARB to designate areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS thresholds have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data shows that a state standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a state standard and are not used as a basis for designating areas as nonattainment. Under the CCAA, the non-desert Los Angeles County portion of the Basin is designated as a nonattainment area for O_3, PM_{10}, and $PM_{2.5}$. The State standards and attainment/non-attainment are also shown in Table III-1, above.

In August 2022, CARB approved regulations to ban new gasoline-powered cars beginning with 2035 models. Automakers will gradually electrify their fleet of new vehicles, beginning with 35 percent of 2026 models sold. In March 2023, USEPA approved CARB's regulations that mandate that all new medium- and heavy-duty trucks would be zero emissions by 2045 where feasible.

Trucking companies would also have to gradually convert their existing fleets to zero emission vehicles.

CARB has further required that all small (25 horsepower and below) off-road engines that are spark-ignited (e.g., lawn and gardening equipment) must be zero emission starting in model year 2024. Standards for portable generators and large pressure washers were given until model year 2028 to be electric-powered.

California Air Toxics Program

CARB's Air Toxics Program was established in 1983 in response to the adoption of AB 1807, the Toxic Air Contaminant Identification and Control Act. AB 1807 directs CARB and the State Office of Environmental Health Hazard Assessment (OEHHA) to identify toxic air contaminants (TACs) and determine whether any regulatory action is necessary to reduce their risks to public health. Substances formally identified as TACs include diesel particulate matter and environmental tobacco smoke.

Air Quality and Land Use Handbook

Released by CARB in 2005, the *Air Quality and Land Use Handbook: A Community Health Perspective* provides recommendations regarding the siting of new sensitive land uses near potential sources of TACs (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gas stations), as well as the siting of new TAC sources in proximity to existing sensitive land uses.[6] The recommendations are advisory and should not necessarily be interpreted as defined "buffer zones"; if a project or sensitive land uses are within the siting distance, CARB recommends further analysis.

Regional

South Coast Air Quality Management District

The Project is located within the 6,745-square-mile South Coast Air Basin (Basin). The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. It is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east; and the San Diego County line to the south. The South Coast Air Quality Management District (SCAQMD) is the agency principally responsible for air pollution control in the Basin. Specifically, SCAQMD is responsible for planning, implementing, and enforcing programs designed to attain and maintain CAAQS established by CARB and NAAQS established by the USEPA. All projects in the SCAQMD jurisdiction are subject to SCAQMD rules and regulations, including, but not limited to, the following:

[6] CARB, Air Quality and Land Use Handbook, A Community Health Perspective, April 2005.

- Rule 401 Visible Emissions: This rule prohibits air discharge that results in a plume that is as dark as or darker than what is designed as No. 1 Ringelmann Chart by the United States Bureau of Mines for an aggregate of three minutes in any one hour.

- Rule 402 Nuisance: This rule prohibits the discharge of "such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of people or the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property."

- Rule 403 Fugitive Dust: This rule mandates that projects reduce the amount of particulate matter entrained in the ambient air as a result of fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions from any active operation, open storage pile, or disturbed surface area.

- Rule 431.2 Sulfur Content of Liquid Fuels: This rule would require use of low-sulfur fuel in construction equipment.

- Rule 1113 Architectural Coatings: This rule limits the VOC content of architectural coatings.

- In accordance with Section 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (with gross vehicle weight over 10,000 pounds) during construction would be limited to five minutes at any location.

- In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines would meet specific fuel and fuel additive requirements and emissions standards.

2022 Air Quality Management Plan

SCAQMD's 2022 Air Quality Management Plan (2022 AQMP) was adopted in December 2022 and represents the most updated regional blueprint for achieving federal air quality standards. It relies on emissions forecasts based on demographic and economic growth projections provided by the Southern California Association of Governments' (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

Southern California Association of Governments

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties that is tasked with addressing regional issues relating to transportation, the economy, community development, and the environment. As the federally designated Metropolitan Planning Organization (MPO) for the six-county Southern California region, SCAG is required by law to ensure that transportation activities conform to, and are supportive of, regional and state air quality plan goals to attain NAAQS. Additionally, SCAG is a co-producer, along with the SCAQMD, of the transportation strategy and transportation control

measure sections of the Basin's AQMP. As of April 4, 2024, the 2024-2050 RTP/SCS (Connect SoCal), is SCAG's latest long-range plan, continuing to recognize that transportation investments and future land use patterns are inextricably linked, and acknowledging how this relationship can help the region make choices that sustain existing resources while expanding efficiency, mobility, and accessibility for people across the region. In short, the 2024-2050 RTP/SCS offers a blueprint for how Southern California can grow more sustainably. To this end, the 2024-2050 RTP/SCS land use pattern continues the trend of focusing new housing and employment in the region's High Quality Transit Corridors (HQTCs) and aims to enhance and build out the region's transit network. HQTCs are a cornerstone of land use planning best practice in the SCAG region, and studies have found that focusing development in areas served by transit can result in local, regional, and statewide benefits including reduced air pollution and energy consumption.

Local

City of Cerritos General Plan Air Quality Element

The Air Quality Element of the City's General Plan was adopted in January 2004, and sets forth the goals, objectives, and policies, which guide the City in the implementation of air quality improvement programs and strategies. The Air Quality Element acknowledges the interrelationships among transportation and land use planning in meeting the City's mobility and air quality goals. The Air Quality Element includes several goals and policies relevant to development projects:

Goal AQ-1: Reduce air pollution through proper land use and regulatory planning.

Policy AQ-1.3: Reduce air pollutant emissions by mitigating air quality impacts associated with development projects to the greatest extent feasible.

Policy AQ-1.4: Through the City's development review processes, monitor air pollutant emissions by mitigating air quality impacts, to the greatest extent feasible, associated with industrial and commercial uses within the City's jurisdiction.

Goal AQ-2: Improve air quality by reducing the amount of vehicular emissions in Cerritos.

Goal AQ-3: Reduce particulate emissions to the greatest extent feasible.

Policy AQ-3.1: Adopt incentives, regulations and/or procedures to minimize particulate emissions from grading operations and building construction.

Goal AQ-4: Reduce emissions through reduced energy consumption.

Policy AQ-4.1: Promote energy conservation in all sectors of the City including residential, commercial and industrial.

Policy AQ-4.3: Adopt incentives and regulations to reduce emissions from swimming pool heaters and residential and commercial water heaters.

Pollutants and Effects

State and Federal Criteria Pollutants

Air quality is measured by the ambient air concentrations of seven pollutants that have been identified by the USEPA due to their potentially harmful effects on public health and the environment. These "criteria air pollutants" include carbon monoxide, ground-level ozone, nitrogen dioxide, sulfur dioxide, particulate matter ten microns or less in diameter, particulate matter 2.5 microns or less in diameter, and lead. The following descriptions of each criteria air pollutant and their health effects are based on information provided by the USEPA and the SCAQMD.[7,8]

Carbon Monoxide – CO

CO is a colorless and odorless gas that is released when something is burned. Outdoors, the greatest sources of CO are cars, trucks, and other vehicles or machinery that burn fossil fuels. Unvented kerosene and gas space heaters, leaking chimneys and furnaces, and gas stoves can release CO and affect air quality indoors. Breathing air with elevated concentrations of CO reduces the amount of oxygen that can be transported via the blood stream and can lead to weakened heart contractions; as a result, CO inhalation can be particularly harmful to people with chronic heart disease. At moderate concentrations, CO inhalation can cause nausea, dizziness, and headaches. High concentrations of CO may be fatal; however, such conditions are not likely to occur outdoors.

Ozone – O_3

O_3 is a colorless gas that is formed when volatile organic compounds (VOCs) and nitrogen oxides (NO_X) undergo slow photochemical reactions in the presence of ultraviolet sunlight. The greatest source of VOC and NO_X emissions is automobile exhaust. O_3 concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperatures are favorable to its formation. Elevated levels of O_3 irritate the lungs and airways and may cause throat and chest pain, as well as coughing, thereby increasing susceptibility to respiratory infections and reducing the ability to exercise. Effects are more severe in people with asthma and other respiratory ailments. Long-term exposure may lead to the scarring of lung tissue and reduced lung efficiency.

Nitrogen Dioxide – NO_2

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7 USEPA, Criteria Air Pollutants, www.epa.gov/criteria-air-pollutants.

8 SCAQMD, Final 2022 Air Quality Management Plan, December 2, 2022.

NO_2 is primarily a byproduct of fossil fuel combustion and is therefore emitted by automobiles, power plants, and industrial facilities. The principal form of nitrogen oxide produced by fossil fuel combustion is nitric oxide (NO), which reacts quickly to form NO_2, creating the mixture of NO and NO_2 commonly called NO_X. NO_2 absorbs blue light and results in reduced visibility and a brownish-red cast to the atmosphere. NO_2 also contributes to the formation of PM_{10}. Nitrogen oxides irritate the nose and throat and increase susceptibility to respiratory infections, especially in people with asthma. Longer exposures to elevated concentrations of NO_2 may even contribute to the development of asthma. The principal concern of NO_X is as a precursor to the formation of ozone.

Sulfur Dioxide – SO_2

Sulfur oxides (SO_X) are compounds of sulfur and oxygen molecules. SO_2 is the pre-dominant form found in the lower atmosphere and is a product of burning sulfur or sulfur-containing materials. Major sources of SO_2 include power plants, large industrial facilities, diesel vehicles, and oil-burning residential heaters. SO_2 may aggravate lung diseases, especially bronchitis. It also constricts breathing passages, especially in asthmatics and people involved in moderate to heavy exercise. SO_2 may cause wheezing, shortness of breath, and coughing. High levels of particulates appear to worsen the effect of SO_2, and long-term exposure to both pollutants leads to higher rates of respiratory illnesses.

Particulate Matter (PM_{10} and $PM_{2.5}$)

The human body naturally prevents the entry of larger particles into itself. However, smaller particles less than 10 microns (PM_{10}) or even less than 2.5 microns ($PM_{2.5}$) in diameter can enter the body and become trapped in the nose, throat, and upper respiratory tract. Here, these particulates may aggravate existing heart and lung diseases, affect the body's defenses against inhaled materials, and damage lung tissue. Those most sensitive to PM_{10} and $PM_{2.5}$ include children, the elderly, and those with chronic lung and/or heart disease.

Lead – Pb

Airborne lead is emitted from industrial facilities and from the sanding or removal of old lead-based paint. Smelting and other metal processing activities are the primary sources of lead emissions. The lead effects most commonly encountered in current populations are neurological effects in children and cardiovascular effects in adults (e.g., high blood pressure and heart disease). Infants and young children are especially sensitive to even low levels of lead, which may contribute to behavioral problems, learning deficits, and lowered IQ.

Toxic Air Contaminants

Toxic air contaminants (TACs) refer to a diverse group of "non-criteria" air pollutants that can affect human health but have not had ambient air quality standards established for them. This is not because they are fundamentally different from the pollutants discussed above, but because their effects tend to be local rather than regional. CARB and OEHHA determine if a substance

should be formally identified, or "listed," as a TAC in California. A complete list of these substances is maintained on CARB's website.

One key TAC is diesel particulate matter (diesel PM), which is emitted in diesel engine exhaust. Released in 2021 by the SCAQMD, the Multiple Air Toxics Exposure Study V (MATES V) determined that about 88 percent of the carcinogenic risk from air toxics in the Basin is attributable to mobile source emissions. Of the three carcinogenic TACs that constitute the majority of the known health risk from motor vehicle traffic – diesel PM from primarily trucks, and benzene and 1,3-butadiene from passenger vehicles – diesel PM is responsible for the greatest potential cancer risk from vehicle traffic.[9] Overall, diesel PM was found to account for, on average, about 50 percent of the air toxics risk in the Basin.[10] In addition to its carcinogenic potential, diesel PM also may contribute to increased respiratory and cardiovascular hospitalizations, worsened asthma and other respiratory symptoms, decreased lung function in children, and premature death for people already with heart or lung disease. Those most vulnerable to the non-cancer health effects of diesel PM are children whose lungs are still developing and the elderly who may have other chronic health problems.[11]

Volatile Organic Compounds

Volatile organic compounds (VOCs) are typically formed from the combustion of fuels and/or released through the evaporation of organic liquids. Some VOCs are also classified by the state as toxic air contaminants, though there are no VOC-specific ambient air quality standards. Once emitted, VOCs can mix in the air with other pollutants (e.g. NO_X, CO, SO_2) and contribute to the formation of photochemical smog.

Existing Conditions

As discussed previously, the Project Site is located within the 6,745-square-mile South Coast Air Basin that includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. Air quality within the Basin is influenced by a wide range of emissions sources, such as dense population centers, heavy vehicular traffic, and industry. These sources in addition to the topography and climate of Southern California combine to make the Basin an area of high air pollution potential. Particularly, ambient pollution concentrations recorded in the Los Angeles County portion of the Basin are among the highest in the four counties comprising the Basin. The USEPA has classified Los Angeles County as a nonattainment area for O_3, $PM_{2.5}$, and lead, meaning that the Basin does not meet NAAQS for these pollutants. Additionally, this portion of the Basin also does not meet CAAQS for O_3, PM_{10}, and $PM_{2.5}$. Table III-1, above, summarizes State and National Ambient Air Quality Standards and the attainment status for Los Angeles County with respect to each criteria pollutant.

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9 CARB, Air Quality and Land Use Handbook: A Community Health Perspective, April 2005.

10 SCAQMD, Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES V), 2021.

11 CARB, Overview: Diesel Exhaust & Health, ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health.

Air Quality Monitoring Data

The SCAQMD monitors air quality conditions in 38 source receptor areas ("SRAs") throughout the Basin. The Project is located in SCAQMD's South Coastal LA County receptor area. Table III-2 shows pollutant levels, State and federal standards, and the number of exceedances recorded in the area from 2021 through 2023. As shown, the one-hour State standard for O_3 was exceeded once during this three-year period. The federal standard was also exceeded once in that same period. In addition, the daily State standard for PM_{10} was exceeded 36 times, including 33 times in 2022. The daily federal standard for $PM_{2.5}$ was exceeded four times. CO and NO_2 levels did not exceed the CAAQS from 2021 to 2023 for 1-hour (and 8-hour for CO).

Table III-2
Ambient Air Quality Data

Pollutants and State and Federal Standards	Maximum Concentrations and Frequencies of Exceedance Standards		
	2021	2022	2023
Ozone (O_3)			
Maximum 1-hour Concentration (ppm)	0.086	0.108	0.089
Days > 0.09 ppm (State 1-hour standard)	0	1	0
Days > 0.070 ppm (Federal 8-hour standard)	0	1	0
Carbon Monoxide (CO_2)			
Maximum 1-hour Concentration (ppm)	N/A	N/A	N/A
Days > 20 ppm (State 1-hour standard)	0	0	0
Maximum 8-hour Concentration (ppm)	N/A	N/A	N/A
Days > 9.0 ppm (State 8-hour standard)	0	0	0
Nitrogen Dioxide (NO_2)			
Maximum 1-hour Concentration (ppm)	0.0590	0.0581	0.0562
Days > 0.18 ppm (State 1-hour standard)	0	0	0
PM_{10}			
Maximum 24-hour Concentration (µg/m^3)	48	128	80
Days > 50 µg/m^3 (State 24-hour standard)	0	33	3
$PM_{2.5}$			
Maximum 24-hour Concentration (µg/m^3)	42.9	28.8	26.5
Days > 35 µg/m^3 (Federal 24-hour standard)	4	0	0
Sulfur Dioxide (SO_2)			
Maximum 1-hour Concentration (ppb)	5.9	6.1	23.2
Days > 0.25 ppm (State 1-hour standard)	0	0	0

m = parts by volume per million of air.
m^3 = micrograms per cubic meter.
\ = not available at this monitoring station.
SCAQMD annual monitoring data at South Coastal LA County locations 2,3, or 4 (highest value used) (http://www.aqmd.gov/home/air-quality/air-quality-data-studies/historical-data-by-year) accessed May 14, 2025.

Sensitive Receptors

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. Generally speaking, sensitive land uses, or sensitive receptors, are those where sensitive individuals are most likely to spend time. Individuals

most susceptible to poor air quality include children, the elderly, and those with cardiovascular and chronic respiratory diseases. As a result, land uses sensitive to air quality may include schools (i.e., elementary schools or high schools), child care centers, parks and playgrounds, long-term health care facilities, rehabilitation facilities, convalescent facilities, retirement facilities, residences, and recreational facilities. The Project Site is located in a largely residential area in Cerritos. Sensitive receptors within 0.25 miles of the Project Site include, but are not limited to, the following representative sampling:

- Single-family residences on Teresa Way, approximately 20 feet west of the Project Site.
- Single-family residences on Wayne Circle, approximately 20 feet south of the Project Site.
- Single-family residences on Brent Street, approximately 80 feet north of the Project Site.
- Single-family residences on Bloomfield Avenue (east side), approximately 110 feet east of the Project Site.
- Carver Academy Elementary School, 19200 Ely Avenue, approximately 480 feet west of the Project Site.
- Pat Nixon Park, 12403 Patricia Drive, approximately 800 feet west of the Project Site.
- Cerritos Senior Center, 12340 South Street, approximately 800 feet west of the Project Site.

Existing Project Site Emissions

The Project Site is improved with 48,311 square feet of retail uses. As summarized in Table III-3, most existing air quality emissions are associated with 2,446 daily vehicle trips traveling to and from the existing shopping center located on the Project Site.[12]

Table III-3
Existing Daily Operational Emissions

Emissions Source	Daily Emissions (Pounds Per Day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area Sources	1.5	<0.1	2.1	<0.1	<0.1	<0.1
Energy Sources	<0.1	0.1	0.1	<0.1	<0.1	<0.1
Mobile Sources	8.1	5.7	64.3	<0.1	13.0	3.4
Regional Total	**9.6**	**5.8**	**66.5**	**0.1**	**13.0**	**3.4**

Source: DKA Planning, 2025 based on CalEEMod 2022.1.1.29 model runs (included in Appendix A of this IS/MND). Emissions reflect daily summer season. Totals may not add up due to rounding.

[12] Traffic Impact and VMT Assessment, LLG Engineers, May 5, 2025, included in Appendix F of this IS/MND.

Project Impacts

As discussed previously, the Project involves administrative actions to rezone the Project Site. Approval of the Project would allow for the Project Site to accommodate commercial uses and/or residential development of up to 21 dwelling units per acre (107 residential units), which is the maximum development capacity that would be permitted after approval of the proposed administrative actions to rezone the Project Site. Therefore, to provide a conservative estimate of impacts associated with the proposed administrative actions, the following analysis addresses the potential redevelopment of the Project Site with 21 dwelling units per acre (107 residential units).

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

Less Than Significant Impact. As discussed below under subsection b), air quality emissions associated with the potential redevelopment of the Project Site to include up to 21 dwelling units per acre (107 residential units) would not exceed any State or federal standards. Therefore, the potential redevelopment of the Project Site with residential uses would not increase the frequency or severity of an existing violation or cause or contribute to new violations for these pollutants, and as such, the potential redevelopment of the Project Site would also not delay timely attainment of air quality standards or interim emission reductions specified in the AQMP.

With respect to the determination of consistency with AQMP growth assumptions, the projections in the AQMP for achieving air quality goals are based on assumptions in SCAG's 2020-2045 RTP/SCS regarding population, housing, and growth trends.[13] Determining whether a project exceeds the assumptions reflected in the AQMP involves the evaluation of three criteria: (1) consistency with applicable population, housing, and employment growth projections; (2) project mitigation measures; and (3) appropriate incorporation of AQMP land use planning strategies. The following discussion provides an analysis with respect to each of these three criteria.

- Is the project consistent with the population, housing, and employment growth projections upon which AQMP forecasted emission levels are based?

A project is consistent with the AQMP, in part, if it is consistent with the population, housing, and employment assumptions that were used in the development of the AQMP. In the case of the 2022 AQMP, two sources of data form the basis for the projections of air pollutant emissions: the City of Cerritos General Plan and SCAG's RTP/SCS. The General Plan serves as a comprehensive, long-term plan for future development of the City. The 2020-2045 RTP/SCS provides socioeconomic forecast projections of regional population growth. The population, housing, and employment forecasts, which are adopted by SCAG's Regional Council, are based

[13] While SCAG adopted the 2024-2050 RTP/SCS on April 4, 2024, the region's applicable air quality plan is the 2022 AQMP, which is based on the growth assumptions of the 2020-2045 RTP/SCS. Once the 2022 AQMP is updated with these growth forecasts, consistency with the projections in the applicable air quality plan for the region will be based on the 2024-2050 RTP/SCS.

on local plans and policies applicable to the specific area; these are used by SCAG in all phases of implementation and review. The 2020-2045 RTP/SCS accommodates a total of 60,200 persons, 15,600 households and 39,200 jobs in the City of Cerritos by 2045.

On April 4, 2024, SCAG adopted the 2024-2050 RTP/SCS, which accommodates 16,000 households and 39,100 jobs in the City of Cerritos by 2050. Once the 2022 AQMP is updated with these growth forecasts, consistency with the projections in the applicable air quality plan for the region will be based on the 2024-2050 RTP/SCS.

The City provided local growth forecasts that were incorporated into the regional projections. The Project Site is classified as "Community Commercial" in the General Plan and zoned Neighborhood Commercial (CN), which does not currently allow for residential uses. As such, the RTP/SCS' assumptions about growth in the City do not accommodate the potential for housing to occur on the Project Site. As a result, the potential redevelopment of the Project Site with residential uses would not be consistent with the growth assumptions in the City's General Plan. Because the AQMP accommodates growth forecasts from local General Plans, the emissions associated with the potential redevelopment of the Project Site with residential uses are not accounted for and mitigated in the region's emissions inventory for the 2020-2045 RTP/SCS and 2022 AQMP. However, the potential redevelopment of the Project Site with residential uses would substantially reduce criteria pollutant emissions from the Project Site, ensuring that the region's emissions inventory does more than accommodate emissions from the Project Site. It should be noted that if the proposed rezoning entitlements are approved, the City would work with SCAG in the next update of its growth forecast to accommodate the change in development at the Project Site and ensure the next air quality attainment plan reflects this change in land use.

Based on Cerritos' average housing occupancy estimates in the region's 2022 AQMP of 3.86 persons-per-household rate, the potential redevelopment of the Project Site could add a residential population of approximately 413 people to the Project Site based on the 107 dwelling units that could be developed. This residential population would represent approximately 13.3 percent of the forecast population growth of 3,100 persons between 2016 and 2045 and be consistent with the local growth assumptions that formed the basis of the region's AQMP.

Should the existing commercial uses be demolished and the Project Site subsequently be redeveloped with residential uses, this would also result in the reduction of approximately 114 employment positions on-site, based on the 48,311 square feet of retail space that could potentially be demolished.[14] Thus, the estimated employment impact would not exceed the local job growth assumptions that formed the basis of the region's AQMP. As a result, the potential redevelopment of the Project Site with residential uses would be consistent with the growth projections in the AQMP.

[14] Prepared by The Natelson Company, Inc. for the Southern California Association of Governments, Employment Density Study Summary Report; October 2001. Assumes 424 square feet average per retail employee.

- Does the project implement feasible air quality mitigation measures?

As discussed below under subsections b), c), and d), the potential redevelopment of the Project Site with residential uses would not result in any significant air quality impacts and therefore would not require mitigation. In addition, any potential redevelopment of the Project Site would comply with all applicable regulatory standards as required by SCAQMD. Furthermore, with compliance with the regulatory requirements identified above, no significant air quality impacts would occur. As such, the potential redevelopment of the Project Site with residential uses meets this AQMP consistency criterion.

- To what extent is project development consistent with the land use policies set forth in the AQMP?

With regard to land use developments, the AQMP's air quality policies focus on the reduction of vehicle trips and VMT. The potential redevelopment of the Project Site with residential uses would implement a number of land use policies of the City of Cerritos, SCAQMD, and SCAG, as it would be designed and constructed to support and promote environmental sustainability. The potential redevelopment of the Project Site with residential uses would represent an infill development within an urbanized area that would concentrate more housing and population near transit. "Green" principles would also be incorporated to comply with CALGreen through energy conservation, water conservation, and waste reduction features.

The air quality plan applicable to the Project Site area is the 2022 AQMP, the current management plan for progression toward compliance with State and federal clean air requirements. The potential redevelopment of the Project Site to include residential uses would be required to comply with all regulatory measures set forth by the SCAQMD, and thus, the potential redevelopment of the Project Site would not interfere with air pollution control measures listed in the 2022 AQMP. As demonstrated in the following analysis, the Project would not result in significant emissions that would jeopardize regional or localized air quality standards.

As a result, the Project would not conflict with or obstruct the implementation of any applicable air quality plans, and its impact with respect to Threshold a) would be less than significant.

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

Less Than Significant Impact.

Construction

A cumulatively considerable net increase would occur if a project's construction impacts substantially contribute to air quality violations when considering other projects that may undertake construction activities at the same time. Individual projects that generate emissions that do not exceed SCAQMD's significance thresholds would not contribute considerably to any

potential cumulative impact. SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to assess the impacts associated with these emissions.[15]

While the Project involves only administrative actions to rezone the Project Site for potential residential development, no specific development proposal and/or physical development is being considered at this time. However, for purposes of this IS/MND, Table III-4 below, presents the construction assumptions that were used to provide a conservative analysis of impacts that could occur with maximum potential redevelopment of the Project Site for residential purposes. Construction-related emissions were estimated using the SCAQMD's CalEEMod 2022.1.1.29 model and a projected construction schedule of at least 16 months.

Table III-4
Construction Schedule Assumptions

Phase	Duration	Notes
Demolition	Months 1-2	Removal of 48,311 square feet of building floor area and 217,800 square feet of asphalt/concrete parking lot hauled 25 miles to landfill in 14-cubic yard capacity trucks.
Site Preparation	Month 3	Grubbing and removal of trees, plants, landscaping, and weeds.
Grading	Months 4-5	Approximately 10,000 cubic yards of soil hauled 25 miles to landfill in 14-cubic yard capacity trucks. Includes shoring of excavated site.
Trenching	Months 6-7	Trenching for utilities, including gas, water, electricity, and telecommunications.
Building Construction	Months 6-16	Footings and foundation work (e.g., pouring concrete pads, drilling for piers), framing, welding; installing mechanical, electrical, and plumbing. Floor assembly, cabinetry and carpentry, elevator installations, low voltage systems, trash management.
Paving	Months 7-11	Flatwork, including paving of driveways and walkways.
Architectural Coatings	Months 12-16	Application of interior and exterior coatings and sealants.

[15] South Coast Air Quality Management District, 2003 White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution, https://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paper.pdf: "As Lead Agency, the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR…Projects that exceed the project-specific significance threshold are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are not considered to be cumulatively significant.

Any proposed development at the Project Site would be required to comply with the following regulations, as applicable:

- SCAQMD Rule 403, would reduce the amount of particulate matter entrained in ambient air as a result of anthropogenic fugitive dust sources by requiring actions to prevent, reduce or mitigate fugitive dust emissions.
- SCAQMD Rule 1113, which limits the VOC content of architectural coatings.
- SCAQMD Rule 402, which states that 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 to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.
- In accordance with Section 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (with gross vehicle weight over 10,000 pounds) during construction would be limited to five minutes at any location.
- In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines would meet specific fuel and fuel additive requirements and emissions standards.

Regional Emissions

Should the Project Site be redeveloped to include residential uses, construction activity would create air quality emissions through the use of heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the Project Site. NO_X emissions would primarily result from the use of construction equipment and truck trips. Fugitive dust emissions would peak during grading activities, where approximately 10,000 cubic yards of soil would be exported from the Project Site. All construction projects in the Basin must comply with SCAQMD Rule 403 for fugitive dust, which include measures to prevent visible dust plumes. Other measures include, but are not limited to, applying water and/or soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system or other control measures to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas. Compliance with Rule 403 would reduce regional $PM_{2.5}$ and PM_{10} emissions associated with construction activities by approximately 61 percent.

During the building finishing phase, the application of architectural coatings (e.g., paints) would release VOCs (regulated by SCAQMD Rule 1113). The assessment of construction air quality impacts considers each of these potential sources. 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.

As shown in Table III-5, the potential construction of residential uses on the Project Site would produce VOC, NO_X, CO, SO_X, PM_{10} and $PM_{2.5}$ emissions that do not exceed the SCAQMD's regional thresholds. As a result, the potential construction of residential uses on the Project Site would not contribute substantially to an existing violation of air quality standards for regional pollutants (e.g., ozone). This impact is considered less than significant.

Localized Emissions

In addition to maximum daily regional emissions, maximum localized (on-site) emissions were quantified for each potential construction activity. The localized construction air quality analysis was conducted using the methodology promulgated by the SCAQMD. Look-up tables provided by the SCAQMD were used to determine localized construction emissions thresholds for the potential redevelopment of the Project Site to include residential uses.[16] Localized significance thresholds (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 based on the most recent background ambient air quality monitoring data (2021-2023) for the Project area.

Table III-5
Daily Construction Emissions

Construction Phase Year	Daily Emissions (Pounds Per Day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Year 1 (2025)	2.5	26.6	22.4	0.1	4.7	1.6
Year 2 (2026)	8.3	29.2	33.2	<0.1	9.1	5.1
Year 3 (2027)	8.3	11.7	21.4	<0.1	2.4	0.8
Maximum Regional Total	8.3	29.2	33.2	0.1	9.1	5.1
Regional Threshold	75	100	550	150	150	55
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Maximum Localized Total	4.9	15.0	17.4	<0.1	3.4	1.9
Localized Threshold	N/A	123	1,530	N/A	14	8
Exceed Threshold?	**N/A**	**No**	**No**	**N/A**	**No**	**No**

As noted previously, the Project involves only administrative actions to rezone the Project Site for potential residential development and there is currently no specific development proposal and/or physical development being considered at this time. However, for purposes of this IS/MND, construction assumptions (including specific construction years) were used to provide a conservative analysis of impacts that could occur with maximum potential redevelopment of the Project Site for residential purposes.
The construction dates are used for the modeling of air quality emissions in the CalEEMod software. If construction activities commence later than what is assumed in the environmental analysis, the actual emissions would be lower than analyzed because of the increasing penetration of newer equipment with lower certified emission levels.
Assumes implementation of SCAQMD Rule 403 (Fugitive Dust Emissions)

[16] South Coast Air Quality Management District, LST Methodology Appendix C-Mass Rate LST Look-Up Table, https://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/appendix-c-mass-rate-lst-look-up-tables.pdf?sfvrsn=2, October 2009.

Table III-5
Daily Construction Emissions

Source: DKA Planning, 2025 based on CalEEMod 2022.1.1.29 model runs. LST analyses based on five-acre site with 25-meter distances to receptors in South Coastal LA County source receptor area. Estimates reflect the peak summer or winter season, whichever is higher. Totals may not add up due to rounding. Modeling sheets included in Appendix A of this IS/MND.

Maximum on-site daily construction emissions for NO_X, CO, PM_{10}, and $PM_{2.5}$ were calculated using CalEEMod and compared to the applicable SCAQMD LSTs for the South Coastal LA County SRA based on construction site acreage that is more than five acres, given the 5.34-acre size of the Project Site. Potential impacts were evaluated at the closest off-site sensitive receptor, which are the residences approximately 20 feet to the west and south of the Project Site. The closest receptor distance on the SCAQMD mass rate LST look-up tables is 25 meters.

As shown in Table III-5, above, the potential redevelopment of the Project Site with residential units would produce emissions that do not exceed the SCAQMD's recommended localized standards of significance for NO_2 and CO during the construction phase. Similarly, construction activities would not produce PM_{10} and $PM_{2.5}$ emissions that exceed localized thresholds recommended by the SCAQMD. These estimates assume the use of Best Available Control Measures (BACMs) that address fugitive dust emissions of PM_{10} and $PM_{2.5}$ through SCAQMD Rule 403. This would include watering portions of the site that are disturbed during grading activities and minimizing tracking of dirt onto local streets. Therefore, construction impacts on localized air quality are considered less than significant.

Operation

Should the Project Site be redeveloped with residential uses, operational emissions of criteria pollutants would come from area, energy, and mobile sources. Area sources include consumer products such as household cleaners, architectural coatings for routine maintenance, and landscaping equipment.[17] Energy sources include electricity and natural gas use for space cooling and heating and water heating. The CalEEMod model generates estimates of emissions from energy use based on the land use type and size. The potential redevelopment of the Project Site with residential uses would also produce long-term air quality emissions to the region primarily from motor vehicles that access the Project Site, with the potential residential uses generating approximately 721 vehicle trips to local roadways and the region's air quality airshed on a weekday at the start of operations in 2027.[18] However, when the 2,446 daily vehicle trips to and from the existing retail center are removed, the potential Project would result in a net decrease of 1,725 daily vehicle trips.

[17] In 2021, CARB adopted regulations requiring that all small (25 horsepower and below) spark-ignited off-road engines (e.g., lawn and gardening equipment) be zero emission starting in model year 2024. Standards for portable generators and large pressure washers are given until model year 2028 to be electric-powered.

[18] Traffic Impact and VMT Assessment, LLG Engineers, May 5, 2025, included in Appendix F of this IS/MND.

As a result, the potential redevelopment of the Project Site with residential uses would result in a beneficial impact on regional air quality, as there would be reductions in all pollutant emissions, and as shown in Table III-6, the emissions would not exceed the SCAQMD's regional or localized significance thresholds. Therefore, the operational impacts with respect to regional and localized air quality of potentially redeveloping the Project Site with residential uses are considered less than significant.

Table III-6
Daily Operational Emissions

Emissions Source	Daily Emissions (Pounds Per Day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area Sources	3.8	0.1	9.8	<0.1	<0.1	<0.1
Energy Sources	<0.1	0.6	0.3	<0.1	<0.1	<0.1
Mobile Sources	2.2	1.5	17.2	<0.1	3.8	1.0
Regional Total	6.0	2.2	27.3	<0.1	3.9	1.0
Existing Total	-9.6	-5.8	-66.5	-0.1	-13.0	-3.4
Net Regional Total	-3.6	-3.6	-39.8	-<0.1	-9.1	-2.4
Regional Significance Threshold	55	55	550	150	150	55
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Net Localized Total	2.3	0.6	7.9	<0.1	<0.1	<0.1
Localized Significance Threshold	N/A	123	1,530	N/A	4	2
Exceed Threshold?	**N/A**	**No**	**No**	**N/A**	**No**	**No**

LST analyses based on five-acre site with 25-meter distances to receptors in South Coastal LA County SRA
Source: DKA Planning, 2025 based on CalEEMod 2022.1.1.29 model runs (included in Appendix A of this IS/MND). Totals reflect the summer season maximum and may not add up due to rounding.

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

Less Than Significant Impact. As discussed above, there are several sensitive receptors within 0.25 miles (1,320 feet) of the Project Site, including, but not limited to, the following representative sampling:

- Single-family residences on Teresa Way, approximately 20 feet west of the Project Site.
- Single-family residences on Wayne Circle, approximately 20 feet south of the Project Site.
- Single-family residences on Brent Street, approximately 80 feet north of the Project Site.
- Single-family residences on Bloomfield Avenue (east side), approximately 110 feet east of the Project Site.
- Carver Academy Elementary School, 19200 Ely Avenue, approximately 480 feet west of the Project Site.

- Pat Nixon Park, 12403 Patricia Drive, approximately 800 feet west of the Project Site.
- Cerritos Senior Center, 12340 South Street, approximately 800 feet west of the Project Site.

Construction

Should residential uses be developed at the Project Site, construction could expose sensitive receptors to substantial pollutant concentrations if maximum daily emissions of regulated pollutants generated by sources located on and/or near the Project Site exceeded the applicable LST values, or if construction activities generated significant emissions of TACs that could result in carcinogenic risks or non-carcinogenic hazards exceeding the SCAQMD Air Quality Significance Thresholds of ten excess cancers per million or non-carcinogenic Hazard Index greater than 1.0, respectively. As discussed above, the LST values were derived by the SCAQMD for the criteria pollutants NO_X, CO, PM_{10}, and $PM_{2.5}$ to prevent the occurrence of concentrations exceeding the air quality standards at sensitive receptor locations based on proximity and construction site size.

As shown in Table III-5, maximum daily localized unmitigated emissions of NO_2, CO, PM_{10}, and $PM_{2.5}$ from sources on the Project Site would remain below each of the respective LST values. Unmitigated maximum daily localized emissions would not exceed any of the localized standards for receptors that are within 25 meters of the Project Site. Therefore, based on SCAQMD guidance, localized emissions of criteria pollutants would not have the potential to expose sensitive receptors to substantial concentrations that would present a public health concern.

The primary TAC that would be generated by construction activities is diesel PM, which would be released from the exhaust of mobile construction equipment. The construction emissions modeling conservatively assumed that all equipment present on the Project Site would be operating simultaneously throughout most of the day, though this would rarely be the case. Daily emissions of diesel PM would be negligible throughout the course of potential construction. Therefore, the magnitude of daily diesel PM emissions, would not be sufficient to result in substantial pollutant concentrations at off-site locations nearby.

Furthermore, according to SCAQMD methodology, health risks from carcinogenic air toxics are usually described in terms of individual cancer risk. “Individual Cancer Risk” is the likelihood that a person exposed to concentrations of TACs over a 30-year period will contract cancer based on the use of standard risk-assessment methodology. The entire duration of construction activities associated with the potential redevelopment of the Project Site with residential uses is anticipated to be approximately 16 months, and the magnitude of diesel PM emissions will vary over this time period. No residual emissions and corresponding individual cancer risk are anticipated after construction. Because there is such a short-term exposure period, construction TAC emissions would result in a less than significant impact. Therefore, construction associated with the potential redevelopment of the Project Site to include residential uses would not expose sensitive receptors to substantial diesel PM concentrations, and this impact would be less than significant.

Operation

Upon approval of the Project, commercial uses could remain at the Project Site, or the Project Site could be redeveloped with multi-family residences, a land use that is not typically associated with TAC emissions. Typical sources of acutely and chronically hazardous TACs include industrial manufacturing processes (e.g., chrome plating, electrical manufacturing, petroleum refinery). The potential redevelopment of the Project Site with residential uses would not include these types of potential industrial manufacturing process sources. It is expected that quantities of hazardous TACs generated on-site (e.g., cleaning solvents, paints, landscape pesticides) for the types of proposed land uses would be below thresholds warranting further study under California Accidental Release Program.

When considering potential air quality impacts under CEQA, consideration is given to the location of sensitive receptors within close proximity of land uses that emit TACs. CARB has published and adopted the Air Quality and Land Use Handbook: A Community Health Perspective, which provides recommendations regarding the siting of new sensitive land uses near potential sources of air toxic emissions (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities).[19] The SCAQMD adopted similar recommendations in its Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning.[20] Together, CARB and SCAQMD guidelines recommend siting distances for both the development of sensitive land uses in proximity to TAC sources and the addition of new TAC sources in proximity to existing sensitive land uses.

The primary sources of potential air toxics associated with the potential operation of residential uses at the Project Site include DPM from delivery trucks (e.g., truck traffic on local streets). However, these activities, and the potential residential land uses, are not considered land uses that generate substantial TAC emissions. It should be noted that the SCAQMD recommends that health risk assessments (HRAs) be conducted for substantial individual sources of DPM (e.g., truck stops and warehouse distribution facilities that generate more than 100 trucks per day or more than 40 trucks with operating transport refrigeration units) and has provided guidance for analyzing mobile source diesel emissions.[21] Based on this guidance, the potential redevelopment of the Project Site to include residential uses would not include these types of land uses and is not considered to be a substantial source of DPM warranting a refined HRA since daily truck trips to the Project Site would not exceed 100 trucks per day or more than 40 trucks with operating transport refrigeration units. In addition, CARB-mandated airborne toxic control measures (ATCM) limits diesel-fueled commercial vehicles (delivery trucks) to idle for no more than five minutes at any given time, which would further limit diesel particulate emissions.

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19 California Air Resources Board, Air Quality and Land Use Handbook, a Community Health Perspective, April 2005.

20 South Coast Air Quality Management District, Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, May 6, 2005.

21 South Coast Air Quality Management District, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis, 2002.

As the potential redevelopment of the Project Site to include residential uses would not contain substantial TAC sources and is consistent with the CARB and SCAQMD guidelines, it would not result in the exposure of off-site sensitive receptors to carcinogenic or toxic air contaminants that exceed the maximum incremental cancer risk of ten in one million or an acute or chronic hazard index of 1.0, and potential TAC impacts would be less than significant.

The potential redevelopment of the Project Site to include residential uses would generate long-term emissions on-site from area and energy sources that would generate negligible pollutant concentrations of CO, NO_2, $PM_{2.5}$, or PM_{10} at nearby sensitive receptors. However, it would result in a net decrease of 1,725 daily vehicle trips, thereby helping to reduce CO emissions, local congestion, and resulting CO concentrations, a net beneficial impact to localized air quality.

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

Less Than Significant Impact. The Project would not include any land uses typically associated with unpleasant odors and local nuisances (e.g., rendering facilities, dry cleaners, landfills). Therefore, Project impacts related to odors would be less than significant.

Cumulative Impacts

SCAQMD recommends that any construction-related emissions and operational emissions from individual development projects that exceed the project-specific mass daily emissions thresholds identified above also be considered cumulatively considerable.[22] Individual projects that would not generate emissions in excess of SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions. As shown above, emissions associated with the potential redevelopment of the Project Site to include residential uses would not exceed any of the SCAQMD's regional or localized significance thresholds, and therefore, the contribution to cumulative air quality impacts would be less than significant.

[22] SCAQMD, White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution, http://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paper.pdf, August 2003.

IV. BIOLOGICAL RESOURCES

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

a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status

species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact. A significant impact would occur if a project were to remove or modify habitat for any species identified or designated as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or the U.S. Fish and Wildlife Service (USFWS). The Project Site is currently developed as the Cerritos Village Center retail shopping center, which is located within a developed, urbanized area of the City. The Project Site does not contain any biological habitat and does not support any special-status species. No rare or endangered plant or animal species have been identified within the City. The City's most significant plant resources are its ornamentals. The extensive urban landscaping that occurs within the City provides habitat for small animals. However, the urbanized nature of the City provides a less than ideal habitat.[23] The City of Cerritos does not have any sensitive or special status species.[24] No candidate, sensitive, or special status species are identified in local plans, policies, or regulations, or by the CDFW or the USFWS likely occurs on the Project Site. Therefore, no impact on sensitive or special status species would occur.

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

No Impact. A significant impact would occur if riparian habitat or any other sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFW or USFWS were to be adversely modified without adequate mitigation. There are no known natural communities identified in local or regional plans or policies or by the CDFW or USFWS on the Project Site or in the Project vicinity. The Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or State habitat conservation plan. Riparian habitats or other sensitive natural communities do not exist within the City of Cerritos.[25] Thus, no riparian or other sensitive habitat areas are located on or adjacent to the Project Site. Therefore, no impact to sensitive habitats would occur.

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

No Impact. A significant impact would occur if state or federally protected wetlands would be modified or removed by a project without adequate mitigation. The Project Site is currently

[23] City of Cerritos General Plan, Conservation Element, page CON-12: https://www.cerritos.gov/city-government/city-laws-codes-and-regulations/general-plan/

[24] City of Cerritos General Plan EIR, January 6, 2004, page 7-2: https://www.cerritos.gov/media/hmcj3pi4/general-plan-eir-body.pdf

[25] City of Cerritos General Plan EIR, January 6, 2004, page 7-2: https://www.cerritos.gov/media/hmcj3pi4/general-plan-eir-body.pdf

developed as the Cerritos Village Center retail shopping center, which is located within a developed, urbanized area of the City. No known wetlands exist within the City of Cerritos.[26] As such, the Project would not result in the direct removal, filling, or hydrological interruption of a state or federally protected wetland, and no impact would occur.

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

No Impact. A significant impact would occur if a project would interfere with or remove access to a migratory wildlife corridor or impede the use of wildlife nursery sites. The Project Site is currently developed as the Cerritos Village Center retail shopping center, which is located within a developed, urbanized area. There is no native habitat on or adjacent to the Project Site and, due to the existing urban development surrounding the Site, the Project Site does not function as a corridor for the movement of native or migratory animals. Additionally, no native wildlife nurseries are located in the Project area. Thus, the Project would not interfere with wildlife movement or native wildlife nursery sites, and no impact would occur.

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. A project-related significant adverse effect could occur if a project would cause an impact that is inconsistent with local regulations pertaining to biological resources. The Project Site is currently developed as the existing Cerritos Village Center retail shopping center, which is located within a developed, urbanized area. No areas within the City of Cerritos are included within any natural community conservation plans or other habitat conservation plans.[27]

In order to capture the aesthetic quality of a "community forest" within the urbanized City of Cerritos, the City has adopted a Tree Preservation Ordinance, which sets the City's goals and standards for tree care. The Tree Ordinance aligns with General Plan Goal CON-6, which is focused on tree preservation and enhancement throughout the community. The following policies are related to tree preservation:

- CON-6.1 Enforce the City's Tree Preservation Ordinance in order to preserve the City's existing urban forest.
- CON-6.4 Strive to identify and honor "Landmark" trees that have been identified as having significant historical or cultural significance as "Heritage Trees."

[26] City of Cerritos General Plan EIR, January 6, 2004, page 7-2: https://www.cerritos.gov/media/hmcj3pi4/general-plan-eir-body.pdf

[27] City of Cerritos General Plan EIR, January 6, 2004, page 7-2: https://www.cerritos.gov/media/hmcj3pi4/general-plan-eir-body.pdf

Currently, the City has two "Heritage Trees." The California Pepper Tree, located at the Cerritos Senior Center, is one of the oldest living trees in Cerritos and was originally planted by the family of First Lady Patricia Nixon on their farm in approximately 1915. A Deodar Cedar Tree, located in front of the Senior Center, was donated by First Lady Patricia Nixon and planted by Boy Scouts at the dedication of the park in September 1969. Neither of these trees would be affected by development on the Project Site.

Potential development of the Project Site would not impact the City's Heritage Trees, nor would it conflict with the Tree Ordinance. In addition, any potential future development of the Project Site would be required to comply with ADP-20 standards related to trees and landscaping. Overall, impacts to local policies or ordinances protecting or preserving biological resources as a result of the Project would be less than significant.

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. A significant impact would occur if a project is inconsistent with mapping or policies in any conservation plans of the types cited. No areas within the City of Cerritos are included within any natural community conservation plans or other habitat conservation plans.[28] Thus, the Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or State habitat conservation plan, and no impact would occur.

Cumulative Impacts

The Project Site is located in an urbanized area that does not contain significant biological resources, such as candidate, sensitive or special status species, riparian habitat, or sensitive natural communities. Further, the Project Site area is not part of a wildlife corridor or SEA or subject to a Habitat Conservation Plan, a Natural Community Conservation Plan, or other such plan. No related projects have been identified within the vicinity of the Project Site. However, any development projects, including any potential redevelopment on the Project Site, would be required to comply with the City's requirements regarding tree removal and replacement. Because the Project would not result in any impacts related to biological resources, the Project does not have the potential to contribute to any cumulative biological resources impacts. Therefore, cumulative impacts related to biological resources would be less than significant.

[28] City of Cerritos General Plan EIR, January 6, 2004, page 7-2: https://www.cerritos.gov/media/hmcj3pi4/general-plan-eir-body.pdf

V. CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	☐	☐	☐	☑
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☑	☐	☐
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☑	☐	☐

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

No Impact. State CEQA Guidelines Section 15064.5 defines an 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 a 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. A project-related significant adverse effect would occur if a project were to adversely affect a historical resource meeting one of the above definitions.

The Project Site is currently developed as the existing Cerritos Village Center retail shopping center, which is located within a developed, urbanized area. The City of Cerritos does not have any historic resources listed on the National Register of Historic Places or on the California Historic Resources Inventory maintained by the State Office of Historic Preservation.[29] The buildings associated with the existing shopping center are younger than 50 years old.[30] Thus, the Project would not cause any change to the significance of any historical resource, and no impact would occur.

[29] City of Cerritos General Plan EIR, January 6, 2004, page 4.12-1: https://www.cerritos.gov/media/hmcj3pi4/general-plan-eir-body.pdf

[30] Review of aerial photos in the Phase I ESA prepared for the Project Site (refer to Appendix D of this IS/MND).

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

Less Than Significant with Mitigation Incorporated. Section 15064.5 of the State CEQA Guidelines defines significant archaeological resources as resources that meet the criteria for historical resources, as discussed above, or resources that constitute unique archaeological resources. A project-related significant adverse effect could occur if a project were to affect archaeological resources that fall under either of these categories. The Project Site is currently developed as the Cerritos Village Center retail shopping center, located in an urbanized area. It is likely that if any archaeological resources were located at the Project Site, they would have been discovered during development of the existing shopping center.

Each incremental development is required to comply with all applicable Federal, State and local regulations concerning the preservation of historic resources. The City's General Plan has two policies related to cultural resources:

- CON-8.1 Ensure that all items of historic and cultural significance, including houses, are preserved for the enjoyment by all Cerritos residents.

- CON-8.2 Identify, record, map, and evaluate all potential historic and cultural resources within the City.

The Project would comply with the above General Plan policies. Further, in the unlikely event that unknown archaeological resources are encountered during any potential redevelopment of the Project Site, implementation of Mitigation Measure CUL-1 would ensure that potential impacts related to archaeological resources would be less than significant.

Mitigation Measure

CUL-1 Cultural Resources (Archaeology)

- If any archaeological materials are encountered during the course of development, all further development activity shall halt within a 50-foot radius (excavation or disturbance may continue in other areas outside of this radius), and:

    a. Any potential developer shall secure the services of an archaeologist, including the cost for such archaeologist, by contacting the South Central Coastal Information Center (657-278-5395) located at California State University Fullerton, or a member of the Register of Professional Archaeologists (ROPA) or a ROPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.

    b. The archaeologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.

c. The applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study or report.

- Project development activities may resume once copies of the archaeological survey, study or report are submitted to:

  SCCIC Department of Anthropology
  McCarthy Hall 477 CSU Fullerton
  800 North State College Boulevard
  Fullerton, CA 92834

- Prior to the issuance of any building permit, the potential developer shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered.

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

Less Than Significant with Mitigation Incorporated. A significant adverse effect would occur if grading or excavation activities associated with a project were to disturb previously interred human remains. The Project Site is currently developed as the Cerritos Village Center retail shopping center, located in an urbanized area. It is likely that if any human remains were located at the Project Site, they would have been discovered during development of the existing shopping center. However, in the unlikely event that unknown human remains are encountered during any potential redevelopment of the Project Site, implementation of Mitigation Measure CUL-2 would ensure that potential impacts related to human remains would be less than significant.

Mitigation Measure

CUL-2 Cultural Resources (Human Remains)

- If any human remains are encountered during the course of development, all further development activities shall halt in the areas of human remains sensitivity (excavation or disturbance may continue in other areas of the Project Site that are not reasonably suspected to overlie adjacent human remains), and:

- There shall be no disposition of such human remains, other than in accordance with the procedures and requirements set forth in California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, which are as follows:

  a. Stop immediately and contact the County Coroner:

  1104 N. Mission Road
  Los Angeles, CA 90033

323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or
323-343-0714 (After Hours, Saturday, Sunday, and Holidays)

b. The coroner has two working days to examine human remains after being notified by the responsible person. If the remains are Native American, the Coroner has 24 hours to notify the Native American Heritage Commission.

c. The Native American Heritage Commission will immediately notify the person it believes to be the most likely descendent of the deceased Native American.

d. The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.

e. If the descendent does not make recommendations within 48 hours the owner shall reinter the remains in an area of the property secure from further disturbance, or;

f. If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the Native American Heritage Commission.

Cumulative Impacts

As discussed above, the Project would not result in indirect or direct impacts to any significant historical resource. Thus, the Project would not have the potential to contribute toward any significant cumulative impacts related to historic resources. Impacts related to archaeological resources and human remains are site-specific and are assessed on a site-by-site basis. Any potential redevelopment at the Project Site would require implementation of standard mitigation measures related to the inadvertent discovery of any archaeological resources and/or human remains, if necessary. In addition, no related projects have been identified within the vicinity of the Project Site. For these reasons, cumulative impacts related to historical resources, archaeological resources, and human remains would not be cumulatively considerable and less than significant.

VI. ENERGY

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

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

Less Than Significant. This analysis relies on Appendix F of the CEQA Guidelines, which was prepared in response to the requirement in Public Resources Code Section 21100(b)(3), which states that an EIR shall include a detailed statement setting forth "[m]itigation measures proposed to minimize significant effects of the environment, including, but not limited to, measures to reduce the wasteful, inefficient, and unnecessary consumption of energy."

As discussed previously, the Project involves administrative actions to rezone the Project Site. Approval of the Project would allow for the Project Site to accommodate commercial uses and/or residential development of up to 21 dwelling units per acre (107 residential units), which is the maximum development capacity that would be permitted after approval of the proposed administrative actions to rezone the Project Site. Therefore, to provide a conservative estimate of impacts associated with the proposed administrative actions, the following analysis addresses the potential redevelopment of the Project Site with 21 dwelling units per acre (107 residential units).

Construction

Electricity

Potential redevelopment of the Project Site would result in minor short-term construction impacts, as construction activities would consume relatively minor quantities of electricity to supply and convey water for dust control and, on a limited basis, may be used to power lighting, electronic equipment, and other construction activities necessitating electrical power. This electricity would be supplied to the Project Site by Southern California Edison (SCE) and would be obtained from the existing electrical lines that connect to the Project Site. Where power poles are available, electricity from power poles and/or solar-powered generators rather than temporary diesel or

gasoline generators would be used during construction. Overall, construction activities would require limited electricity generation that would not be expected to have an adverse impact on available electricity supplies.

Natural Gas

Construction activities, including the construction of new buildings, typically do not involve the consumption of natural gas. Accordingly, natural gas would not be supplied to support construction activities, and thus there would be no natural gas demand during construction for the potential redevelopment of the Project Site.

Transportation Energy

Transportation fuels, primarily gasoline and diesel, would be provided by local or regional suppliers and vendors. Construction contractors would comply with applicable CARB regulations governing the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment. CARB has adopted an Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other TACs. This measure prohibits diesel-fueled commercial vehicles greater than 10,000 pounds from idling for more than five minutes at any given time. CARB has also approved the Truck and Bus regulation (CARB Rules Division 3, Chapter 1, Section 2025, subsection (h)) to reduce NO_X, PM_{10}, and $PM_{2.5}$ emissions from existing diesel vehicles operating in California.[31] In addition to limiting exhaust from idling trucks, CARB recently promulgated emission standards for off-road diesel construction equipment of greater than 25 horsepower. The regulation aims to reduce emissions by requiring the installation of diesel soot filters and encouraging the retirement, replacement, or repowering of older, dirtier engines with newer emission-controlled models. Implementation began January 1, 2014, and the compliance schedule requires that best available control technology turnovers or retrofits be fully implemented by 2023 for large and medium equipment fleets and by 2028 for small fleets. Compliance with the above anti-idling and emissions regulations would result in efficient use of construction-related energy and the minimization or elimination of wasteful and unnecessary consumption of energy. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption, as would use of haul trucks with larger capacities.

Operation

Should the Project Site be redeveloped with residential uses, energy would be consumed for multiple purposes, including, but not limited to HVAC, lighting, and the use of electronics, equipment, and machinery. Energy would also be consumed during operations related to water usage, solid waste disposal, and vehicle trips.

[31] California Air Resources Board, Final Regulation Order, Amendments to the Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen and Other Criteria Pollutants from In-Use On-Road Diesel-Fueled Vehicles, http://www.arb.ca.gov/msprog/onrdiesel/documents/tbfinalreg.pdf.

Electricity

Redevelopment of the Project Site with up to 21 dwelling units per acre (107 residential units) would result in an increase in the on-site demand for electricity totaling approximately 16,882 kWh per year (refer to Table VI-1). SCE forecasts that its total energy demand in the 2027-2028 fiscal year (encompassing the estimated 2027 buildout year used for purposes of this analysis) is estimated to be approximately 120,780 GWh of electricity. As such, the Project-related increase in annual electricity consumption of 16,882 kWh per year would represent approximately 0.00001 percent of SCE's projected demand in the 2027-2028 fiscal year. Thus, there is adequate supply capacity to serve the Project Site, should it be redeveloped with residential uses. Therefore, SCE's current and planned electricity supplies would be sufficient to support the Project's potential electricity consumption, and the Project would not require the acquisition of additional electricity supplies beyond those that exist or anticipated by SCE. Further, any future redevelopment of the Project Site would be required to comply with Title 24 of the CCR (CalGreen) requiring building energy efficiency standards, as well as the City's Green Building Code. It should also be noted that the estimated electricity consumption is based on usage rates that do not account for any energy conservation features or updates to the Building Code. This represents a conservative (worst-case scenario) approach. Therefore, actual electricity consumption would likely be lower than that forecasted. Based on the above analysis, impacts related to the consumption of electricity would be less than significant.

Table VI-1
Estimated Electricity Demand

Land Use	Size	Total (kw-h/yr)[1]
Potential Uses		
Residential	107 du	491,362
	Subtotal	**491,362**
Existing Uses		
Retail	48,311 sf	474,480
	(Existing uses to be removed)	**(474,480)**
	Total	**16,882**

sf =square feet du = dwelling unit kw-h = kilowatt-hour yr = year
[1] Calculated via CalEEMod. Refer to Appendix A of this IS/MND.

Natural Gas

Redevelopment of the Project Site with up to 21 dwelling units per acre (107 residential units) would result in an increase in the on-site demand of natural gas totaling approximately 2,282,013 kBTU per year (see Table IV-2), or approximately 6,252 cf per day.[32] Based on the 2024 California

[32] Assuming 1 kBTU = 1 cf.

Gas Report, the California Energy and Electric Utilities estimates natural gas consumption within SoCalGas's planning area will be approximately 2,219 million cf per day in 2027 (the estimated buildout year for purposes of this analysis).[33] The potential redevelopment of the Project Site would therefore account for approximately 0.0003 percent of the forecasted 2027 consumption in SoCalGas's planning area. In addition, any potential redevelopment of the Project Site would incorporate a variety of energy conservation measures as required under the City's Green Building Code to reduce energy usage. Therefore, impacts related to the consumption of natural gas would be less than significant.

Table VI-2
Estimated Natural Gas Demand

Land Use	Size	Total (kBTU/yr)[1]
Potential Uses		
Residential	107 du	2,571,248
	Subtotal	**2,571,248**
Existing Uses		
Retail	48,311 sf	289,235
	(Existing uses to be removed)	**(289,235)**
	Total	**2,282,013**

sf =square feet du = dwelling unit kBTU = 1,000 British Thermal Units yr = year
[1] Calculated via CalEEMod. Refer to Appendix A of this IS/MND.

Transportation Energy

Should the Project Site be redeveloped with residential uses, vehicle traffic would result in the consumption of petroleum-based fuels related to vehicular travel to and from the Project Site. However, as discussed in greater detail under Transportation below, the redevelopment of the Project Site with 21 dwelling units per acre (107 residential units) would result in the reduction of approximately 1,725 daily vehicle trips when compared to the existing uses. In addition, extensive transit service is provided within the Project Site area, including Cerritos on Wheels Lines 1A, 1C, 2B, and 2C, as well as the Orange County Transportation Authority's Line 30. Thus, the existing transit services in the vicinity of the Project Site would provide residents and visitors with various public transportation opportunities in lieu of driving.

Vehicles traveling to and from the Project Site are also assumed to comply with Corporate Average Fuel Economy (CAFE) fuel economy standards; Pavley and Low Carbon Fuel Standards, which are designed to reduce vehicle GHG emissions but would also result in fuel savings in addition to CAFE standards; as well as CARB's Advanced Clean Cars Program, which would ultimately reduce non-renewable transportation fuel consumption. Overall, vehicle trips

[33] California Gas and Electric Utilities, 2024 California Gas Report, p. 164.

associated with the potential redevelopment of the Project Site would require a negligible fraction of the total state's transportation fuel consumption, and the Project would not result in wasteful, inefficient, and unnecessary consumption of energy.

Conclusion

As demonstrated in the analysis above, the potential redevelopment of the Project Site with up to 21 dwelling units per acre (107 residential units) would not result in any wasteful, inefficient, or unnecessary consumption of energy during construction or operation, and energy requirements would not significantly affect local and regional supplies or capacity. Electricity generation capacity, and supplies of natural gas and transportation fuels, would also be sufficient to meet the needs of the potential redevelopment of the Project Site. In summary, the Project's energy demands would not significantly affect available energy supplies and would comply with existing energy efficiency standards, and impacts related to energy use would be less than significant.

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact. The energy conservation plans and policies relevant to the potential redevelopment of the Project Site include, but are not limited to, the California Title 24 energy standards, the 2022 CALGreen building code, and the City's Green Building Code. As these conservation policies are mandatory, any redevelopment of the Project Site would not conflict with or obstruct implementation of applicable plans for renewable energy or efficiency. With regard to transportation related energy usage, any redevelopment of the Project Site would comply with the goals of SCAG's RTP/SCS, which incorporates VMT targets established by SB 375. The Project Site's proximity to existing public transportation would serve to reduce VMT and associated transportation fuel usage within the region. In addition, the potential redevelopment of the Project Site with up to 21 dwelling units per acre (107 residential units) would result in the reduction of approximately 1,725 daily vehicle trips when compared to the existing uses, and vehicle trips associated with potential redevelopment would comply with CAFE fuel economy standards. Based on the above, the Project would not conflict with adopted energy conservation plans, or violate State or federal energy standards. Therefore, impacts associated with regulatory consistency would be less than significant.

Cumulative Impacts

With respect to energy, although any potential future development would result in the irreversible use of renewable and non-renewable energy resources which could limit future availability, the use of such resources would be on a relatively small scale and would be consistent with growth expectations for SCE and SoCal Gas. In addition, no related projects have been identified in the vicinity of the Project Site. Further, in accordance with current building codes and construction standards, any development projects, including the potential redevelopment of the Project Site with residential uses, would be required to comply with Title 24 and the City's Green Building Code. Therefore, cumulative impacts with respect to energy would be less than significant.

VII. GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause 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.	☐	☐	☑	☐
ii. Strong seismic ground shaking?	☐	☐	☑	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☑	☐	☐
iv. Landslides?	☐	☐	☐	☑
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☑	☐
c. Be located on a geologic unit that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☑	☐	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☑	☐	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☑

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

This section is based in part on the following report, which is included in Appendix B of this IS/MND:

B Preliminary Feasibility-Level Geotechnical Investigation, Kling Consulting Group, February 24, 2022.

a) Would the project directly or indirectly cause 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. As discussed previously, the Project involves administrative actions to rezone the Project Site. Approval of the Project would allow for the Project Site to accommodate commercial uses and/or residential development of the existing commercial uses and the construction of up to 21 dwelling units per acre (107 residential units), which is the maximum development capacity that would be permitted after approval of the proposed administrative actions to rezone the Project Site. Therefore, to provide a conservative estimate of impacts associated with the proposed administrative actions, the following analysis addresses the potential redevelopment of the Project Site with 21 dwelling units per acre (107 residential units).

The Project Site is located in the seismically active region of Southern California. Numerous active and potentially active faults with surface expressions (fault traces) have been mapped adjacent to, within, and beneath Los Angeles County. The criteria for these major groups are based on criteria developed by the California Geologic Survey (CGS) (formerly California Division of Mines and Geology) for the Alquist-Priolo Earthquake Fault Zoning Program. By definition, an active fault is one that shows evidence of surface displacement within Holocene time (about the last 11,000 years). A potentially active fault is one that has demonstrated surface displacement within the Quaternary age deposits (about the last 1.6 million years). Inactive faults show no signs of surface displacement within the last 1.6 million years. The Project Site is not located within an Alquist-Priolo Earthquake Zone.[34] The Project Site does not contain an earthquake fault, and the

[34] Preliminary Geotechnical Investigation, Kling Consulting Group, February 24, 2022, included in Appendix B of this IS/MND.

closest active faults are the Puente Hills Fault, located approximately 2.7 miles from the Project Site, and the Newport Inglewood Fault, located approximately 6.8 miles from the Project Site. The City of Cerritos has adopted the current Los Angeles County Building Code (LACBC), with which any potential development on the Project Site would be required to comply, along with the California Building Code (CBC). The LACBC contains construction requirements (i.e. related to soil types, foundations, and construction methods and materials, etc.) to ensure habitable structures are built to a level such that they can withstand acceptable seismic risk. Therefore, impacts related to ground rupture from known earthquake faults would be less than significant.

(ii) Strong seismic ground shaking?

Less Than Significant Impact. Given the Project Site's location in a seismically active region, the Project Site could experience seismic groundshaking in the event of an earthquake. However, the design and construction of any potential development on the Project Site is required to comply with the most current codes regulating seismic risk, including the CBC and the Cerritos Municipal Code, which adopted the current LACBC. Compliance with current code requirements would minimize the potential to expose people or structures to substantial risk or loss or injury. Therefore, impacts related to seismic ground shaking would be less than significant.

(iii) Seismic-related ground failure, including liquefaction?

Less Than Significant with Mitigation Incorporated. Liquefaction is the phenomenon in which saturated, low cohesion soils lose strength during relatively severe earthquake ground motions, with potential for adversely affecting buildings and road structures. Factors known to influence the potential for liquefaction include soil type and depth, grain-size, relative density, groundwater level, degree of saturation, and both the intensity and duration of ground shaking. As discussed in the Preliminary Geotechnical Investigation prepared for the Project Site (refer to Appendix B), based on a review of published geologic data, subsurface data, the presence of a shallow static groundwater table, and the overall relatively loose nature of the underlying soils, the Project Site is susceptible to liquefaction. As such, implementation of Mitigation Measure GEO-1 would be required to ensure that Project impacts related to liquefaction would be less than significant.

Mitigation Measure

GEO-1 Geology and Soils (Liquefaction)

- Prior to issuance of grading permits, a detailed geotechnical investigation report shall be submitted to the City. The report, which must be submitted along with engineered grading plans, must provide site-specific recommendations to allow for development that meets the requirements of the State and County Building Code. The geotechnical report shall be prepared and signed/stamped by a Registered Civil Engineer specializing in geotechnical engineering and a Certified Engineering Geologist. This report shall include site-specific measures such as grading recommendations, soil engineering, and foundation design recommendations, as appropriate.

(iv) Landslides?

No Impact. A project-related significant adverse effect may occur if a project is located in a hillside area with soil conditions that would suggest a high potential for sliding. The Project Site is flat and is not located near any mountains or sloping terrain. The Project Site is not subject to potential hazards involving landslides, and no impact would occur.

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

Less Than Significant Impact. A significant impact may occur if a project exposes large areas to the erosional effects of wind or water for a protracted period of time. Should the Project Site be redeveloped with residential uses, grading and excavation would expose soils for a limited time, allowing for possible erosion. However, due to the temporary nature of the soil exposure during the grading and excavation processes, substantial erosion would not occur.

During the construction phase, any potential development would be required to implement SCAQMD Rule 403 – Fugitive Dust to minimize wind and water-borne erosion at the Site. Also, any potential developer would be required to comply with City Code Section 6.32.050 (Storm Water and Runoff Pollution Prevention Controls) and prepare and implement a Stormwater Pollution Prevention Plan (SWPPP), in accordance with the National Pollutant Discharge Elimination System (NPDES) General Permit for Discharges of Storm Water Associated with Construction Activity and Land Disturbance Activities. The site-specific SWPPP would be prepared prior to earthwork activities and would be implemented during construction. The SWPPP would include best management practices (BMPs) and erosion control measures to prevent pollution in storm water discharge. Typical BMPs that could be used during construction include good-housekeeping practices (e.g., street sweeping, proper waste disposal, vehicle and equipment maintenance, concrete washout area, materials storage, minimization of hazardous materials, proper handling and storage of hazardous materials, etc.) and erosion/sediment control measures (e.g., silt fences, fiber rolls, gravel bags, storm water inlet protection, and soil stabilization measures, etc.). The SWPPP would be subject to review and approval by the City.

Additionally, all construction activities would comply with the City's grading permit regulations, which require the implementation of grading and dust control measures, including a wet weather erosion control plan if construction occurs during rainy season, as well as inspections to ensure that sedimentation and erosion is minimized. Through compliance with these existing regulations, the potential for the redevelopment of the Project Site to include residential uses would not result in any significant impacts related to soil erosion during the construction phase. Additionally, during the operational phase should residential units be developed at the Project Site, the majority of the Project Site would be developed with impervious surface, and all stormwater flows would be directed to storm drainage features and would not come into contact with bare soil surfaces. Thus, no significant impacts related to erosion or the loss of topsoil would occur.

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. A significant impact may occur if a project is built in an unstable area without proper site preparation or design features to provide adequate foundations for the project buildings, thus posing a hazard to life and property. Should the Project Site be redeveloped to include residential uses, any construction activities must comply with the LACBC, which is designed to assure safe construction, including building foundation requirements appropriate to Site conditions. Additionally, as discussed previously, the Project Site is not subject to potential hazards involving landslides. Seismic hazards that could occur at the Project Site are related to geologic/soil instability include liquefaction (discussed previously) and seismic-induced settlement, as discussed in the Preliminary Geotechnical Investigation prepared for the Project Site (refer to Appendix B). However, implementation of Mitigation Measure GEO-1 (provided above) would be required to ensure that Project impacts related to liquefaction and settlement would be less than significant.

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

Less Than Significant with Mitigation Incorporated. A significant impact may occur if a project is built on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings thus posing a hazard to life and property. Expansive soils are clay-based soils that tend to expand (increase in volume) as they absorb water and shrink (decrease in volume) as water is drawn away. If soils consist of expansive clays, foundation movement and/or damage can occur if wetting and drying of the clay does not occur uniformly across the entire area. As discussed in the Preliminary Geotechnical Investigation prepared for the Project Site (refer to Appendix B), the subsurface soils likely consist of interbedded sand, silt, and clay. While sandy soils are generally not susceptible to expansion, the potential exists that layers of expansive clay could be present at the foundation elevation. Therefore, the soils should be assumed as having a moderate potential for expansion. Implementation of Mitigation Measure GEO-2 (provided below) would therefore be required to ensure that Project impacts related to expansive soils would be less than significant.

Mitigation Measure

GEO-2 Geology and Soils (Expansive Soil)

- Prior to issuance of a building permit and after completion of rough grading, any potential developer shall submit a soil expansion index test of the rough graded building pad to confirm expansion potential is within the acceptable limits. Further soil remediation shall be performed if the index warrants such action.

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?

No Impact. This question would apply to the Project only if it were located in an area not served by an existing sewer system. The Project Site is located in an urbanized area within the City of Cerritos, which is served by an existing wastewater collection, conveyance, and treatment system operated by the City. No septic tanks or alternative disposal systems are necessary, nor are they proposed. Therefore, no impact related to alternative wastewater disposal systems would occur.

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

Less Than Significant with Mitigation Incorporated. A significant adverse effect could occur if grading or excavation activities associated with a project would disturb paleontological resources or geologic features which presently exist within the Project Site. The Project Site is currently developed as the Cerritos Village Center retail shopping center, located in an urbanized area. It is likely that if any paleontological resources were located at the Project Site, they would have been discovered during development of the existing shopping center. However, in the unlikely event that unknown paleontological resources are encountered should the Project Site be redeveloped to include residential uses, implementation of Mitigation Measure GEO-3 would ensure that potential impacts related to paleontological resources would be less than significant.

Mitigation Measure

GEO-3 Geology and Soils (Paleontology)

- If any paleontological materials are encountered during the course of development, all further development activities shall halt within a 50-foot radius (excavation or disturbance may continue in other areas of the Project Site that are outside of this radius), and:

    a. Any potential developer shall secure the services of a paleontologist, including the cost for such paleontologist, by contacting the Center for Public Paleontology - USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles County Natural History Museum - who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.

    b. The paleontologist's survey, study, or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.

    c. The potential developer shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study, or report.

d. Development activities may resume once copies of the paleontological survey, study or report are submitted to the Los Angeles County Natural History Museum.

e. Any fossils recovered during mitigation should be deposited in an accredited and permanent scientific institution for the benefit of current and future generations.

- Prior to the issuance of any building permit, the potential developer shall submit a letter to the case file indicating what, if any, paleontological reports have been submitted, or a statement indicating that no material was discovered.

Cumulative Impacts

Geotechnical impacts related to future development in the City involve site-specific soil conditions, erosion, ground-shaking during earthquakes, and paleontological resources. The impacts on each site are specific to that site and its users and would not be in common or contribute to (or shared with, in an additive sense) the impacts on other sites. While no related projects have been identified within the vicinity of the Project Site, development on each site is subject to uniform site development as well as CBC and LACBC construction standards that are designed to protect public safety. It is assumed that any development projects, including the potential redevelopment of the Project Site to include residential uses, would be required to comply with CBC and LACBC construction standards and requirements. Impacts with respect to paleontological resources are also assessed on a site-by-site basis. All development in the City that includes ground-disturbing activities is required to adhere to existing State and City regulations and/or any required mitigation measures related to the discovery of paleontological resources. For these reasons, cumulative impacts related to geology and soils would be less than significant.

VIII. GREENHOUSE GAS EMISSIONS

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

The section is based in part on the following technical modeling, included as Appendix C of this IS/MND:

C Greenhouse Gas Emissions Technical Modeling, DKA Planning, May 2025.

Climate Change Background

Global climate change refers to changes in average climatic conditions on Earth as a whole, including changes in temperature, wind patterns, precipitation, and storms. Global warming, a related concept, is the observed increase in average temperature of Earth's surface and atmosphere. One identified cause of global warming is an increase of GHG emissions in the atmosphere. GHG emissions are those compounds in Earth's atmosphere that play a critical role in determining Earth's surface temperature.

Earth's natural warming process is known as the "greenhouse effect." It is called the greenhouse effect because Earth and the atmosphere surrounding it are similar to a greenhouse with glass panes in that the glass allows solar radiation (sunlight) into Earth's atmosphere but prevents radiative heat from escaping, thus warming Earth's atmosphere. Some levels of GHG emissions keep the average surface temperature of Earth close to a hospitable 60 degrees Fahrenheit. However, it is believed that excessive concentrations of anthropogenic GHG emissions in the atmosphere can result in increased global mean temperatures, with associated adverse climatic and ecological consequences.

GHG Emissions Background

GHG emissions include CO_2, methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), and nitrogen trifluoride (NF_3).[35] Carbon dioxide is the most abundant GHG. Other GHG emissions are less abundant but have greater global warming potential than CO_2. Thus, emissions of other GHGs are frequently expressed in their equivalent mass of CO_2, denoted as CO_2e. Forest fires, decomposition, industrial processes, landfills, and the consumption of fossil fuels for power generation, transportation, heating, and cooking are the primary sources of GHG emissions.

Regulatory Framework

There are any number of agreements, strategies, policies, regulations, and standards that relate to GHG emissions – from international climate accords to local climate action plans. Below is a discussion of (1) the plans, policies, and regulations (collectively, the "Applicable GHG Regulations") that are fundamental to determining whether the Project would have a significant impact on GHG emissions, and (2) the existing conditions under the Applicable GHG Regulations.

State

The State legislature, executive office, and administrative agencies have promulgated various regulations, rules, policies, and strategies that govern GHG emissions. Below is a timeline thereof, followed by explanations of each:

- June 2005: Executive Order S-3-05 (EO S-3-05)
- September 2005: Assembly Bill 32 (AB 32) (codified EO S-3-05)
- August 2007: Senate Bill 97 (SB 97)
- September 2008: Senate Bill 375 (SB 375)
- December 2008: CARB adopts Climate Change Scoping Plan (the "AB 32 Scoping Plan" or 2008 Scoping Plan)
- August 2011: CARB adopts Supplemental Functional Equivalent Document to the Climate Change Scoping Plan (the "Supplemental FED")
- May 2014: CARB adopts First Update to the Climate Change Scoping Plan: Building on the Framework (the "First Update" or 2013 Scoping Plan Update)
- April 2015: Executive Order B-30-15 (EO B-30-15)
- September 2016: Senate Bill 32 (SB 32) (codified EO B-30-15)
- November 2017: CARB adopts the 2017 Climate Change Scoping Plan Update: The Strategy for Achieving California's 2030 Greenhouse Gas Target (the "2017 Scoping Plan Update")
- September 2018: Executive Order B-55-18 (EO B-55-18)
- September 2022: Assembly Bill 1297 (AB 1297) (codified EO B-55-18)

[35] As defined by California Assembly Bill (AB) 32 and Senate Bill (SB) 104.

- November 2022: CARB adopts the 2022 Scoping Plan for Achieving Carbon Neutrality (the "2022 Scoping Plan Update")

Other regulations would also have an indirect effect on the Project's GHG emissions. The Project's relation to the following regulations would not be determinative of its CEQA significance, but explanations of these regulations are nonetheless provided below for informational purposes:

- SB 350, the Clean Energy and Efficiency Act of 2015
- Cap-and-Trade Program

EO S-3-05

In June 2005, Governor Arnold Schwarzenegger signed EO-S-3-05, which had the goal of reducing the State's GHG emissions to 2000 levels by 2010, to 1990 levels by 2020, and to 80 percent below 1990 levels by 2050.

AB 32

In September 2005, Governor Arnold Schwarzenegger signed the California Global Warming Solutions Act of 2006, AB 32, into law. AB 32 committed the State to achieving the following:

- By 2010, reduce statewide GHG emissions to 2000 levels.[36]
- By 2020, reduce statewide GHG emissions to 1990 levels.

AB 32 required the California Air Resources Board (CARB) to adopt rules and regulations that achieve the maximum technologically feasible and cost-effective GHG emissions reductions. The State achieved its 2020 GHG emissions target of returning to 1990 levels four years earlier than mandated by AB 32.

SB 97

Passed in August 2007, SB 97 required the State Office of Planning and Research (OPR) to prepare and develop CEQA guidelines for the effects and/or mitigation of GHG emissions, including effects associated with transportation and energy consumption. Subsequently, the Draft Guidelines Amendments for Greenhouse Gas Emissions (the "Guidelines Amendments") were adopted in December 2009 to address the specific obligations of public agencies when analyzing GHG emissions to determine a project's effect on the environment, as pursuant to CEQA.

The Guidelines Amendments do not provide thresholds of significance or any specific mitigation measures; rather, they require a lead agency to make a good-faith effort to describe, calculate, or estimate the amount of GHG emissions that would result from a project, to the extent possible based on scientific and factual data. The Guidelines Amendments give discretion to the lead

[36] The 2010 target to reduce GHG emissions to 2000 levels was not met.

agency whether to (1) use a model or methodology to quantify GHG emissions resulting from a project, and which model or methodology to use, or (2) rely on a qualitative analysis or performance-based standards. Additionally, three factors that should be considered in the evaluation of the significance of GHG emissions are identified:

(1) The extent to which a project may increase or reduce GHG emissions as compared to the existing environmental setting;

(2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and

(3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

The administrative record for the Guidelines Amendments also clarifies "that the effects of greenhouse gas emissions are cumulative and should be analyzed in the context of CEQA's requirements for the cumulative impact analysis."[37]

The California Natural Resources Agency is required to periodically update the Guidelines Amendments to incorporate new information or criteria established by CARB pursuant to AB 32. SB 97 applies to any environmental impact report (EIR), negative declaration, mitigated negative declaration, or other document requirement by CEQA.

SB 375

In September 2008, Governor Schwarzenegger signed SB 375, the Sustainable Communities and Climate Protection Act of 2008, to align regional planning for housing and transportation with the GHG reduction goals outlined by AB 32. SB 375 requires each Metropolitan Planning Organization (MPO) to adopt a Sustainable Community Strategy (SCS) encouraging compact development that reduces passenger VMT and trips, all for the purpose of meeting CARB-determined regional GHG emissions reduction targets.

EO-B-30-15

In April 2015, Governor Jerry Brown issued EO B-30-15, which had the goal of reducing the State's GHG emissions to 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050.

[37] Letter from Cynthia Bryant, Director of the Governor's Office of Planning and Research, to Mike Chrisman, California Secretary for Natural Resources, dated 13 April 2009.

SB 32

Signed in September 2016 by Governor Brown, SB 32 updates AB 32 to include an emissions reduction goal for the year 2030. Specifically, SB 32 requires CARB to ensure that statewide GHG emissions are reduced to 40 percent below the 1990 level by 2030. New goals outlined in SB 32 update AB 32's scoping plan requirement and involve increasing renewable energy use, imposing tighter limits on the carbon content of gasoline and diesel fuel, putting more electric cars on the road, improving energy efficiency, and curbing emissions from key industries.

EO B-55-18

On September 10, 2018, Governor Brown issued EO B-55-18, which established a target for California to achieve carbon net neutrality by 2045. EO B-55-18 identifies the statewide goal to achieve and maintain carbon neutrality as soon as possible, and no later than 2045.

AB 1297

Governor Gavin Newsom codified the goals outlined in EO-B-55-18 by his signing of AB 1279 in September 2022. AB 1279 requires the State to reduce statewide anthropogenic GHG emissions to at least 85 percent below 1990 levels and to maintain net negative GHG emissions thereafter. AB 1279 tasks CARB with monitoring and regulating GHG emissions to achieve this goal. AB 1297 represents the State's latest – and most stringent – GHG reduction target.

SB 350

SB 350, signed October 7, 2015, is the Clean Energy and Pollution Reduction Act of 2015. The objectives of SB 350 are: (1) to increase the procurement of electricity from renewable resources from 33 percent to 50 percent by 2030, and (2) to double the energy efficiency savings in electricity and natural gas final end uses of retail customers through energy efficiency and conservation.[38]

Cap-and-Trade Program

The Scoping Plans identify the Cap-and-Trade Program as one of the strategies California will employ to reduce GHG emissions. Under Cap-and-Trade, an overall limit on GHG emissions from capped sectors is established, and facilities subject to the cap are able to trade permits to emit GHGs. CARB designed and adopted the California Cap-and-Trade Project pursuant to its authority under AB 32.

Climate Change Scoping Plans

The Scoping Plan is a GHG reduction roadmap developed and updated by CARB at least once every five years, as 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 published the

[38] Senate Bill 350 (2015-2016 Re. Session) Stats 2015, ch. 547.

2022 Scoping Plan Update in November 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. 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). The 2017 Scoping Plan Update shifted focus to the newer SB 32 goal of a 40 percent 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 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 the aforementioned targets, 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 incorporates, coordinates, and leverages many existing and ongoing efforts to reduce GHGs and air pollution, while identifying new clean technologies and energy. Given the focus on carbon neutrality, the 2022 Scoping Plan 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.

The 2022 Scoping Plan Update reflects existing and recent direction in the Governor's Executive Orders and State Statutes, which identify policies, strategies, and regulations in support of and implementation of the Scoping Plan. Among these include Executive Order B-55-18 and AB 1279 (The California Climate Crisis Act), which identify the 2045 carbon neutrality and GHG reduction targets required for the Scoping Plan.

Table VIII-1 provides a summary of major climate legislation and executive orders issued since the adoption of the 2017 Scoping Plan.

Table VIII-1
Major Climate Legislation and Executive Orders Enacted Since the 2017 Scoping Plan

Bill/Executive Order	Summary
Assembly Bill 1279 (AB 1279) (Muratsuchi, Chapter 337, Statutes of 2022) *The California Climate Crisis Act*	AB 1279 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 the Scoping Plan updates 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. This bill is reflected directly in the 2022 Scoping Plan Update.
Senate Bill 905 (SB 905) (Caballero, Chapter 359, Statutes of 2022) *Carbon Capture, Removal, Utilization, and Storage Program*	SB 905 requires CARB to create the Carbon Capture, Removal, Utilization, and Storage Program to evaluate, demonstrate, and regulate CCUS and carbon dioxide removal (CDR) projects and technology. The bill requires CARB, on or before January 1, 2025, to adopt regulations creating a unified state permitting application for approval of CCUS and CDR projects. The bill also requires the Secretary of the Natural Resources Agency to publish a framework for governing agreements for two or more tracts of land overlying the same geologic storage reservoir for the purposes of a carbon sequestration project. The 2022 Scoping Plan Update modeling reflects both CCUS and CDR contributions to achieve carbon neutrality.
Senate Bill 846 (SB 846) (Dodd, Chapter 239, Statutes of 2022) *Diablo Canyon Powerplant: Extension of Operations*	SB 846 extends the Diablo Canyon Power Plant's sunset date by up to five additional years for each of its two units and seeks to make the nuclear power plant eligible for federal loans. The bill requires that the California Public Utilities Commission (CPUC) not include and disallow a load-serving entity from including in their adopted resource plan, the energy, capacity, or any attribute from the Diablo Canyon power plant. The 2022 Scoping Plan Update explains the emissions impact of this legislation.
Senate Bill 1020 (SB 1020) (Laird, Chapter 361, Statutes of 2022) *Clean Energy, Jobs, and Affordability Act of 2022*	SB 1020 adds interim renewable energy and zero carbon energy retail sales of electricity targets to California end-use customers set at 90 percent in 2035 and 95 percent in 2040. It accelerates the timeline required to have 100 percent renewable energy and zero carbon energy procured to serve state agencies from the original target year of 2045 to 2035. This bill requires each state agency to individually achieve the 100 percent goal by 2035 with specified requirements. This bill requires the CPUC, California Energy Commission (CEC), and CARB, on or before December 1, 2023, and annually thereafter, to issue a joint reliability progress report that reviews system and local reliability. The bill also modifies the requirement for CARB to hold a portion of its Scoping Plan workshops in regions of the state with the most significant exposure to air pollutants by further specifying

Table VIII-1
Major Climate Legislation and Executive Orders Enacted Since the 2017 Scoping Plan

Bill/Executive Order	Summary
	that this includes communities with minority populations or low-income communities in areas designated as being in extreme federal non-attainment. The 2022 Scoping Plan Update describes the implications of this legislation on emissions.
Senate Bill 1137 (SB 1137) (Gonzales, Chapter 365, Statutes of 2022) *Oil & Gas Operations: Location Restrictions: Notice of Intention: Health protection zone: Sensitive receptors*	SB 1137 prohibits the development of new oil and gas wells or infrastructure in health protection zones, as defined, except for purposes of public health and safety or other limited exceptions. The bill requires operators of existing oil and gas wells or infrastructure within health protection zones to undertake specified monitoring, public notice, and nuisance requirements. The bill requires CARB to consult and concur with the California Geologic Energy Management Division (CalGEM) on leak detection and repair plans for these facilities, adopt regulations as necessary to implement emission detection system standards, and collaborate with CalGEM on public access to emissions detection data.
Senate Bill 1075 (SB 1075) (Skinner, Chapter 363, Statutes of 2022) *Hydrogen: Green Hydrogen: Emissions of Greenhouse Gases*	SB 1075 requires CARB, by June 1, 2024, to prepare an evaluation that includes: policy recommendations regarding the use of hydrogen, and specifically the use of green hydrogen, in California; a description of strategies supporting hydrogen infrastructure, including identifying policies that promote the reduction of GHGs and short-lived climate pollutants; a description of other forms of hydrogen to achieve emission reductions; an analysis of curtailed electricity; an estimate of GHG and emission reductions that could be achieved through deployment of green hydrogen through a variety of scenarios; an analysis of the potential for opportunities to integrate hydrogen production and applications with drinking water supply treatment needs; policy recommendations for regulatory and permitting processes associated with transmitting and distributing hydrogen from production sites to end uses; an analysis of the life-cycle GHG emissions from various forms of hydrogen production; and an analysis of air pollution and other environmental impacts from hydrogen distribution and end uses. This bill would inform the production of hydrogen at the scale called for in the 2022 Scoping Plan Update.
Assembly Bill 1757 (AB 1757) (Garcia, Chapter 341, Statutes of 2022) *California Global Warming Solutions Act of 2006: Climate Goal: Natural and Working Lands*	AB 1757 requires the California Natural Resources Agency (CNRA), in collaboration with CARB, other state agencies, and an expert advisory committee, to determine a range of targets for natural carbon sequestration, and for nature-based climate solutions, that reduce GHG emissions in 2030, 2038, and 2045 by January 1, 2024. These targets must support state goals to achieve carbon neutrality and foster climate adaptation and resilience. This bill also requires CARB to develop standard methods for state agencies to consistently track GHG emissions and reductions, carbon sequestration, and additional benefits from

Table VIII-1
Major Climate Legislation and Executive Orders Enacted Since the 2017 Scoping Plan

Bill/Executive Order	Summary
	natural and working lands over time. These methods will account for GHG emissions reductions of CO2, methane, and nitrous oxide related to natural and working lands and the potential impacts of climate change on the ability to reduce GHG emissions and sequester carbon from natural and working lands, where feasible. This 2022 Scoping Plan Update describes the next steps and implications of this legislation for the natural and working lands sector.
Senate Bill 1206 (SB 1206) (Skinner, Chapter 884, Statutes of 2022) *Hydrofluorocarbon gases: sale or distribution*	SB 1206 mandates a stepped sales prohibition on newly produced high- global warming potential (GWP) HFCs to transition California's economy toward recycled and reclaimed HFCs for servicing existing HFC-based equipment. Additionally, SB 1206 also requires CARB to develop regulations to increase the adoption of very low-, i.e., GWP < 10, and no-GWP technologies in sectors that currently rely on higher-GWP HFCs.
Senate Bill 27 (SB 27) (Skinner, Chapter 237, Statutes of 2021) *Carbon Sequestration: State Goals: Natural and Working Lands: Registry of Projects*	SB 27 requires CNRA, in coordination with other state agencies, to establish the Natural and Working Lands Climate Smart Strategy by July 1, 2023. This bill also requires CARB to establish specified CO2 removal targets for 2030 and beyond as part of its Scoping Plan. Under SB 27, CNRA is to establish and maintain a registry to identify projects in the state that drive climate action on natural and working lands and are seeking funding. CNRA also must track carbon removal and GHG emission reduction benefits derived from projects funded through the registry. This bill is reflected directly in the 2022 Scoping Plan Update as CO2 removal targets for 2030 and 2045 in support of carbon neutrality.
Senate Bill 596 (SB 596) (Becker, Chapter 246, Statutes of 2021) *Greenhouse Gases: Cement Sector: Net- zero Emissions Strategy*	SB 596 requires CARB, by July 1, 2023, to develop a comprehensive strategy for the state's cement sector to achieve net-zero-emissions of GHGs associated with cement used within the state as soon as possible, but no later than December 31, 2045. The bill establishes an interim target of 40 percent below the 2019 average GHG intensity of cement by December 31, 2035. Under SB 596, CARB must: Define a metric for GHG intensity and establish a baseline from which to measure GHG intensity reductions. Evaluate the feasibility of the 2035 interim target (40 percent reduction in GHG intensity) by July 1, 2028. Coordinate and consult with other state agencies. Prioritize actions that leverage state and federal incentives. Evaluate measures to support market demand and financial incentives to encourage the production and use of cement with low GHG intensity.

Table VIII-1
Major Climate Legislation and Executive Orders Enacted Since the 2017 Scoping Plan

Bill/Executive Order	Summary
	The 2022 Scoping Plan Update modeling is designed to achieve these outcomes.
Executive Order N-82-20	Governor Newsom signed Executive Order N-82-20 in October 2020 to combat the climate and biodiversity crises by setting a statewide goal to conserve at least 30 percent of California's land and coastal waters by 2030. The Executive Order also instructed the CNRA, in consultation with other state agencies, to develop a Natural and Working Lands Climate Smart Strategy that serves as a framework to advance the state's carbon neutrality goal and build climate resilience. In addition to setting a statewide conservation goal, the Executive Order directed CARB to update the target for natural and working lands in support of carbon neutrality as part of this Scoping Plan, and to take into consideration the NWL Climate Smart Strategy. Executive Order N-82-20 also calls on the CNRA, in consultation with other state agencies, to establish the California Biodiversity Collaborative (Collaborative). The Collaborative shall be made up of governmental partners, California Native American tribes, experts, business and community leaders, and other stakeholders from across the state. State agencies will consult the Collaborative on efforts to: Establish a baseline assessment of California's biodiversity that builds upon existing data and can be updated over time. Analyze and project the impact of climate change and other stressors in California's biodiversity. Inventory current biodiversity efforts across all sectors and highlight opportunities for additional action to preserve and enhance biodiversity. CNRA also is tasked with advancing efforts to conserve biodiversity through various actions, such as streamlining the state's process to approve and facilitate projects related to environmental restoration and land management. The California Department of Food and Agriculture (CDFA) is directed to advance efforts to conserve biodiversity through measures such as reinvigorating populations of pollinator insects, which restore biodiversity and improve agricultural production. The Natural and Working Lands Climate Smart Strategy informs the 2022 Scoping Plan Update.
Executive Order N-79-20	Governor Newsom signed Executive Order N-79-20 in September 2020 to establish targets for the transportation sector to support the state in its goal to achieve carbon neutrality by 2045. The targets established in this Executive Order are: 100 percent of in-state sales of new passenger cars and trucks will be zero-emission by 2035.

Table VIII-1
Major Climate Legislation and Executive Orders Enacted Since the 2017 Scoping Plan

Bill/Executive Order	Summary
	100 percent of medium- and heavy-duty vehicles will be zero-emission by 2045 for all operations where feasible, and by 2035 for drayage trucks. 100 percent of off-road vehicles and equipment will be zero-emission by 2035 where feasible. The Executive Order also tasked CARB to develop and propose regulations that require increasing volumes of zero- electric passenger vehicles, medium- and heavy-duty vehicles, drayage trucks, and off-road vehicles toward their corresponding targets of 100 percent zero-emission by 2035 or 2045, as listed above. The 2022 Scoping Plan Update modeling reflects achieving these targets.
Executive Order N-19-19	Governor Newsom signed Executive Order N-19-19 in September 2019 to direct state government to redouble its efforts to reduce GHG emissions and mitigate the impacts of climate change while building a sustainable, inclusive economy. This Executive Order instructs the Department of Finance to create a Climate Investment Framework that: Includes a proactive strategy for the state's pension funds that reflects the increased risks to the economy and physical environment due to climate change. Provides a timeline and criteria to shift investments to companies and industry sectors with greater growth potential based on their focus of reducing carbon emissions and adapting to the impacts of climate change. Aligns with the fiduciary responsibilities of the California Public Employees' Retirement System, California State Teachers' Retirement System, and the University of California Retirement Program. Executive Order N-19-19 directs the State Transportation Agency to leverage more than $5 billion in annual state transportation spending to help reverse the trend of increased fuel consumption and reduce GHG emissions associated with the transportation sector. It also calls on the Department of General Services to leverage its management and ownership of the state's 19 million square feet in managed buildings, 51,000 vehicles, and other physical assets and goods to minimize state government's carbon footprint. Finally, it tasks CARB with accelerating progress toward California's goal of five million ZEV sales by 2030 by: Developing new criteria for clean vehicle incentive programs to encourage manufacturers to produce clean, affordable cars. Proposing new strategies to increase demand in the primary and secondary markets for ZEVs.

Table VIII-1
Major Climate Legislation and Executive Orders Enacted Since the 2017 Scoping Plan

Bill/Executive Order	Summary
	Considering strengthening existing regulations or adopting new ones to achieve the necessary GHG reductions from within the transportation sector. The 2022 Scoping Plan Update modeling reflects efforts to accelerate ZEV deployment.
Senate Bill 576 (SB 576) (Umberg, Chapter 374, Statutes of 2019) *Coastal Resources: Climate Ready Program and Coastal Climate Change Adaptation, Infrastructure and Readiness Program*	Sea level rise, combined with storm-driven waves, poses a direct risk to the state's coastal resources, including public and private real property and infrastructure. Rising marine waters threaten sensitive coastal areas, habitats, the survival of threatened and endangered species, beaches, other recreation areas, and urban waterfronts. SB 576 mandates that the Ocean Protection Council develop and implement a coastal climate adaptation, infrastructure, and readiness program to improve the climate change resiliency of California's coastal communities, infrastructure, and habitat. This bill also instructs the State Coastal Conservancy to administer the Climate Ready Program, which addresses the impacts and potential impacts of climate change on resources within the conservancy's jurisdiction.
Assembly Bill 65 (AB 65) (Petrie-Norris, Chapter 347, Statutes of 2019) *Coastal Protection: Climate Adaption: Project Prioritization: Natural Infrastructure: Local General Plans*	This bill requires the State Coastal Conservancy, when it allocates any funding appropriated pursuant to the California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access For All Act of 2018, to prioritize projects that use natural infrastructure in coastal communities to help adapt to climate change. The bill requires the conservancy to provide information to the Office of Planning and Research on any projects funded pursuant to the above provision to be considered for inclusion into the clearinghouse for climate adaptation information. The bill authorizes the conservancy to provide technical assistance to coastal communities to better assist them with their projects that use natural infrastructure.
Executive Order B-55-18	Governor Brown signed Executive Order B-55-18 in September 2018 to establish a statewide goal to achieve carbon neutrality as soon as possible, and no later than 2045, and to achieve and maintain net negative emissions thereafter. Policies and programs undertaken to achieve this goal shall: Seek to improve air quality and support the health and economic resiliency of urban and rural communities, particularly low-income and disadvantaged communities. Be implemented in a manner that supports climate adaptation and biodiversity, including protection of the state's water supply, water quality, and native plants and animals. This Executive Order also calls for CARB to: Develop a framework for implementation and accounting that tracks progress toward this goal. Ensure future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal.

Table VIII-1
Major Climate Legislation and Executive Orders Enacted Since the 2017 Scoping Plan

Bill/Executive Order	Summary
	The 2022 Scoping Plan Update is designed to achieve carbon neutrality no later than 2045 and the modeling includes technology and fuel transitions to achieve that outcome.
Senate Bill 100 (SB 100) (De León, Chapter 312, Statutes of 2018) *California Renewables Portfolio Standard Program: emissions of greenhouse gases*	Under SB 100, the CPUC, CEC, and CARB shall use programs under existing laws to achieve 100 percent clean electricity for retail sales. The statute requires these agencies to issue a joint policy report on SB 100 every four years. The first of these reports was issued in 2021. The 2022 Scoping Plan Update reflects the SB 100 Core Scenario resource mix with a few minor updates.
Assembly Bill 2127 (AB 2127) (Ting, Chapter 365, Statutes of 2018) *Electric Vehicle Charging Infrastructure: Assessment*	This bill requires the CEC, working with CARB and the CPUC, to prepare and biennially update a statewide assessment of the electric vehicle charging infrastructure needed to support the levels of electric vehicle adoption required for the state to meet its goals of putting at least 5 million zero-emission vehicles on California roads by 2030 and of reducing emissions of GHGs to 40 percent below 1990 levels by 2030. The bill requires the CEC to regularly seek data and input from stakeholders relating to electric vehicle charging infrastructure. This bill supports the deployment of ZEVs as modeled in the 2022 Scoping Plan Update.
Senate Bill 30 (SB 30) (Lara, Chapter 614, Statutes of 2018) *Insurance: Climate Change*	This bill requires the Insurance Commissioner to convene a working group to identify, assess, and recommend risk transfer market mechanisms that, among other things, promote investment in natural infrastructure to reduce the risks of climate change related to catastrophic events, create incentives for investment in natural infrastructure to reduce risks to communities, and provide mitigation incentives for private investment in natural lands to lessen exposure and reduce climate risks to public safety, property, utilities, and infrastructure. The bill requires the policies recommended to address specified questions.
Assembly Bill 2061 (AB 2061) (Frazier, Chapter 580, Statutes of 2018) *Near-zero-emission and Zero-emission Vehicles*	Existing state and federal law set specified limits on the total gross weight imposed on the highway by a vehicle with any group of two or more consecutive axles. Under existing federal law, the maximum gross vehicle weight of that vehicle may not exceed 82,000 pounds. AB 2061 authorizes a near-zero-emission vehicle or a zero-emission vehicle to exceed the weight limits on the power unit by up to 2,000 pounds. This bill supports the deployment of cleaner trucks as modeled in the 2022 Scoping Plan Update.

The 2022 Scoping Plan scenario identifies the need to accelerate AB 32's 2030 target, from 40 percent to 48 percent below 1990 levels. Cap-and-Trade regulation continues to play a large

factor in the reduction of near-term emissions for meeting the 2030 reduction target. Every sector of the economy will need to begin to transition in this decade to meet these GHG reduction goals and achieve carbon neutrality no later than 2045. The 2022 Scoping Plan approaches decarbonization from two perspectives, managing a phasedown of existing energy sources and technologies, as well as increasing, developing, and deploying alternative clean energy sources and technology. The Scoping Plan scenario is summarized in Table 2-1 (starting on page 72) of the 2022 Scoping Plan. It includes references to relevant statutes and Executive Orders, although it is not comprehensive of all existing new authorities for directing or supporting the actions described. Table 2-1 identifies actions related to a variety of sectors such as: smart growth and reductions in VMT; light-duty vehicles (LDV) and zero-emission vehicles (ZEV); truck ZEVs; reduce fossil energy, emissions, and GHGs for aviation, ocean-going vessels, port operations, freight and passenger rail, oil and gas extraction; and petroleum refining; improvements in electricity generation; electrical appliances in new and existing residential and commercial buildings; electrification and emission reductions across industries such as for food products, construction equipment, chemicals and allied products, pulp and paper, stone/clay/glass/cement, other industrial manufacturing, and agriculture; retiring of combined heat and power facilities; low carbon fuels for transportation, business, and industry; improvements in non-combustion methane emissions, and introduction of low GWP refrigerants.

Achieving the targets described in the 2022 Scoping Plan will require continued commitment to and successful implementation of existing policies and programs, and identification of new policy tools and technical solutions to go further, faster. California's Legislature and state agencies will continue to collaborate to achieve the state's climate, clean air, equity, and broader economic and environmental protection goals. It will be necessary to maintain and strengthen this collaborative effort, and to draw upon the assistance of the federal government, regional and local governments, tribes, communities, academic institutions, and the private sector to achieve the state's near-term and longer-term emission reduction goals and a more equitable future for all Californians. The Scoping Plan acknowledges that the path forward is not dependent on one agency, one state, or even one country. However, the State can lead by engaging Californians and demonstrating how actions at the state, regional, and local levels of governments, as well as action at community and individual levels, can contribute to addressing the challenge.

Aligning local jurisdiction action with state-level priorities to tackle climate change and the outcomes called for in the 2022 Scoping Plan is identified as critical to achieving the statutory targets for 2030 and 2045. The 2022 Scoping Plan discusses the role of local governments in meeting the State's GHG reductions goals. 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 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.

Regional

Regional Transportation Plan/Sustainable Communities Strategy

In September 2008 Governor Schwarzenegger signed the Sustainable Communities and Climate Protection Act of 2008, also known as SB 375, to align regional planning for housing and transportation with the GHG emissions reduction goals outlined by AB 32. SB 375 requires each MPO to adopt an SCS encouraging compact development that reduces passenger VMT and trips, all for the purpose of meeting CARB-determined regional GHG emissions reduction targets.

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development, and the environment. As the federally designated MPO for the six-county Southern California region, SCAG is required by law to ensure that transportation activities conform to, and are supportive of, regional and state air quality plan goals to attain NAAQS. SCAG is also a co-producer, with the SCAQMD, of the transportation strategy and transportation control measure sections of the Basin's AQMP.

On September 3, 2020, SCAG adopted the 2020-2045 RTP/SCS, which calls for $639 billion in transportation investments and reducing VMT by 19 percent per capita from 2005 to 2035. The updated plan accommodates 21.3 percent growth in population from 2016 (3,933,800) to 2045 (4,771,300) and a 15.6 percent growth in jobs from 2016 (1,848,300) to 2045 (2,135,900). The updated RTP/SCS calls for a number of land use-based strategies to accommodate growth, minimize criteria pollutant emissions, and achieve climate change objectives:

- Decreasing drive-along work commutes by three percent
- Reducing per capita VMT by five percent and vehicle hours traveled per capita by nine percent
- Increasing transit commuting by two percent
- Reducing travel delay per capita by 26 percent
- Creating 264,500 new jobs annually
- Reducing greenfield development by 29 percent by focusing on smart growth
- Locating six more percent household growth in High Quality Transit Areas (HQTAs), which concentrate roadway repair investments, leverage transit and active transportation investments, reduce regional life cycle infrastructure costs, improve accessibility, create local jobs, and have the potential to improve public health and housing affordability.

- Locating 15 percent more jobs in HQTAs

The 2020-2045 RTP/SCS calls for a 19 percent reduction in per capita GHG emissions by 2035 from 2005 levels. This is intended to be consistent with CARB's performance targets during this same period. The bulk of these reductions are to come from transportation investments, pricing strategies, TDM strategies, and land use programs. On October 30, 2020, CARB accepted the RTP/SCS quantification of GHG emissions on October 30, 2020 (Executive Order G-20-239, SCAG 2020 SCS ARB Acceptance of GHG Quantification Determination).

On April 4, 2024, SCAG adopted the 2024-2050 RTP/SCS to serve as the roadmap to fulfilling the region's compliance with GHG reduction targets. To this end, the 2024-2050 RTP/SCS recognizes that transportation investments and future land use patterns are inextricably linked and acknowledges how this relationship can help the region make choices that sustain existing resources while expanding efficiency, mobility, and accessibility for people across the region. However, as the region's applicable air quality plan remains the 2022 AQMP, the growth assumptions of the 2020-2045 RTP/SCS still represent the basis of the region's air quality plan. Once the 2022 AQMP is updated with these growth forecasts, consistency with the projections in the applicable air quality plan for the region will be based on the 2024-2050 RTP/SCS.

South Coast Air Quality Management District CEQA Guidance

The City of Cerritos is located in the South Coast Air Basin (Basin). The South Coast Air Quality Management District (SCAQMD) is responsible for air quality planning in the Basin and developing rules and regulations to bring the area into attainment of the ambient air quality standards. This is 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.[39] A GHG Significance Threshold Working Group was formed to further evaluate potential GHG significance thresholds.[40] 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 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).

[39] SCAQMD, Board Meeting, December 5, 2008. Agenda No. 31, http://www3.aqmd.gov/hb/2008/081231.a.thm.

[40] SCAQMD, Greenhouse Gases CEQA Significance Thresholds, http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ghg-significance-thresholds.

The Working Group has been inactive since 2011, and SCAQMD has not formally adopted any GHG significance thresholds for other jurisdictions.

Local

City of Cerritos

The City of Cerritos has adopted the 2022 California Building Code, which provides minimum standards for design, construction, materials, use, and other variables that influence the GHG emissions generated by development. As the 2022 Code took effect January 1, 2023, construction in later years could be subject to the future 2025 California Building Code standards that take effect January 1, 2026. The City also incorporated the 2022 California Green Building Standards Code (CALGreen), also known as Title 24, Part 11, which sets the standards for green building practices. It mandates minimum requirements for energy efficiency, water conservation, resource efficiency, and environmental quality in commercial, residential, and public school buildings. The green building code also includes voluntary provisions for all these building types, including hospitals, to encourage even higher levels of sustainability.

Existing Conditions

Existing Statewide GHG Emissions

CARB reports that in 2019, emissions from GHG emissions statewide were 404 $MMTCO_2e$, 27 $MMTCO_2e$ below the state's 2020 GHG limit of 431 $MMTCO_2e$. The transportation sector was the largest source of GHG emissions, accounting for approximately half of the state's GHG inventory when including upstream transportation emissions from the refinery and oil and gas industrial sectors. The commercial and residential sectors accounted for approximately 10 percent of GHG emissions. Agriculture accounted for approximately 8 percent, and electricity generation accounted for approximately 20 percent. Remaining emissions came from sectors such as non-transportation fuel-related industrial sources, recycling and waste management, and from high global warming potential gases.

In 2021, approximately 52 percent of electricity generation serving California came from renewable and zero-carbon resources (e.g., solar and wind).

Existing Project Site Emissions

The Project Site is improved with 48,311 square feet of retail uses. As summarized in Table VIII-2, most existing air GHG emissions are associated with 2,446 daily vehicle trips traveling to and from the Project Site.[41]

[41] Traffic Impact and VMT Assessment, LLG Engineers, May 5, 2025, included in Appendix F of this IS/MND.

Table VIII-2
Existing GHG Emissions from Project Site[a]
(Metric tons of carbon dioxide equivalent [$MTCO_2e$])

Source	$MTCO_2e$[a] (Annual)
Area[b]	1
Energy[c] (electricity and natural gas)	113
Mobile	2,206
Solid Waste[d]	16
Water/Wastewater[e]	10
Total Emissions	**2,347**

[a] CO_2e was calculated using CalEEMod model, version 2022.1.1.29.
[b] Area source emissions are from landscape equipment and other operational equipment.
[c] Energy source emissions are based on CalEEMod default electricity and natural gas usage rates.
[d] Solid waste emissions are calculated based on CalEEMod default solid waste generation rates.
[e] Water/Wastewater emissions are calculated based on CalEEMod default water consumption rates.
Source: DKA Planning, 2025. Modeling results included in Appendix C of this IS/MND.

Thresholds of Significance

Pursuant to the Appendix G thresholds, the Project would have a significant impact with respect to GHG emissions if it would:

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

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

CEQA Guidelines Section 15064.4 recommends that lead agencies 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 resulting from a project. Lead agencies have discretion to determine whether to quantify GHG emissions of projects and/or consider several other qualitative factors that may be used in the determination of significant of GHG emissions from a project: the extent to which the project may increase or reduce GHG emissions; whether the project exceeds an applicable significant threshold; and the extent to which the project complies with regulations or requirements adopted to implement a reduction or mitigation of GHGs.

Section 15064.4 does not establish a threshold of significance. Lead agencies have the discretion to establish significance thresholds for their respective jurisdictions, and in establishing those thresholds, a lead agency may appropriately look to thresholds developed by other public agencies, or suggested by other experts, such as the California Air Pollution Control Officers Association (CAPCOA), as long as any threshold chosen is supported by substantial evidence (see CEQA Guidelines Section 15064.7(c)). The CEQA Guidelines also clarify that the effects of GHG emissions are cumulative and should be analyzed in the context of CEQA's requirements

for cumulative impact analysis (see CEQA Guidelines Section 15130(f)).[42] It is noted that the CEQA Guidelines were amended in response to SB 97. In particular, the CEQA Guidelines were amended to specify that compliance with a GHG emissions reduction plan renders a cumulative impact less than significant.

Per CEQA Guidelines Section 15064(h)(3), a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements that would avoid or substantially lessen the cumulative problem within the geographic area of the project. To qualify, such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. Examples of such programs include a "water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plans [and] plans or regulations for the reduction of GHG emissions." Put another way, CEQA Guidelines Section 15064(h)(3) allows a lead agency to make a finding of less than significant for cumulative GHG emissions if a project complies with adopted programs, plans, policies, and/or other regulatory strategies to reduce GHG emissions.[43]

In the absence of any applicable adopted numeric threshold, the significance of the Project's GHG emissions is evaluated consistent with CEQA Guidelines Section 15064.4(b) by considering whether the Project is consistent with applicable regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. For this Project, the most directly applicable adopted regulatory plan to reduce GHG emissions is the 2020-2045 RTP/SCS, which is designed to achieve regional GHG reductions from the land use and transportation sectors as required by SB 375 and the State's long-term climate goals. This analysis also considers qualitative consistency with regulations or requirements adopted by the 2022 Scoping Plan Update.

Methodology

Amendments to CEQA Guidelines Section 15064.4 were adopted to assist lead agencies in determining the significance of the impacts of GHG emissions. Consistent with existing CEQA practice, Section 15064.4 gives lead agencies the discretion to determine whether to assess those emissions quantitatively or qualitatively. If a qualitative analysis is used, in addition to quantification, this section recommends certain qualitative factors that may be used in the

[42] See also Letter from Cynthia Bryant, Director of the Office of Planning and Research to Mike Chrisman, Secretary for Natural Resources, dated April 13, 2009.

[43] See for example: San Joaquin Valley Air Pollution Control District, CEQA Determinations of Significance for Projects Subject to ARB's GHG Cap-and-Trade Regulation, APR – 2030 (June 25, 2014), in which the SJVAPCD "determined that GHG emissions increases that are covered under ARB's Cap-and-Trade regulation cannot constitute significant increases under CEQA…" Further, the SCAQMD has taken this position in CEQA documents it has produced as a lead agency. The SCAQMD has prepared three Negative Declarations and one Draft Environmental Impact Report that demonstrate the SCAQMD has applied its 10,000 $MTCO_2e$ per year significance threshold in such a way that GHG emissions covered by the Cap-and-Trade Program do not constitute emissions that must be measured against the threshold.

determination of significance (i.e., the extent to which the project may increase or reduce GHG emissions compared to the existing environment; whether the project exceeds an applicable significance threshold; and the extent to which the project complies with regulations or requirements adopted to implement a reduction or mitigation of GHGs).

The City has not adopted a numerical significance threshold for assessing impacts related to GHG emissions and has not formally adopted a local plan for reducing GHG emissions. In addition, neither SCAQMD, OPR, CARB, CAPCOA, nor any other state or regional agency has adopted a numerical significance threshold for assessing GHG emissions that is applicable to the Project. Since there is no applicable adopted or accepted numerical threshold of significance for GHG emissions, the methodology for evaluating the Project's impacts related to GHG emissions focuses on its consistency with statewide, regional, and local plans adopted for the purpose of reducing and/or mitigating GHG emissions. This evaluation of consistency with such plans is the sole basis for determining the significance of the Project's GHG-related impacts on the environment.

For informational purposes only, the analysis also estimates the amount of GHG emissions that would be attributable to the Project using recommended air quality models, as described below, and is not used for a comparative analysis or threshold of significance. The primary purpose of quantifying the Project's GHG emissions is to satisfy the State CEQA Guidelines Section 15064.4(a), which calls for a good-faith effort to describe and calculate emissions. However, the significance of the Project's GHG emissions impacts is not based on the amount of GHG emissions resulting from the Project.

Consistency with Plans

The Project's GHG impacts are evaluated by assessing the Project's consistency with applicable statewide, regional, and local GHG reduction strategies. As discussed previously, the Project will be evaluated for consistency with the 2020-2045 RTP/SCS and the 2022 Scoping Plan Update.

OPR encourages lead agencies to make use of programmatic mitigation plans and programs from which to tier when they perform individual project analyses. On a statewide level, the 2022 Scoping Plan Update provides measures to achieve the State's GHG reduction targets. On a regional level, SCAG's 2020-2045 RTP/SCS contains measures to achieve VMT reductions (and corresponding GHG reductions) required under SB 375. The City does not have a programmatic mitigation plan to tier from, such as a GHG Emissions Reduction Plan as recommended in the relevant amendments to the CEQA Guidelines. Thus, if a project is designed in accordance with the 2020-2045 RTP/SCS and the 2022 Scoping Plan Update, that project would result in a less than significant impact, because it would be consistent with the overarching State regulations on GHG reduction (i.e., SB 375 for the 2020-2045 RTP/SCS and AB 1279 for the 2022 Scoping Plan Update). A consistency analysis is provided within Table VIII-6 and VIII-7, to describe the Project's compliance or conflict with performance-based standards included in the applicable portions of the 2020-2045 RTP/SCS and the 2022 Scoping Plan Update.

Quantification of Project GHG Emissions

The California Emissions Estimator Model (CalEEMod) is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and GHG emissions associated with both construction and operations from a variety of land use projects. CalEEMod was developed in collaboration with the air districts of California, which provided data (e.g., emissions factors, trip lengths, meteorology, source inventory, etc.) to account for local requirements and conditions. The model is considered by the SCAQMD to be an accurate and comprehensive tool for quantifying air quality and GHG impacts from land use projects throughout California.

A fundamental difficulty in the analysis of GHG emissions is the global nature of existing and cumulative future conditions. Changes in GHG emissions can be difficult to attribute to a particular planning program or project because the planning effort or project may cause a shift in the locale for some type of GHG emissions, rather than causing "new" GHG emissions. As a result, there is frequently an inability to conclude whether a project's GHG emissions represent a net global increase, reduction, or no change in GHGs that would existing if the project were not implemented. For example, if a multi-family residential project replaces an existing supermarket, GHG emissions associated with the existing supermarket would not be totally eliminated because former patrons of the supermarket would still drive and get groceries somewhere else, which would continue to generate associated GHG emissions. GHG emissions associated with the new multi-family residential project would not be totally new, because many residents will have presumably moved there from other housing. Their GHG emissions would be shifted to their new housing, but if the new multi-family residential project has access to high quality transit and walkable destinations, then there is a strong likelihood that the residents' GHG per capita would be reduced on average by their move to the new project. Notwithstanding these complexities, the analysis of the Project's GHG emissions is conservative because it assumes all the Project's direct and indirect GHG emissions would be new additions to the atmosphere.

Construction

As discussed previously, the Project involves administrative actions to rezone the Project Site. Approval of the Project would allow for the Project Site to accommodate commercial uses and/or residential development of up to 21 dwelling units per acre (107 residential units), which is the maximum development capacity that would be permitted after approval of the proposed administrative actions to rezone the Project Site. Therefore, to provide a conservative estimate of impacts associated with the proposed administrative actions, the following analysis addresses the potential redevelopment of the Project Site with 21 dwelling units per acre (107 residential units).

Construction emissions associated with the potential redevelopment of the Project Site with 21 dwelling units per acre (107 residential units) were calculated using CalEEMod Version 2022.1.1.29. Details of the modeling assumptions and emission factors are provided in Appendix C of this IS/MND. CalEEMod calculates emissions from off-road equipment usage and on-road

vehicle travel associated with haul, delivery, and construction worker trips. GHG emissions during construction were forecasted based on the proposed construction schedule and included the mobile- source and fugitive dust emissions factors derived from CalEEMod.

The calculations of the emissions generated during construction activities reflect the types and quantities of construction equipment that would be used to remove existing pavement, grade, and excavate the Project Site; construct the proposed building and related improvements; and plant new landscaping within the Project Site.

In accordance with SCAQMD's guidance, GHG emissions from construction were amortized (i.e., averaged annually) over the lifetime of the Project. Because emissions from construction activities occur over a relatively short-term period, they contribute a relatively small portion of the overall lifetime GHG emissions for the Project. In addition, GHG emissions reduction measures for construction equipment are relatively limited. Thus, SCAQMD recommends that construction emissions be amortized over a 30-year project lifetime, so that GHG emissions reduction measures will address construction GHG emissions as part of the operational GHG reduction strategies.[44] As a result, the Project's total construction GHG emissions were divided by 30 to determine an approximate annual construction emissions estimate comparable to operational emissions.

Operation

Similar to construction, CalEEMod is used to calculate potential GHG emissions generated by new land uses on the Project Site, including area sources, electricity, natural gas, mobile sources, stationary sources (i.e., emergency generators), solid waste generation and disposal, and water usage/wastewater generation.

Area source emissions include landscaping equipment that are based on the size of the land uses (e.g., square footage or dwelling unit), the GHG emission factors for fuel combustion, and the global warming potential (GWP) values for the GHG emissions emitted.

GHG emissions associated with electricity demand are based on the size of the land uses, the electrical demand factors for the land uses, the GHG emission factors for the electricity utility provider, and the GWP values for the GHG emissions emitted. As with electricity, the emissions of GHG emissions associated with natural gas combustion are based on the size of the land uses, the natural gas combustion factors for the land uses in units of million British thermal units (MMBtu), the GHG emission factors for natural gas combustion, and the GWP values for the GHG emissions emitted.

Mobile source GHG emissions are calculated based on an estimate of the annual VMT of the potential 21 dwelling units per acre (107 residential units), which is derived using CalEEMod based on the trip generation provided in the Transportation Study prepared for the Project. The

[44] SCAQMD Governing Board Agenda Item 31, December 5, 2008.

CalEEMod-derived VMT values account for the daily and seasonal variations in trip frequency and length associated with new employee and visitor trips to and from the Project Site and other activities that generate a vehicle trip.

Stationary source GHG emissions are based on proposed stationary sources (i.e., emergency generators) that would be provided on the Project Site.

GHG emissions associated with solid waste disposal are based on the size of the potentially proposed land uses, the waste disposal rate for the land uses, the waste diversion rate, the GHG emission factors for solid waste decomposition, and the GWP values for the GHG emissions emitted.

GHG emissions related to water usage and wastewater generation are based on the size of the land uses, the water demand factors, the electrical intensity factors for water supply, treatment, and distribution, electrical intensity factors for wastewater treatment, the GHG emission factors for the electricity utility provider, and the GWP values for the GHG emissions emitted.

The analysis of GHG emissions at buildout uses assumptions in CARB's EMFAC2021 model (1.0.1) and considers actions and mandates expected to be in force in 2024 (e.g., Pavley I Standards, full implementation of California's 33 percent RPS by 2030 and 50 percent by 2050 and the California LCFS). In addition, because mobile source GHG emissions are directly dependent on the number of vehicle trips, a decrease in the number of project-generated trips because of project features (e.g., proximity to transit) would provide a proportional reduction in mobile source GHG emissions compared to a generic project without such locational benefits. Calculation of Project GHG emissions conservatively did not include actions and mandates that are not already in place (e.g., Pavley II, which could further reduce GHG emissions from use of light-duty vehicles by 2.5 percent). Similarly, emissions reductions regarding Cap-and-Trade were not included in this analysis as they applied to other future reductions in non-transportation sectors. As for the Cap-and-Trade program's benefits for the transportation sector, the analysis utilizes CARB's assumptions in EMFAC2021 for any short-term reductions in GHG emissions. By not speculating on potential regulatory conditions, the analysis takes a conservative approach that likely overestimates the Project's GHG emissions at buildout, because the state is expected to implement several policies and programs aimed at reducing GHG emissions from the land use and transportation sectors to meet the state's long-term climate goals.

Project Impacts

As discussed in Section II, Project Description, the Project involves administrative actions to rezone the Project Site. Approval of the Project would allow for the Project Site to accommodate commercial uses and/or residential development of up to 21 dwelling units per acre (107 residential units), which is the maximum development capacity that would be permitted after approval of the proposed administrative actions to rezone the Project Site. Therefore, to provide a conservative estimate of impacts associated with the proposed administrative actions, the

following analysis addresses the potential redevelopment of the Project Site with 21 dwelling units per acre (107 residential units).

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.

In support of the consistency analysis provided below that describes the compliance with, or exceedance of performance-based standards included in the regulations and policies outlined in the applicable portions of the *Climate Change Scoping Plan* and the 2020-2045 RTP/SCS, quantitative calculations are provided below.

Potential redevelopment of the Project Site with up to 21 dwelling units per acre (107 residential units) would generate direct and indirect GHG emissions because of different types of emissions sources, including the following:

- Construction: emissions associated with demolition of the existing commercial uses and parking areas, shoring, excavation, grading, and construction-related equipment and vehicular activity.
- Area source: emissions associated with landscape equipment.
- Energy source (building operations): emissions associated with electricity and natural gas use for space heating and cooling, water heating, energy consumption, and lighting.
- Stationary source: emissions associated with stationary equipment (e.g., emergency generators).
- Mobile source: emissions associated with vehicles accessing the Project Site.
- Solid Waste: emissions associated with the decomposition of the waste, which generates methane based on the total amount of degradable organic carbon.
- Water/Wastewater: emissions associated with energy used to pump, convey, deliver, and treat water.
- Refrigerants: These are substances used in equipment for air conditioning and refrigeration. Most refrigerants are HFCs or blends of them, which can have high GWP values.

The potential development of the Project Site with residential uses would generate an incremental contribution to and a cumulative increase in GHG emissions. A specific discussion regarding potential GHG emissions associated with the construction and operational phases of potential redevelopment of the Project Site is provided below.

Construction

For purposes of this analysis, potential development of the Project Site could be completed in 2027 with occupancy the same year. A summary of construction details (e.g., schedule, equipment mix, and vehicular trips) and CalEEMod modeling output files are provided in Appendix C of this IS/MND. The GHG emissions associated with construction were calculated for each year of construction activity.

As shown in Table VIII-3, construction is estimated to generate a total of 918 $MTCO_2e$. As recommended by the SCAQMD, the total GHG construction emissions were amortized over a 30-year lifetime (i.e., total construction GHG emissions were divided by 30 to determine an annual construction emissions estimate that can be added to the operational emissions) to determine the annual GHG emissions inventory of a potential residential development at the Project Site.[45] This results in annual construction emissions of 31 $MTCO_2e$. A complete listing of the construction equipment by on-site and off-site activities, duration, and emissions estimation model input assumptions used in this analysis is included within the emissions calculation worksheets that are provided in Appendix C of this IS/MND.

Table VIII-3
Combined Construction-Related Emissions ($MTCO_2e$)

Year	$MTCO_2e$
2025	140
2026	680
2027	98
Total	**918**
Amortized Over 30 Years	**31**

CO_2e was calculated using CalEEMod version 2022.1.1.29. Detailed results are provided in Appendix C of this IS/MND.
Source: DKA Planning, 2025.

Operation

Area Source Emissions

Area source emissions were calculated using the CalEEMod emissions inventory model, which includes landscape maintenance equipment, use of consumer products, and other everyday sources. As shown in Table VIII-4, these uses would result in four $MTCO_2e$ per year from area sources.

[45] SCAQMD Governing Board Agenda Item 31, December 5, 2008.

Table VIII-4
Annual GHG Emissions Summary (Buildout)[a]
(metric tons of carbon dioxide equivalent [MTCO2e])

Year	$MTCO_2$[a]
Area[b]	4
Energy[c] (electricity and natural gas)	304
Mobile	678
Solid Waste[d]	25
Water/Wastewater[e]	11
Refrigerants	<1
Construction	31
Total Emissions	**1,052**

[a] CO_2e was calculated using CalEEMod and the results are provided in Appendix C of this IS/MND.
[b] Area source emissions are from landscape equipment and other operational equipment only; hearths omitted.
[c] Energy source emissions are based on CalEEMod default electricity and natural gas usage rates.
[d] Solid waste emissions are calculated based on CalEEMod default solid waste generation rates.
[e] Water/Wastewater emissions are calculated based on CalEEMod default water consumption rates.
Source: DKA Planning, 2025.

Electricity and Natural Gas Generation Emissions

GHG emissions are emitted because of activities in buildings when electricity and natural gas are used as energy sources. Combustion of any type of fuel emits CO_2 and other GHG emissions directly into the atmosphere. When electricity is used in a building, the electricity generation typically takes place off-site at the power plant; electricity use in a building generally causes emissions in an indirect manner.

Electricity and natural gas emissions were calculated using the CalEEMod emissions inventory model, which multiplies an estimate of the energy usage by applicable emissions factors chosen by the utility company. GHG emissions from electricity use are directly dependent on the electricity utility provider. In this case, GHG emissions intensity factors for the City's utility were selected in CalEEMod. The carbon intensity (pounds per megawatt an hour (lbs/MWh)) for electricity generation was calculated for the potential buildout year based on the City's utility projections. A straight-line interpolation was performed to estimate the City's carbon intensity factor for the potential buildout year. the City's carbon intensity projections also consider SB 350 RPS requirements for renewable energy.

This approach is conservative, given the 2018 chaptering of SB 100 (De Leon), which requires electricity providers to provide renewable energy for at least 60 percent of their delivered power by 2030 and 100 percent use of renewable energy and zero-carbon resources by 2045. SB 100 also increases existing renewable energy targets, called Renewables Portfolio Standard (RPS), to 44 percent by 2024 and 52 percent by 2027.

The 2022 Title 24 standards contain more substantial energy efficiency requirements for new construction, emphasizing the importance of building design and construction flexibility to

establish performance standards that substantially reduce energy consumption for water hating, lighting, and insulation for attics and walls.

Energy use in buildings is divided into energy consumed by the built environment and energy consumed by uses that are independent of the construction of the building, such as in plug-in appliances. CalEEMod calculates energy use from systems covered by Title 24 (e.g., HVAC system, water heating system, and lighting system); energy use from lighting; and energy use from office equipment, appliances, plug-ins, and other sources not covered by Title 24 or lighting.

CalEEMod electricity and natural gas usage rates are based on the CEC-sponsored California Commercial End-Use Survey (CEUS) and the California Residential Appliance Saturation Survey (RASS) studies.[46] The data are specific for climate zones; therefore, Zone 11 was selected for the Project Site based on the zip code tool.

As shown in Table VIII-4, GHG emissions from electricity and natural gas usage would result in a total of 304 $MTCO_2e$ per year.

Mobile Source Emissions

Mobile-source emissions were calculated using the SCAQMD-recommended CalEEMod emissions inventory model. CalEEMod calculates the emissions associated with on-road mobile sources associated with residents, visitors, and delivery vehicles visiting the Project Site based on the number of daily trips generated and VMT.

Mobile source operational GHG emissions were calculated using CalEEMod and are based on the trip-generation estimates for a potential residential development of up to 21 dwelling units per acre (107 units). To calculate daily trips, the number of units were multiplied by the applicable trip-generation rates based on the Institute of Transportation Engineers (ITE)'s *Trip Generation, 11th Edition*.

Potential redevelopment of the Project Site represents an infill development within an urbanized area that would concentrate residential uses at the corner of the Bloomfield Avenue and South Street corridors with proximity to a number of local bus services (e.g., Cerritos On Wheels (COW), OCTA). The potential redevelopment of the Project Site with residential uses would also incorporate characteristics that would reduce trips and VMT as compared to standard ITE trip generation rates. The characteristics listed below are consistent with the CAPCOA guidance document, *Quantifying Greenhouse Gas Mitigation Measures*, which provides emission reduction values for transportation related design techniques.[47] These techniques would reduce vehicle trips and VMT associated with the potential redevelopment of the Project Site with residential uses relative to the standard ITE trip generation rates, which would result in a comparable

[46] California Energy Commission, Commercial End-Use Survey, March 2006, and California Residential Appliance Saturation Survey, October 2010.

[47] CAPCOA, Quantifying Greenhouse Gas Mitigation Measures, 2010.

reduction in VMT and associated GHG emissions. Applicable techniques include the following (a brief description of the relevance to the potential redevelopment of the Project Site with residential uses is also provided):

- **CAPCOA Measure LUT-1 – Increase Density:** Increased density, measured in terms of persons, jobs, or dwelling units per unit area, reduces emissions associated with transportation as it reduces the distance people travel for work or services and provides a foundation for the implementation of other strategies, such as enhanced transit services. Approval of the Project could allow for the potential development of up to 21 dwelling units per acre (107 residences), would represent a density of over 20 units per acre.

- **CAPCOA Measure LUT-3 – Increase Diversity of Urban and Suburban Developments (Mixed-Use):** Should the Project Site be redeveloped with residential uses, it would add to the City's housing supply. The infill location in an area with transportation options to walk, bike, and use public transit would result in corresponding reductions in transportation-related emissions.

- **CAPCOA Measure LUT-4 – Increase Destination Accessibility:** The Project Site is located in an area with proximity to numerous schools, parks, cultural facilities (e.g., Cerritos Center for the Performing Arts) and jobs (Los Cerritos Center), all easily accessible by public transportation. Access to multiple destinations, and commercial and retail uses in proximity to the Project Site would reduce vehicle trips and VMT compared to the statewide average and encourage walking and non-automotive forms of transportation and would result in corresponding reductions in transportation-related emissions.

- **CAPCOA Measure LUT-5 – Increase Transit Accessibility:** The Project Site is located near several bus lines, including COW Lines 1A, 1C, 2B, and 2C, as well as the Orange County Transportation Authority's Line 30. In addition, the potential redevelopment of the Project Site with residential uses would also provide bicycle parking spaces to encourage utilization of alternative modes of transportation.

- **CAPCOA Measure LUT-9 – Improve Design of Development:** The potential redevelopment of the Project Site with residential uses would enhance the pedestrian and bicycle environment through improved sidewalk and streetscape, which would enhance walkability in the Project Site vicinity. The potential redevelopment of the Project Site would also locate a development on a site with a high level of street access, which improves street accessibility and connectivity.

- **CAPCOA Measure SDT-2 – Traffic Calming Measures:** Providing traffic calming measures encourages people to walk or bike instead of using a vehicle. This mode shift results in a decrease in VMT. While the potential redevelopment of the Project Site with residential uses would provide options to driving for residents and visitors, it would also

help calm local traffic by reducing 1,725 daily vehicle trips over the existing retail uses on the premises, reducing congestion and delay in this central part of Cerritos.

CalEEMod calculates VMT based on the type of land use, trip purpose, and trip type percentages for each land use subtype in the project (primary, diverted, and pass-by). As shown in Table VIII-4, GHG emissions from mobile sources would result in a total of 678 $MTCO_2e$ per year. This estimate reflects reductions attributable to characteristics associated with the potential redevelopment of the Project Site with residential uses (e.g., infill project near transit that supports multi-modal transportation options), as described above.

Solid Waste Generation Emissions

Emissions related to solid waste were calculated using the CalEEMod emissions inventory model, which multiplies an estimate of the waste generated by applicable emissions factors provided in Section 2.4 of the USEPA's AP-42, Compilation of Air Pollutant Emission Factors. CalEEMod solid waste generation rates for each applicable land use were selected for this analysis. As shown in Table VIII-4, the potential redevelopment of the Project Site with residential uses is expected to result in a total of 25 $MTCO_2e$ per year from solid waste that accounts for a 50-percent recycling/diversion rate.[48]

Water Usage and Wastewater Generation Emissions

GHG emissions are related to the energy used to convey, treat, and distribute water, and treat wastewater. Thus, these emissions are generally indirect emissions from the production of electricity to power these systems. Three processes are necessary to supply potable water; these include (1) supply and conveyance of the water from the source; (2) treatment of the water to potable standards; and (3) distribution of the water to individual users. After use, energy is used as the wastewater is treated and reused as reclaimed water.

Emissions related to water usage and wastewater generation were calculated using the CalEEMod emissions inventory model, which multiplies an estimate of the water usage by the applicable energy intensity factor to determine the embodied energy necessary to supply potable water.[49] GHG emissions are then calculated based on the amount of electricity consumed multiplied by the GHG emissions intensity factors for the utility provider. In this case, embodied energy for Southern California supplied water and GHG emissions intensity factors for the City's utility were selected in CalEEMod. Water usage rates were calculated consistent with the requirements under the Building Code and Green Building standards.

As shown in Table VIII-4, GHG emissions from water/wastewater usage would result in a total of 11 $MTCO_2e$ per year, which reflects a 20-percent reduction in water/wastewater emissions

[48] AB 341 (2012) increased the Statewide waste diversion goal from 50 to 75 percent from baseline rates established by CalRecycle by 2020 and beyond. Further, SB 1383 (2016) requires jurisdictions to reduce 75 percent of organic waste disposal in landfills by 2030.

[49] The intensity factor reflects the average pounds of CO_2e per megawatt generated by a utility company.

consistent with building code requirements as compared to a residential development without sustainability features related to water conservation.

Refrigerants

Emissions related to cooling structures and refrigeration needs were calculated using the CalEEMod emissions inventory model. As shown in Table VIII-4, the potential redevelopment of the Project Site with residential uses is expected to result in less than one $MTCO_2e$ per year from use of refrigerants that used HFCs and have high GWP values.

Combined Construction and Operational Emissions

As shown in Table VIII-4, when taking into consideration implementation of project design features, including the requirements set forth in the City's Green Building Code and the full implementation of current state mandates, the GHG emissions would equal 1,050 $MTCO_2e$ annually when considering both operation and amortized construction emissions.

Estimated Reduction of Project Related GHG Emissions

As shown in Table VIII-5, the potential redevelopment of the Project Site with residential uses would replace the retail center that currently generates about 2,346 $MTCO_2e$ annually. As a result, the potential redevelopment of the Project Site with residential uses would result in a net decrease of 1,295 $MTCO_2e$. This would represent a beneficial reduction in greenhouse gases and a less than significant impact on climate change.

Table VIII-5
Net Operational Emissions (Annual $MTCO_2e$)

Source	Potential Residential Development	Existing Development	Change from Existing Conditions
Area Sources	1	1	0
Energy Sources	304	113	191
Mobile Sources	678	2,206	-1,528
Waste Sources	25	16	9
Water Sources	11	10	1
Refrigerants	<1	<1	0
Construction	31	0	31
Total Emissions	1,050	2,346	-1,327

Daily construction emissions amortized over 30-year period pursuant to SCAQMD guidance. Annual construction emissions derived by taking total emissions over duration of activities and dividing by construction period.

Source: DKA Planning, 2025.

Post-2030 Analysis

Recent studies show that the state's existing and proposed regulatory framework will put the state on a pathway to reduce its GHG emissions level to 40 percent below 1990 levels by 2030, and to

80 percent below 1990 levels by 2050 if additional appropriate reduction measures are adopted.[50] Even though these studies did not provide an exact regulatory and technological roadmap to achieve the 2030 and 2050 goals, they demonstrated that various combinations of policies could allow the statewide emissions level to remain very low through 2050, suggesting that the combination of new technologies and other regulations not analyzed in the studies could allow the state to meet the 2050 target. After the findings of these studies, SB 32 was passed on September 8, 2016, and would require the state board to ensure that statewide GHG emissions are reduced to 40 percent below the 1990 level by 2030. As discussed above, the new plan, outlined in SB 32, involves increasing renewable energy use, imposing tighter limits on the carbon content of gasoline and diesel fuel, putting more electric cars on the road, improving energy efficiency, and curbing emissions from key industries.

As discussed herein, SCAG's 2020-2045 RTP/SCS establishes a regulatory framework for achieving GHG reductions from the land use and transportation sectors pursuant to SB 375 and the state's long-term climate policies. The 2020-2045 RTP/SCS ensures VMT reductions and other measures that reduce regional emissions from the land use and transportation sectors.

The potential redevelopment of the Project Site with residential uses is the type of dense, infill land use development that is encouraged by the RTP/SCS to reduce VMT and expand multi-modal transportation options for the region to achieve the GHG reductions from the land use and transportation sectors required by SB 375, which, in turn, advances the state's long-term climate policies. By furthering implementation of SB 375, the potential redevelopment of the Project Site supports regional land use and transportation GHG reductions consistent with state climate targets for 2020 and beyond, and would be consistent with the Actions and Strategies set forth in the 2020-2045 RTP/SCS. Therefore, the Project would be consistent with the 2020-2045 RTP/SCS.

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

Less Than Significant Impact. The discussion below describes the extent the potential redevelopment of the Project Site with residential uses complies with or exceeds the performance-based standards included in the regulations outlined in the *Climate Change Scoping Plan* and the 2020-2045 RTP/SCS, each of which identify GHG-reducing measures that directly and indirectly apply to potential development. As shown herein, the potential redevelopment of the Project Site with residential uses would be consistent with the applicable GHG reduction plans and policies.

[50] Energy and Environmental Economics (E3). "Summary of the California State Agencies' PATHWAYS Project: Long-term Greenhouse Gas Reduction Scenarios" (April 2015); Greenblatt, Jeffrey, Energy Policy, "Modeling California Impacts on Greenhouse Gas Emissions" (Vol. 78, pp. 158–172). The California Air Resources Board, California Energy Commission, California Public Utilities Commission, and the California Independent System Operator engaged E3 to evaluate the feasibility and cost of a range of potential 2030 targets along the way to the state's goal of reducing GHG emissions to 80 percent below 1990 levels by 2050. With input from the agencies, E3 developed scenarios that explore the potential pace at which emission reductions can be achieved, as well as the mix of technologies and practices deployed. E3 conducted the analysis using its California PATHWAYS model. Enhanced specifically for this study, the model encompasses the entire California economy with detailed representations of the buildings, industry, transportation, and electricity sectors.

A discussion of the consistency with key attributes of the State's 2022 Climate Change Scoping Plan Update is provided in Table VIII-6. As summarized in this table, the potential for the Project Site to be redeveloped with residential uses is generally consistent with the 2022 Scoping Plan's suggested attributes for housing projects that are evaluated under CEQA.

The Project would also benefit from statewide and utility-provider efforts towards increasing the portion of electricity provided from renewable resources. The City has committed to increasing renewable sources that exceed the Renewables Portfolio Standard requirements. The potential residential uses that could be developed at the Project Site would include energy efficient mechanical systems, energy efficient glazing and window frames, Energy-Star appliances to be installed on-site, and the use of high-efficiency lighting. The potentially-redeveloped Project Site would also benefit from statewide efforts to improve fuel economy of vehicles, and would also help reduce VMT growth given its design and infill location that is accessible to public transit. This includes access to COW Lines 1A, 1C, 2B, and 2C that have nearby bus stops on South Street, as well as the Orange County Transportation Authority's Line 30, with a local stop on South Street.

Table VIII-6
Consistency Analysis—2022 Scoping Plan Update (Key Residential and Mixed-Use Project Attributes That Reduce GHGs)

Priority Area	Key Project Attribute	Project Consistency
Transportation Electrification	Provides EV charging infrastructure that, at minimum, meets the most ambitious voluntary standard in the California Green Building Standards Code at the time of building permit approval.	**Unknown.** As discussed, the Project involves administrative actions to rezone the Project Site, which would allow for commercial uses to remain at the Project Site and/or the construction of up to 21 dwelling units per acre (107 residential units). As no specific development is proposed at this time, it is unknown whether such development would include EV charging infrastructure.
VMT Reduction	Is located on infill sites that are surrounded by existing urban uses and reuses or redevelops previously undeveloped or underutilized land that is presently served by existing utilities and essential public services (e.g., transit, streets, water, sewer).	**Consistent.** The Project Site is located on an urban infill site along two major arterial roadways that are served by established water and sewer service, as well as bus transit, including COW Lines 1C, 2B, and 2C, as well as the Orange County Transportation Authority's Line 30.
	Does not result in the loss or conversion of natural and working lands	**Consistent.** The Project Site is an urban infill site that is currently occupied by a retail center. There are no natural or working lands on the Project Site.
	Consists of transit-supportive densities (minimum of 20 residential dwelling units per acre), or Is in proximity to existing transit stops (within a half mile), or satisfies more detailed and stringent criteria specified in the region's SCS.	**Consistent.** Should the Project Site be developed with residential uses, it would be fully consistent with this attribute, as it would provide a density of over 20 residences per acre and would be located on an urban infill site along a major arterial that is served by

Table VIII-6
Consistency Analysis—2022 Scoping Plan Update (Key Residential and Mixed-Use Project Attributes That Reduce GHGs)

Priority Area	Key Project Attribute	Project Consistency
		public transit (COW Lines 1A, 1C, 2B, and 2C, as well as the Orange County Transportation Authority's Line 30), as well as existing water and sewer service.
	Reduces parking requirements by: Eliminating parking requirements or including maximum allowable parking ratios (i.e., the ratio of parking spaces to residential units or square feet); or Providing residential parking supply at a ratio of less than one parking space per dwelling unit; or for multifamily residential development, requiring parking costs to be unbundled from costs to rent or own a residential unit.	**Not Consistent.** As discussed, the Project involves administrative actions to rezone the Project Site, which would allow for commercial uses to remain at the Project Site and/or the construction of up to 21 dwelling units per acre (107 residential units). While no specific development is proposed at this time, parking requires of any such development would be required to comply with ADP-20, which would require more than one parking space per dwelling unit.
	At least 20 percent of units included are affordable to lower-income residents	**Unknown.** As discussed, the Project involves administrative actions to rezone the Project Site, which would allow for commercial uses to remain at the Project Site and/or the construction of up to 21 dwelling units per acre (107 residential units). As no specific development is proposed at this time, it is unknown whether such development would include affordable housing for lower-income residents.
	Results in no net loss of existing affordable units	**Consistent.** Should the Project Site be redeveloped, would not remove any affordable housing units; rather, it would increase the housing stock of market-rate units.
Building Decarbonization	Uses all-electric appliances without any natural gas connections and does not use propane or other fossil fuels for space heating, water heating, or indoor cooking.	**Unknown.** As discussed, the Project involves administrative actions to rezone the Project Site, which would allow for commercial uses to remain at the Project Site and/or the construction of up to 21 dwelling units per acre (107 residential units). As no specific development is proposed at this time, it is unknown whether such development would include all electric appliances.
Priority Areas and Key Project Attributes from California Air Resources Board, 2022 Scoping Plan for Achieving Carbon Neutrality, Appendix D (Local Actions) Table 3; November 2022.		

Table VIII-7 provides a comparison of the Project against the GHG-related performance measures of the 2020-2045 RTP/SCS.

Table VIII-7
Consistency with the 2020 RTP/SCS

Performance Measures	Consistency Analysis
Increase percentage of region's total household growth occurring within HQTAs.	**Not Applicable.** The Project Site is not located within an HQTA.
Increase percent of the region's total employment growth occurring within HQTAs.	**Not Applicable.** The Project Site is not located within an HQTA.
Decrease total acreage of greenfield or otherwise rural land uses converted to urban use.	**Not Applicable.** The Project Site is not Greenland land or rural land.
Decrease daily vehicle miles driven per person.	**Consistent.** Should the Project Site be redeveloped to include residential uses, it would represent an infill development amid robust transit infrastructure that could increase local housing stock, reduce commute distances, provide transit options for residents and visitors, and reduce daily VMT per capita.
Decrease average daily distance traveled for work and non-work trips (in miles)	**Consistent.** Should the Project Site be redeveloped with residential uses, it would represent an infill development at the intersection of two major arterials in Cerritos near jobs and amid transit infrastructure that would reduce per capita travel distances.
Increase percentage of work and non-work trips which are less than 3 miles in length.	**Consistent.** Should the Project Site be redeveloped with residential uses, it would represent an infill development at the intersection of two major arterials in Cerritos near jobs amid transit infrastructure that would increase the rate of travel less than three miles in length.
Increase share of short trip lengths for commute purposes.	**Consistent.** Should the Project Site be redeveloped to include residential uses, it would represent an infill development at the intersection of two major arterials in Cerritos near jobs and amid transit infrastructure that would shorten commute trips.
Decrease average minutes of delay experienced per capita due to traffic congestion.	**Consistent.** Should the Project Site be redeveloped to include residential uses, it would represent an infill development at the intersection of two major arterials in Cerritos that will reduce the rate of growth in auto traffic and congestion by virtue of its transit and active transportation mode share given its location. Moreover, should residential uses be developed at the Project Site, this would reduce 1,725 daily vehicle trips when compared to the existing retail uses, reducing congestion and delay in this central part of Cerritos and decreasing delay per capita.
Decrease excess travel time resulting from the difference between a reference speed and actual speed.	**Consistent.** Should the Project Site be redeveloped with residential uses, it would represent an infill development at the intersection of two major arterials in Cerritos that will reduce the rate of growth in auto traffic and congestion by virtue of its transit and active transportation mode share given its location. Moreover, should residential uses be developed at the Project Site, this would reduce 1,725 daily vehicle trips when compared to the existing retail uses, reducing congestion and delay in this central part of Cerritos and decreasing delay per capita. As

Performance Measures	Consistency Analysis
	such, the potential redevelopment of the Project Site to include residential uses would help reduce recurrent traffic congestion delay for general vehicles.
Decrease excess travel time for heavy-duty trucks result from the difference between reference speed and actual speed.	**Consistent.** Should residential uses be developed at the Project Site, this would represent an infill development at the intersection of two major arterials in Cerritos that will reduce the rate of growth in auto traffic and congestion by virtue of its transit and active transportation mode share given its location. Moreover, should residential uses be developed at the Project Site, this would reduce 1,725 daily vehicle trips when compared to the existing retail uses, reducing congestion and delay in this central part of Cerritos and decreasing delay per capita. As such, the potential redevelopment of the Project Site to include residential uses would help reduce recurrent traffic congestion delay for heavy-duty trucks.
Increase percentage of PM peak period trips completed within 45 minutes by travel mode.	**Consistent.** Should residential uses be developed at the Project Site, this would represent an infill development that would reduce 1,725 daily vehicle trips when compared to the existing retail uses, reducing congestion and delay in this central part of Cerritos and decreasing delay per capita. As such, the share of PM peak period trips that are less than 45 minutes would increase when compared to an urban sprawl location.
Increase percentage of trips that use transit (work and all trips)	**Consistent.** Should residential uses be developed at the Project Site, this would represent an infill development along two major regional arterials that are served by public transit (COW Lines 1A, 1C, 2B, and 2C, as well as the Orange County Transportation Authority's Line 30) that would help increase transit mode share.
Decrease average travel time to work (all modes)	**Consistent.** The potential redevelopment of the Project Site with residential uses would reduce 1,725 daily vehicle trips when compared to the existing retail uses, reducing congestion and delay on both South Street and Bloomfield Avenue and decreasing average travel time to work.
Increase percentage of trips using either walking or biking (by trip type)	**Consistent.** Should residential uses be developed at the Project Site, this would represent an infill residential development that will likely increase active transportation to and from the Project Site, as residential uses include a variety of tripmaking conducive to walking or bicycling, as opposed to the current retail uses on the Project Site.
Reduce per capita GHG emissions (from 2005 levels)	**Consistent.** The potential redevelopment of the Project Site to include residential uses would reduce 1,725 daily vehicle trips when compared to the existing retail uses and reduce 1,326 $MTCO_2e$ annually over existing conditions, and thus would be consistent with SB 375 and its VMT reduction goals, as well as the GHG and transportation goals of the 2020-2045 RTP/SCS.

Performance Measures	Consistency Analysis
Increase percentage of trips using a travel mode other than single occupancy vehicle (SOV)	**Consistent.** Should the Project Site be redeveloped to include residential uses, this would represent an infill development along two dense urban corridors (Bloomfield Avenue and South Street) that will reduce the rate of growth in SOV use and congestion by virtue of its transit access and conducive environment for active transportation.
Source: Table 2, Connect SoCal Performance Measures, contained in the Performance Measures Technical Report.	

Conclusion

In summary, the plan consistency analysis provided above demonstrates that the potential redevelopment of the Project Site to include residential uses complies with the applicable plans, policies, regulations and GHG emissions reduction actions/strategies outlined in the *Climate Change Scoping Plan and Update* and the 2020-2045 RTP/SCS. Consistency with the above plans, policies, regulations, and GHG emissions reduction actions/strategies would reduce the incremental contribution of GHG emissions. Thus, the potential redevelopment of the Project Site to include residential uses would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing emissions of GHG emissions. In the absence of adopted standards and established significance thresholds, and given this consistency, it is concluded that the potential incremental contribution to greenhouse gas emissions and their effects on climate change would not be cumulatively considerable.

IX. HAZARDS AND HAZARDOUS MATERIALS

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

This section is based on the following reports, which are included in Appendix D of this IS/MND:

D-1 Phase I Environmental Site Assessment Report, Environmental Management Strategies, Inc., March 3, 2022.

D-2 Phase II Environmental Site Assessment Report, Environmental Management Strategies, Inc., May 29, 2022.

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 Impact. A significant impact may occur if a project would involve the use or disposal of hazardous materials as part of its routine construction or operations, or would have the potential to generate toxic or otherwise hazardous emissions that could adversely affect sensitive receptors. As discussed previously, the Project involves administrative actions to rezone the Project Site. Approval of the Project would allow for the Project Site to accommodate commercial uses and/or residential development of up to 21 dwelling units per acre (107 residential units), which is the maximum development capacity that would be permitted after approval of the proposed administrative actions to rezone the Project Site.

The potential construction of residential uses on the Project Site would not use a significant amount of hazardous materials, and the types of hazardous materials that would be used during construction would be typical of those hazardous materials necessary for construction of similar residential buildings (e.g., paints, solvents, fuel for construction equipment, building materials, etc.). While the potential construction of residential uses on the Project Site would require the temporary transport, use, and disposal of hazardous waste, any construction activities would be required to comply with all applicable federal, state, and local regulations governing such activities. As the potential redevelopment of the Project Site with residential uses would not use a significant amount of hazardous materials during construction, it would not create a significant hazard to the public or the environment, and this impact would be less than significant.

Other than the typical cleaning solvents used for janitorial purposes, no hazardous materials would be used, transported, or disposed of in conjunction with the routine day-to-day operations should residential uses be developed at the Project Site. Therefore, the potential redevelopment of the Project Site with residential uses would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and impacts would be less than significant.

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

Less Than Significant with Mitigation Incorporated. The Phase I Environmental Site Assessment (Phase I ESA) prepared for the Project Site is included in Appendix D-1 of this IS/MND. As discussed in the Phase I ESA, a former Shell gas station was located on the Project Site from approximately 1964 to 1979. While a prior Phase II ESA from 2008 included soil and groundwater sampling of the Project Site, the sampling was only for Total Petroleum Hydrocarbons-Carbon Chain and Volatile Organic Compounds (VOCs). None of the samples detected any contaminants of concern. However, vapor sampling was not included as part of the

prior Phase II ESA, and therefore, an additional Phase II ESA was conducted to determine whether vapors from the prior gas station operation could impact potential new development at the Project Site (the current Phase II ESA is included in Appendix D-2 of this IS/MND). All soil samples had detections of VOCs, and one compound, Benzene, was detected above its respective environmental screening level. Therefore, Mitigation Measures HAZ-1 through HAZ-3 have been provided below to mitigate any potential vapor intrusion into any future development. With implementation of Mitigation Measures HAZ-1 through HAZ-3, impacts with respect to contaminated soil would be less than significant.

In addition, based on the age of the existing structures, it is likely that they contain asbestos-containing materials (ACM). ACMs, which are carcinogenic and can cause lung disease, are derived from naturally occurring fibrous minerals that have been mined for their useful properties in built structures, such as thermal insulation, chemical and thermal stability, and high tensile strength. When left intact and undisturbed, these materials do not pose a health risk to building occupants. There is, however, a potential for exposure when the material becomes damaged to the extent that asbestos fibers become airborne and are inhaled. The principal federal government agencies that regulate asbestos exposure at the Occupational Safety and Health Administration (OSHA) and the US EPA, both of which began regulating asbestos exposure in the early 1970s. Additional regulation and oversight is provided by the SCAQMD.

Removal of asbestos in a building is not unusual and can be readily accomplished. In accordance with existing City, State, and federal rules and regulations, including the federal EPA's National Emission Standards for Hazardous Air Pollutants (NESHAP) regulation (40 Code of Federal Regulations 61 Subpart M), the federal regulations under the Occupational Safety and Health Act (29 Code of Federal Regulations Section 1926.1101) California Occupational Safety and Health Administration (CAL-OSHA) regulations (California Code of Regulations, title 8, Sections 341.15, 1529), and SCAQMD Rule 1403, all materials, which are identified as ACM, would be removed by a trained and licensed asbestos abatement contractor. Generally, asbestos removal is a low-risk operation. When following asbestos-related regulations, the possibility of exposure to airborne asbestos fibers from asbestos removal projects is limited. Should the existing commercial buildings be demolished, the removal and disposal of ACMs from the Project Site in accordance with existing regulations would ensure that they do not create a significant hazard to the public or the environment through accident or upset conditions, and the impact would be less than significant.

It is also likely that the existing buildings contain lead-based paint (LBP). Should the existing commercial buildings be demolished, LBP present in the structures could be released. In order to ensure minimal exposure to sensitive receptors and workers, LBP found in the buildings would be removed and disposed of as recommended by a qualified Department of Health Services lead consultant and in accordance with applicable federal, State, and City regulations, including the federal regulations under the Occupational Safety and Health Act (29 Code of Federal Regulations Section 1926 et seq.), CAL-OSHA regulations (California Code of Regulations, title 8, Sections 1532.1 and 35001 *et seq.*). The removal and disposal of LBP from the Project Site in

accordance with existing regulations would ensure that they do not create a significant hazard to the public or the environment through accident or upset conditions, and the impact would be less than significant.

Mitigation Measures

HAZ-1 Soil Management Plan

A Soil Management Plan (SMP) shall be developed and implemented for the Project Site to address any contaminated soil found or observed after site demolition and before site grading. After demolition of the existing structures on the Project Site, any suspected contaminated soil shall be identified and confirmed by a field geologist, so it can be removed or appropriately treated prior to construction of any new buildings on the Project Site. The excavation, stockpiling, transportation, and disposal of contaminated soil at a regulated facility shall be to the satisfaction of the Los Angeles County Fire Department and the City Department of Building and Safety. After excavation or treatment of any contaminated soil, confirmation samples shall be collected from the Project Site to ensure complete removal of any contaminated soil.

HAZ-2 Soil Vapor Remediation

Prior to the issuance of a building permit, any VOC-impacted soil vapor shall be remediated or treated to address potential impacts to the public or workers. Remediation or treatment options may include, but are not limited to, soil vapor extraction (SVE). The soil vapor shall be remediated to the satisfaction of the Los Angeles County Fire Department and the City Department of Building and Safety.

HAZ-3 Vapor Barrier

A vapor barrier, designed by a California-licensed engineer, shall be installed prior to construction of any new concrete slabs in order to eliminate the potential vapor intrusion pathway from the subsurface into any new buildings constructed on the Project Site.

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. A project-related significant adverse effect may occur if the Project Site is located within 0.25-mile of an existing or proposed school site, and is projected to release toxic emissions, which would pose a health hazard beyond regulatory thresholds. Several schools are located within the Project Site area. However, as discussed in response to subsections a) and b), the potential redevelopment of the Project Site with residential uses would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Therefore, impacts related to this issue would be less than significant.

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

No Impact. California Government Code Section 65962.5 requires various state agencies to compile lists of hazardous waste disposal facilities, unauthorized release from underground storage tanks, contaminated drinking water wells, and solid waste facilities from which there is known migration of hazardous waste and submit such information to the Secretary for Environmental Protection on at least an annual basis. This question would apply only if the Project Site is included on any of the above referred to lists and therefore would pose an environmental hazard to surrounding sensitive uses. According to the Phase I ESA prepared for the Project Site (refer to Appendix D-1), the Project Site is not included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5. Therefore, no impact related to this issue would occur.

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. A significant project-related impact may occur if a project were placed within a public airport land use plan area or within two miles of a public airport, and subject to a safety hazard. The City of Cerritos is not located within an airport land use plan area or within two miles of a public airport or public use airport.[51] Therefore, no impact would occur.

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

Less Than Significant Impact. A significant impact may occur if a project were to interfere with roadway operations used in conjunction with an emergency response plan or emergency evacuation plan, or would generate sufficient traffic to create traffic congestion that would interfere with the execution of such a plan.

The City has prepared a Multi-Hazard Functional Plan for emergency response within the City. The plan meets the Standardized Emergency Management System requirements of State law. The City also complies with the Los Angeles County Emergency Management Plan. Emergency response, and threats are thoroughly described and outlined in the Multi-Hazard Functional Plan. Key points of the plan include the identification of critical areas in the City that represent both dangers, as well as areas for meeting and staging in an emergency event, communications, and emergency evacuation. Parks and other large areas are identified as emergency shelter and meeting locations. An Emergency Operation Center (EOC), fully equipped with emergency communication equipment and cooking, showering and sleeping facilities is provided adjacent to

[51] City of Cerritos General Plan EIR, January 6, 2004, page 7-3: https://www.cerritos.gov/media/hmcj3pi4/general-plan-eir-body.pdf

City Hall for seismic and other disaster situations. A citywide Ham operating system has been implemented to maintain communications should other systems fail. Finally, emergency evacuation routes have been identified.[52] The emergency evacuation routes are Bloomfield Avenue (north-south) and South Street (east-west).[53]

Should the Project Site be redeveloped with residential uses, construction would be confined to the Project Site and at all times would not impede public access or travel on public rights-of-way such as Bloomfield Avenue or South Street (emergency routes) and would not interfere with any adopted emergency response plan or emergency evacuation plan. As discussed in the Transportation section below, the potential redevelopment of the Project Site with residential uses would result in a reduction of approximately 1,725 daily vehicle trips when compared to the existing commercial uses. This would reduce traffic on emergency routes such as Bloomfield Avenue and South Street, and would therefore not have the potential to interfere with an emergency response or evacuation plan. As such, this impact would be considered less than significant.

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. A significant impact may occur if a project is located in proximity to wildland areas and would pose a potential fire hazard, which could affect persons or structures in the area in the event of a fire. The City is almost completely developed. No wildlands exist within the City.[54] The Project Site is developed with commercial buildings and surface parking, and does not contain any wildlands or high fire hazard terrain or vegetation. Therefore, no impact would occur.

Cumulative Impacts

The geographic extent of the Project's environmental impacts with respect to hazards and hazardous materials is limited to the Project Site and would not contribute to any other potential environmental impact that may occur beyond the Project Site boundaries. In addition, no related projects have been identified within the vicinity of the Project Site. As stated previously, with implementation of the provided mitigation measures, the potential redevelopment of the Project Site with residential uses would not result in any significant impacts related to hazards and hazardous materials. Therefore, cumulative impacts related to hazards and hazardous materials would be less than significant.

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[52] City of Cerritos General Plan, Safety Element, page SAF-2: https://www.cerritos.gov/city-government/city-laws-codes-and-regulations/general-plan/

[53] City of Cerritos General Plan EIR, January 6, 2004, Exhibit 4.7-3, Emergency Evacuation Routes: https://www.cerritos.gov/media/hmcj3pi4/general-plan-eir-body.pdf

[54] City of Cerritos General Plan EIR, January 6, 2004, page 7-4: https://www.cerritos.gov/media/hmcj3pi4/general-plan-eir-body.pdf

X. HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☑	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☑	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. Result in substantial erosion or siltation on- or off-site;	☐	☐	☑	☐
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☑	☐
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; or	☐	☐	☑	☐
iv. Impede or redirect flood flows?	☐	☐	☐	☑
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☑
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☑	☐

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

Less Than Significant Impact. A significant impact may occur if a project discharges water which does not meet the quality standards of agencies that regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts would also occur if a project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). As discussed previously, the Project involves administrative actions to rezone the Project Site. Approval of the Project would allow for the Project Site to accommodate commercial uses and/or residential development of up to 21 dwelling units per acre (107 residential units), which is the maximum development capacity that would be permitted after approval of the proposed administrative actions to rezone the Project Site.

During any potential construction activities, particularly during the grading and excavation phases, stormwater runoff from precipitation events could cause exposed and stockpiled soils to be subject to erosion and convey sediments into municipal storm drain systems. In addition, on-site watering activities to reduce airborne dust could contribute to pollutant loading in runoff. Pollutant discharges relating to the storage, handling, use and disposal of chemicals, adhesives, coatings, lubricants, and fuel could also occur. Thus, a significant impact could occur if a project discharges water that does not meet the quality standards of agencies that regulate surface water quality and water discharge into storm water drainage systems or would not comply with all applicable regulations as governed by the Los Angeles Regional Water Quality Control Board (LARWQCB).

The potential redevelopment of the Project Site with residential uses would be required to comply with the National Pollutant Discharge Elimination System (NPDES) General Construction Permit, which satisfies the LARWQCB water quality standards, including the preparation of a Stormwater Pollution Prevention Plan (SWPPP) and implementation of best management practices (BMPs), required to minimize soil erosion and sedimentation from entering the storm drains during the construction period. In addition, the potential redevelopment of the Project Site with residential uses would be subject to the City's Urban Runoff Pollution Prevention Controls Ordinance, which regulates non-stormwater discharge to the storm drain system; providing for the control of spillage, dumping or disposal of materials into the storm drain system; and reducing pollutants in stormwater and urban runoff to the maximum extent practicable. Compliance with the NPDES and implementation of the SWPPP and BMPs, as well as the City's discharge requirements, would ensure that the potential redevelopment of the Project Site complies with the LARWQCB standards and therefore that construction stormwater runoff would not violate water quality and/or discharge requirements.

Should the Project Site be redeveloped with residential uses, stormwater runoff generated during operation has the potential to introduce small amounts of pollutants (e.g., typical residential cleaning products, landscaping pesticides, and vehicle petroleum products) into the stormwater system. Stormwater runoff from precipitation events could carry urban pollutants into municipal storm drains. However, redevelopment of the Project Site with residential uses would be required

to comply with the City's Low Impact Development (LID) requirements, including to implement BMPs to retain and/or filter stormwater runoff. LID plans are required to include a site design approach and BMPs that address runoff and pollution at the source. Compliance with these regulations would reduce the amount of surface water runoff leaving the Project Site as compared to the current conditions, and would ensure that the potential redevelopment of the Project Site would not violate water quality standard and discharge requirements or otherwise substantially degrade water quality.

Compliance with these regulations would ensure construction and operational activities associated with the potential redevelopment of the Project Site with residential uses would not violate water quality standards, waste discharge requirements, or otherwise substantially degrade water quality, and impacts related to water quality would be less than significant.

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

Less Than Significant Impact. A significant impact may occur if a project includes deep excavations resulting in the potential to interfere with groundwater movement or includes withdrawal of groundwater or paving of existing permeable surfaces important to groundwater recharge. During a storm event, stormwater runoff flows to the adjacent roadways where it is directed into the City's storm drain system. As such, the Project Site is not a source of groundwater recharge. Should the Project Site be redeveloped with residential uses, groundwater recharge would remain negligible, similar to existing conditions.

According to the Geotechnical Investigation conducted for the Project Site (refer to Appendix B of this IS/MND), groundwater was encountered at depths of approximately 26 to 30 feet below the existing ground surface, although the historic high groundwater level mapped for the Project Site is 10 feet below the ground surface. The potential redevelopment of the Project Site with residential uses would not include any subterranean levels, and therefore, it is not likely that any temporary dewatering would be required during construction. Thus, impacts with respect to groundwater would be less than significant.

c.i.) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site?

Less Than Significant Impact. A significant impact may occur if a project results in a substantial alteration of drainage patterns that would result in a substantial increase in erosion or siltation. The Project Site is located in an urbanized area of the City, and there are no natural watercourses on the Project Site. Two flood channels run through the City: the San Gabriel River Channel and Coyote Creek Wash. Neither is nearby the Project Site such that they could be altered by its redevelopment. The Project Site is currently developed with the Cerritos Village Center retail

shopping center and associated surface parking lot, and is almost entirely impervious. Should the Project Site be redeveloped with residential uses, this would increase the amount of pervious surface as the potential residential uses would include more landscaping and open space areas when compared to existing conditions. In addition, the Project Applicant for a potential residential project would be required to prepare a SWPPP and implement BMPs to reduce runoff and preserve water quality during construction. While grading and construction activities may temporarily alter the existing drainage patterns of the Project Site, BMPs would be implemented to minimize soil erosion impacts during grading and construction activities. In addition, the Project Applicant would be required to implement a LID Plan (during operation), which would reduce the amount of surface water runoff leaving the Project Site after a storm event. Therefore, the potential redevelopment of the Project Site with residential uses would not result in substantial erosion or siltation on- or off-site, impacts would be less than significant.

c.ii.) 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 substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Less Than Significant Impact. A significant impact may occur if a project results in increased runoff volumes during construction or operation of the project that would result in flooding conditions affecting the Project Site or nearby properties. Should the Project Site be redeveloped with residential uses, grading and construction activities on the Project Site may temporarily alter the existing drainage patterns and change off-site flows. However, construction and operation of a potential residential development would not result in a significant increase in site runoff or any changes in the local drainage patterns that would result in flooding on- or off-site. The Project Site is currently developed with a shopping center and associated surface parking lot, and is almost entirely impervious. The potential redevelopment of the Project Site with residential uses would increase the amount of pervious surface as the potential residential uses would include more landscaping and open space areas when compared to existing conditions, and impacts would therefore be less than significant.

c.iii.) 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 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. A significant impact may occur if a project would increase the volume of stormwater runoff to a level that exceeds the capacity of the storm drain system serving the Project Site, or if a project would substantially increase the probability that polluted runoff would reach storm drains. Runoff from the Project Site flows to the adjacent roadways where it is directed into the City's storm drain system. Three general sources of potential short-term construction-related stormwater pollution associated with the potential redevelopment of the Project Site with residential uses are: 1) the handling, storage, and disposal of construction

materials containing pollutants; 2) the maintenance and operation of construction equipment; and 3) earth moving activities which, when not controlled, may generate soil erosion and transportation, via storm runoff or mechanical equipment. Pursuant to City policy, stormwater retention would be required as part of the LID/SUSMP implementation features (despite an increase in pervious surfaces on the Project Site). Any contaminants gathered during routine cleaning of construction equipment would be disposed of in compliance with applicable stormwater pollution prevention permits. During construction, the Applicant will be required to demonstrate compliance with NPDES permitting, and will implement all applicable and mandatory BMPs in accordance with the approved LID Plan and the SWPPP. These "good-housekeeping" practices would ensure that short-term construction-related activities would not result in polluted stormwater leaving the site.

Should residential uses be developed at the Project Site, pollutants resulting from operation of such residential uses, including petroleum products associated with parking and circulation areas, would be subject to the requirements and water quality standards and wastewater discharge BMPs set forth by the City and the SWRCB. Further, the potential redevelopment of the Project Site with residential uses would be required to comply with the NPDES and applicable LID requirements. Thus, the potential redevelopment of the Project Site would not create or contribute surface runoff that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, impacts related to storm drain capacity and water quality would be less than significant.

c.iv.) 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 impede or redirect flood flows?

No Impact. The Project Site is not located near any bodies of water, rivers, or streams that are subject to flooding. Thus, redevelopment of the Project Site would not have the potential to impede or redirect flood flows, and no impact related to this issue would occur.

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

No Impact. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. A tsunami is a great sea wave, commonly referred to as a tidal wave, produced by a significant disturbance undersea, such as a tectonic displacement of sea floor associated with large, shallow earthquakes. The City of Cerritos has not identified seiche or tsunami as a key safety risk.[55] The Project Site is not located within a 100-year flood zone, as mapped by the Federal Emergency Management Agency (FEMA, Flood Insurance Rate Map number 06037C2000F).[56] Therefore, the potential redevelopment of the

[55] City of Cerritos General Plan EIR, January 6, 2004, page 7-4: https://www.cerritos.gov/media/hmcj3pi4/general-plan-eir-body.pdf

[56] FEMA Flood Map Service Center, Search by Address, website: https://msc.fema.gov/portal/search#searchresultsanchor, accessed June 10, 2025.

Project Site with residential uses would not expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow, and no impact would occur.

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

Less Than Significant Impact. The Project Site is within the jurisdiction of the LARWQCB. Should the Project Site be redeveloped with residential uses, any grading, excavation, or other construction activities could impact water quality due to erosion resulting from exposed soils that may be transported from the Project Site in stormwater runoff. Compliance with the NPDES program would ensure that stormwater pollutants would not substantially degrade water quality. Further, the potential redevelopment of the Project Site with residential uses would be required to comply with the SUSMP requirements. Compliance with these regulations would ensure that impacts with respect to a water quality control plan or groundwater management plan would be less than significant.

Cumulative Impacts

The Project Site is located in an urbanized area where most of the surrounding properties are already developed. The existing storm drainage system serving this area has been designed to accommodate runoff from an urban built-out environment. Although no related projects have been identified within the vicinity of the Project Site, when new construction occurs, it generally does not lead to substantial additional runoff, since new developments are required to control the amount and quality of stormwater runoff coming from their respective sites. All new development in the City, including any potential redevelopment of the Project Site and any other development projects, is required to comply with the City's LID requirements and incorporate appropriate stormwater pollution control measures into the design plans to ensure that water quality impacts are minimized. Therefore, cumulative impacts related to hydrology and water quality would be less than significant.

XI. LAND USE AND PLANNING

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

a) Would the project physically divide an established community?

No Impact. A significant impact may occur if a project were sufficiently large enough or otherwise configured in such a way as to create a physical barrier within an established community. A typical example would be a project that involved a continuous right-of-way such as a roadway, which would divide a community and impede access between parts of the community. The Project Site is currently developed as the College Village Center retail shopping center. As discussed previously, the Project involves administrative actions to rezone the Project Site. Approval of the Project would allow for the Project Site to accommodate commercial uses and/or residential development of up to 21 dwelling units per acre (107 residential units), which is the maximum development capacity that would be permitted after approval of the proposed administrative actions to rezone the Project Site. The potential redevelopment of the Project Site to include up to 21 dwelling units per acre (107 residential units) is not of the scale or nature that could physically divide an established community. In addition, the potential for the redevelopment of the Project Site to include residential uses would not affect any existing rights-of-way. Therefore, no impacts would occur.

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. A significant impact may occur if a project is inconsistent with applicable land use plans or zoning designations and would cause adverse environmental effects, which these regulations are designed to avoid or mitigate. The following is a list of applicable plans:

Regional Level

- *Southern California Association of Governments*
    - 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)
- *South Coast Air Quality Management District's (SCAQMD)*
    - *Air Quality Management Plan (AQMP)*

City of Cerritos

- *City of Cerritos General Plan*
- *City of Cerritos Municipal Code*

Regional

SCAG's 2024-2050 RTP/SCS

SB 375 requires MPOs such as SCAG to revise and update their RTPs and SCS' periodically. On September 3, 2020, SCAG's Regional Council formally adopted the 2024-2050 RTP/SCS. The 2024-2050 RTP/SCS 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. It charts a path toward a more mobile, sustainable, and prosperous region by making connections between transportation networks, between planning strategies and between the people whose collaboration can improve the quality of life for Southern Californians.

The 2024-2050 RTP/SCS outlines more than $638 billion in transportation system investments through 2045 and was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura. The 2024-2050 RTP/SCS includes strategies for accommodating projected population, household, and employment growth in the SCAG region by 2045 as well as a transportation investment strategy for the region. These land use strategies are directly tied to supporting related GHG emissions reductions through increasing transportation choices with a reduced dependence on automobiles and an increase growth in walkable, mixed-use communities and HQTCs and by encouraging growth near destinations and mobility options, promoting diverse housing choices, leveraging technology innovations, supporting implementation of sustainability policies, and promoting a green region.

Applicability of SCAG Plans

SCAG uses the criteria in *CEQA Guidelines*, Section 15206 to define what a regionally significant project is:

1. A proposed local general plan, element, or amendment thereof for which an EIR was prepared.

2. A proposed residential development of more than 500 dwelling units.

3. A proposed shopping center or business establishment employing more than 1,000 persons or encompassing more than 500,000 square feet of floor space.

4. A proposed commercial office building employing more than 1,000 persons or encompassing more than 250,000 square feet of floor space.

5. A proposed hotel/motel of more than 500 rooms.

6. A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or encompassing more than 650,000 square feet of floor area.

7. A project that would result in the cancellation of a Williamson Act Contract for any parcel of 100 or more acres.

8. A project for which an EIR was prepared and which is located in and substantially impacting an area of critical environmental sensitivity. This includes the California Coastal Zone.

9. A project that would substantially affect sensitive wildlife habitats such as riparian lands, wetlands, bays, estuaries, marshes, and habitats for rare and endangered species.

10. A project that would interfere with the attainment of regional water quality standards as stated in the approved areawide wastewater management plan.

11. A project that would provide housing, jobs, or occupancy for 500 or more people within 10 miles of a nuclear power plant.

12. A project that has the potential for causing significant effects on the environment extending beyond the city or county in which the project would be located.

As such, the Project is not of the scale to be considered regionally significant based on the criteria above and is not required to demonstrate consistency with the SCAG plans. Nevertheless, the Project would be consistent with many of the applicable policies contained in the SCAG plans, as discussed in greater detail in Section VIII, Greenhouse Gas Emissions, above.

SCAQMD AQMP

The Project Site is located within the South Coast Air Basin and, therefore, falls under the jurisdiction of the SCAQMD. In conjunction with SCAG, SCAQMD is responsible for formulating and implementing air pollution control strategies. The potential for the redevelopment of the Project Site to include residential uses is consistent with the SCAQMD's Air Quality Management Plan and is considered to be consistent with the 2022 AQMP, as discussed in greater detail in Section III, Air Quality, above.

Local

City of Cerritos General Plan

State law requires that every city and county prepare and adopt a long-range comprehensive General Plan to guide future development and to identify the community's environmental, social, and economic goals.[57] Cerritos' General Plan was adopted by the City Council on January 6, 2004. A General Plan Environmental Impact Report (EIR) accompanies the General Plan, and was certified by the City Council on January 6, 2004. The General Plan contains 10 Elements. State law requires seven mandatory Elements: Land Use, Circulation, Housing, Conservation, Open Space, Noise and Safety. State law also allows inclusion of optional Elements. The City has included three optional Elements: Growth Management, Air Quality and Community Design.[58]

Table XI-1, Cerritos General Plan Land Use Goals and Policies, includes a discussion of the consistency of the potential redevelopment of the Project Site to include residential uses with each of the Land Use Element applicable goals and policies. There are some goals and policies that are directed to the City for its own compliance and recommended action. There are other goals and policies that are directed at land uses and/or characteristics that do not apply to the potential redevelopment of the Project Site with residential uses. As shown in Table XI-1, the potential redevelopment of the Project Site to include residential uses would be consistent (or generally consistent) with the goals and policies that apply to private development projects.

[57] California Government Code Section 65300.

[58] Cerritos General Plan: https://www.cerritos.gov/city-government/city-laws-codes-and-regulations/general-plan/

Table XI-1
Cerritos General Plan Land Use Element Goals and Policies

Goal or Policy	Discussion
Policy LU-1.1 Encourage high-quality design and construction for development that is a positive addition to and compatible with the City's existing ambiance. Development shall enhance the character and unique identity of existing commercial, industrial and/or residential uses. Development shall be defined to include landscaping, parking, lighting, business identification signs and buildings.	**Consistent**. The Project consists of the administrative actions to rezone the Project Site, which would allow for the commercial uses to remain at the Project Site and/or the potential construction of up to 21 dwelling units per acre (107 residential units). While no specific development is currently proposed, any development would comply with the requirements of ADP-20, including with respect to landscaping and parking, and would therefore be built to high quality standards and design.
Policy LU-1.2 I Encourage developers to engage in early discussions with the City regarding the design, nature and scope of the project and possible impacts and mitigation requirements. These discussions should occur as early as possible in the project planning stage, preferably preceding land acquisition.	**Consistent.** The Project is being evaluated through the CEQA process in coordination with the City, including possible impacts and mitigation requirements.
Policy LU-1.3 Promote high-quality, well designed, environmentally conscious and verdant landscaping in new and existing developments.	**Consistent.** The Project consists of the administrative actions to rezone the Project Site, which would allow for the commercial uses to remain at the Project Site and/or the potential construction of up to 21 dwelling units per acre (107 residential units). While no specific development is currently proposed, any development would comply with the requirements of ADP-20, including with respect to landscaping.
Goal LU-2 Provide a balance of residential and non-residential development throughout the City	**Consistent.** The Project consists of the administrative actions to rezone the Project Site, which would allow for the commercial uses to remain at the Project Site and/or the potential construction of up to 21 dwelling units per acre (107 residential units).
Policy LU-2.1 Achieve a land use balance through the following methods: • Provision of incentives for desired commercial and industrial uses; • Coordination of land use and circulation patterns to ensure proper circulation capacity and infrastructure;	**Consistent**. The Project consists of the administrative actions to rezone the Project Site, which would allow for the commercial uses to remain at the Project Site and/or the potential construction of up to 21 dwelling units per acre (107 residential units). While no specific development is currently proposed, upon approval of the Project, residential units could be potentially developed at the Project Site, which would help the City reach its housing needs as identified in the Housing Element.

Table XI-1
Cerritos General Plan Land Use Element Goals and Policies

Goal or Policy	Discussion
• Promotion of a variety of housing types and affordability to meet the development goals of the Housing Element; and • Provision of needed housing opportunities to support employment growth.	
Policy LU-2.2 Coordinate redevelopment and planning activities and resources to balance land uses, amenities and civic facilities in order to sustain or improve the quality of life.	**Consistent.** The Project consists of the administrative actions to rezone the Project Site, which would allow for the commercial uses to remain at the Project Site and/or the potential construction of up to 21 dwelling units per acre (107 residential units). While no specific development is currently proposed, upon approval of the Project, residential uses could be potentially developed at the Project Site, which would provide housing in an area already developed with residential uses, and near commercial and civic facilities.
Policy LU-2.3 Coordinate City strategies with Los Angeles County, Gateway Cities Council of Governments and other appropriate agencies and/or organizations to meet housing and employment needs.	**Consistent**. The Project consists of the administrative actions to rezone the Project Site, which would allow for the commercial uses to remain at the Project Site and/or the potential construction of up to 21 dwelling units per acre (107 residential units).
Policy LU-2.4 Attract and maintain land uses that generate revenue for the City of Cerritos, while maintaining a balance of other community needs such as housing, open space and public facilities.	**Consistent**. The Project consists of the administrative actions to rezone the Project Site, which would allow for the commercial uses to remain at the Project Site, which generate revenue for the City, and/or the construction of up to 21 dwelling units per acre (107 residential units). No specific development is currently proposed. Should the existing commercial uses that generate revenue be removed, they would be replaced with housing to help the City reach its housing needs as identified in the Housing Element.
Policy LU-2.5 Evaluate land use intensities in conjunction with the review of any zone change and/or General Plan Amendment to permit density or modify intensity. Factors to be considered include, but are not limited to, the maximum intensity allowed for the applicable land use designation in the General Plan, circulation patterns, environmental constraints and compatibility with surrounding land uses.	**Consistent.** The Project is being evaluated through the CEQA process in coordination with the City, regarding the requested discretionary actions to allow for the land uses and height.

Table XI-1
Cerritos General Plan Land Use Element Goals and Policies

Goal or Policy	Discussion
Goal LU-4 Adjacent land uses shall be compatible with one another.	**Consistent.** The Project consists of the administrative actions to rezone the Project Site, which would allow for the commercial uses to remain at the Project Site and/or the potential construction of up to 21 dwelling units per acre (107 residential units). While no specific development is currently proposed, the Project would allow for the potential construction of residential uses on a site surrounded by other residential uses.
Policy LU-6.1 Encourage compatible land uses to locate in appropriate areas of the City.	**Consistent.** The Project consists of the administrative actions to rezone the Project Site, which would allow for the commercial uses to remain at the Project Site and/or the potential construction of up to 21 dwelling units per acre (107 residential units). While no specific development is currently proposed, the Project would allow for the potential construction of residential uses on a site surrounded by other residential uses.
Goal LU-7 Promote infill development on vacant or underutilized parcels.	**Consistent.** The Project consists of the administrative actions to rezone the Project Site, which would allow for the commercial uses to remain at the Project Site and/or the potential construction of up to 21 dwelling units per acre (107 residential units). While no specific development is currently proposed, the Project would allow for the potential infill development of an underutilized parcel.
Policy LU-7.1 Ensure that infill projects contribute to the further development of the surrounding neighborhood (e.g., improve circulation, contribute to or provide neighborhood unity, eliminate a blighted area and enhance the existing quality of life).	**Consistent.** The Project consists of the administrative actions to rezone the Project Site, which would allow for the commercial uses to remain at the Project Site and/or the potential construction of up to 21 dwelling units per acre (107 residential units). While no specific development is currently proposed, the Project would allow for the potential construction of residential uses on a site surrounded by other residential uses.
Policy LU-7.2 Design infill projects in context with adjacent neighborhood and surrounding uses. The design should consider the existing scale and character of surrounding structures, and should blend rather than compete with the established character of the area.	**Consistent.** The Project consists of the administrative actions to rezone the Project Site, which would allow for the commercial uses to remain at the Project Site and/or the potential construction of up to 21 dwelling units per acre (107 residential units). While no specific development is currently proposed, the

Table XI-1
Cerritos General Plan Land Use Element Goals and Policies

Goal or Policy	Discussion
	Project would allow for the potential construction of residential uses on a site surrounded by other residential uses.
Policy LU-7.4 Encourage the development of permanent infill commercial and/or office uses on vacant or underutilized sites greater than ½-acre in size, that are part of a larger commercial center, and zoned CN (Neighborhood Commercial) or CC (Community Commercial). If the subject site is an existing commercial center that is in a state of decline, the City should consider the redevelopment or rezoning of the commercial center to a more appropriate use.	**Consistent**. The Project Site is greater than ½ acre in size, is zoned Neighborhood Commercial (CN), and is currently developed with an existing commercial center that is in a state of decline. Therefore, the Project consists of the administrative actions to rezone the Project Site, which would allow for the commercial uses to remain at the Project Site and/or the potential construction of up to 21 dwelling units per acre (107 residential units).
Policy LU-9.1 Protect residential areas from the effects of potentially incompatible uses. Where new commercial or industrial development is allowed adjacent to residentially zoned districts, maintain standards for circulation, noise, setbacks, buffer areas, landscaping and architecture, which ensure compatibility between the uses.	**Consistent.** The Project would not place new commercial or industrial development adjacent to residentially zoned districts. Rather, the Project would allow for the existing commercial uses to remain at the Project Site and/or the potential construction of residential uses on a site surrounded by other residential uses.
Policy LU-9.4 Assure that the type and intensity of land use shall be consistent with that of the immediate neighborhood.	**Consistent.** The Project consists of the administrative actions to rezone the Project Site, which would allow for the commercial uses to remain at the Project Site and/or the potential construction of up to 21 dwelling units per acre (107 residential units). While no specific development is currently proposed, the Project would allow for the potential construction of residential uses on a site surrounded by other residential uses.
Policy LU-9.6 Allow development only with adequate physical infrastructure (e.g., transportation, sewers, utilities, etc.) and social services (e.g., education, public safety, etc.).	**Consistent**. The Project consists of the administrative actions to rezone the Project Site, which would allow for the commercial uses to remain at the Project Site and/or the potential construction of up to 21 dwelling units per acre (107 residential units). As discussed throughout this IS/MND, adequate physical infrastructure exists to serve the potential redevelopment of the Project Site.
Policy Goal LU-10 Preserve the positive qualities of Cerritos' residential areas and extend these qualities into new housing areas.	**Consistent.** The Project consists of the administrative actions to rezone the Project Site, which would allow for the commercial uses to remain at the Project Site and/or the potential construction of up to 21 dwelling units per acre (107

Table XI-1
Cerritos General Plan Land Use Element Goals and Policies

Goal or Policy	Discussion
	residential units). While no specific development is currently proposed, the Project would allow for the potential construction of residential uses on a site surrounded by other residential uses. The Project would not affect existing positive qualities of Cerritos' residential areas, and would extend them into a new housing area.
Policy LU-10.1 Encourage "area development plans" which incorporate a more comprehensive and creative approach to residential design.	**Consistent.** The Project would use its requested discretionary actions to create Area Development Plan Twenty (ADP-20).
Policy LU-10.2 Encourage the construction of new housing at the maximum density permitted by the General Plan, particularly on sites designated for medium density housing.	**Consistent.** The Project consists of the administrative actions to rezone the Project Site, which would allow for the commercial uses to remain at the Project Site and/or the potential construction of up to 21 dwelling units per acre (107 residential units) as either three-story attached townhouses or duplexes.
Goal LU-11 Preserve and enhance existing community and neighborhood character and sense of place.	**Consistent.** The Project consists of the administrative actions to rezone the Project Site, which would allow for the commercial uses to remain at the Project Site and/or the potential construction of up to 21 dwelling units per acre (107 residential units). While no specific development is currently proposed, the Project would allow for the potential construction of residential uses on a site surrounded by other residential uses. Any development would comply with the requirements of ADP-20.
Policy LU-11.1 Encourage a variety of housing types and sizes that are balanced throughout the City and also compatible with the character of the surrounding neighborhood.	**Consistent.** The Project consists of the administrative actions to rezone the Project Site, which would allow for the commercial uses to remain at the Project Site and/or the potential construction of up to 21 dwelling units per acre (107 residential units) as either three-story attached townhouses or duplexes.
Policy LU-11.2 Ensure that new development is a positive addition to the City's environment and does not detract from the nature and character of appropriate nearby established development.	**Consistent.** The Project would not affect the nature and character of nearby established developments.

Table XI-1
Cerritos General Plan Land Use Element Goals and Policies

Goal or Policy	Discussion
Policy LU-11.3 Maintain the character and identity of existing neighborhoods. Ensure that proposals for new construction, remodels and additions that are larger than those of the neighborhood, be designed to be compatible with and blend in with the existing neighborhood, and minimize impacts on adjacent parcels.	**Consistent.** The Project consists of the administrative actions to rezone the Project Site, which would allow for the commercial uses to remain at the Project Site and/or the potential construction of up to 21 dwelling units per acre (107 residential units) on a site surrounded by other residential uses. While no specific development is currently proposed, any development would comply with the requirements of ADP-20.
Policy LU-11.4 Maintain the City's capacity to meet its housing needs as identified in the Housing Element.	**Consistent.** The Project consists of the administrative actions to rezone the Project Site, which would allow for the commercial uses to remain at the Project Site and/or the potential construction of up to 21 dwelling units per acre (107 residential units). While no specific development is currently proposed, approval of the Project would allow for housing units to potentially be developed on the Project Site, thereby helping the City reach its housing needs as identified in the Housing Element.
Goal LU-12 Limit the intensity of new development to a level consistent with surrounding development and the City at large.	**Consistent.** The Project consists of the administrative actions to rezone the Project Site, which would allow for the commercial uses to remain at the Project Site and/or the potential construction of up to 21 dwelling units per acre (107 residential units). While no specific development is currently proposed, the Project would allow for the potential construction of residential uses on a site surrounded by other residential uses.
Policy LU-12.1 Balance size and number of units to achieve appropriate (limit) intensity.	**Consistent**. The Project consists of the administrative actions to rezone the Project Site, which would allow for the potential construction of up to 21 units per acre (107 residential units).
Goal LU-13 Reduce the visual impact of new construction and/or remodeling on the City and its neighborhoods.	**Consistent**. Should the Project Site be redeveloped after Project approval, construction barriers would be used to prevent trespass and contain dust and other construction debris. These barriers would reduce the visual impact of new construction.

Table XI-1
Cerritos General Plan Land Use Element Goals and Policies

Goal or Policy	Discussion
Policy LU-13.1 Review all development applications in light of the overall mass and scale of the intensity.	**Consistent.** The Project is being evaluated through the CEQA process in coordination with the City.
Policy LU-13.2 Increase building setbacks as mass and height increase.	**Consistent.** The Project consists of the administrative actions to rezone the Project Site, which would allow for the commercial uses to remain at the Project Site and/or the potential construction of up to 21 dwelling units per acre (107 residential units). While no specific development is currently proposed, any development would comply with the requirements of ADP-20, including with respect to building setbacks and height.
Goal LU-14 Preserve the quality of the personal open space on residentially zoned parcels.	**Consistent.** The Project consists of the administrative actions to rezone the Project Site, which would allow for the commercial uses to remain at the Project Site and/or the potential construction of up to 21 dwelling units per acre (107 residential units). While no specific development is currently proposed, any development would comply with the requirements of ADP-20, including with respect to open space.
Policy LU-14.1 Maximize quality usable open space in all new developments.	**Consistent.** The Project consists of the administrative actions to rezone the Project Site, which would allow for the commercial uses to remain at the Project Site and/or the potential construction of up to 21 dwelling units per acre (107 residential units). While no specific development is currently proposed, any development would comply with the requirements of ADP-20, including with respect to open space.
Goal LU-15 Strive to eliminate all signs of property deterioration in Cerritos.	**Consistent.** The Project consists of the administrative actions to rezone the Project Site, which would allow for the commercial uses to remain at the Project Site, and/or the potential construction of up to 21 dwelling units per acre (107 residential units).
Cerritos, General Plan, Land Use Element: https://www.cerritos.gov/city-government/city-laws-codes-and-regulations/general-plan/	

Cerritos Municipal Code

The Project Site is currently zoned CN (Neighborhood Commercial). The General Plan land use designation for the Site is Community Commercial. The Project would require approval of the following discretionary actions from the City:

1. A Development Code Amendment to establish specific design and development standards for the subject property, under a newly established zoning designation, Area Development Plan Twenty (ADP-20), whereby the newly established zoning designation consistent with this Project Description will allow for the potential development of residential uses, and at the same time, allow for the existing commercial uses to remain at the Project Site.

2. A General Plan Amendment to change the General Plan land use designation of the subject property from Community Commercial to Area Development Plan Twenty (ADP-20).

3. A Development Map Amendment to change the zoning designation from Neighborhood Commercial (CN) to Area Development Plan Twenty (ADP-20).

The approval of the requested discretionary actions would allow for the potential redevelopment of the Project Site to include residential uses, and ADP-20 would provide regulations with which any development would be required to comply, such as for use, height, density, and parking. For these reasons, the Project would not conflict with any applicable land use plan, policy or regulation, and impacts related to land use and planning would be less than significant.

Cumulative Impacts

Given the built-out conditions of the region, including the Project Site area, cumulative development likely would convert existing underutilized properties in the Cerritos area to revitalized higher-density developments to respond to the need for housing, sources of employment, and associated retail land uses. As discussed previously, no related projects have been identified within the vicinity of the Project Site. Nevertheless, any development projects, including the potential redevelopment of the Project Site, would be subject to City development standards and requirements. As discussed above, the Project's impacts with respect to land use and planning would be less than significant, and cumulative impacts would also be less than significant.

XII. MINERAL RESOURCES

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

a) 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. A significant impact may occur if the Project Site is located in an area used or available for extraction of a regionally-important mineral resource, or if a project would convert an existing or future regionally-important mineral extraction use to another use, or if a project would affect access to a site used or potentially available for regionally-important mineral resource extraction. No known mineral resources are located within the City.[59] Therefore, no impacts to mineral resources of regional or statewide significance would occur.

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. A significant impact would occur if a project is located in an area used or available for extraction of a locally-important mineral resource and the Project converted an existing or potential future locally-important mineral extraction use to another use or if the Project affected access to a site in use or potentially available for locally-important mineral resource extraction. No locally important mineral resource recovery sites are located within the City. [60] Therefore, no impacts to loss of availability of a locally important mineral resource would occur.

Cumulative Impacts

As discussed above, the potential redevelopment of the Project Site with residential uses would not result in any impacts related to mineral resources and no related projects have been identified

[59] City of Cerritos General Plan EIR, January 6, 2004, page 7-5: https://www.cerritos.gov/media/hmcj3pi4/general-plan-eir-body.pdf

[60] City of Cerritos General Plan EIR, January 6, 2004, page 7-5: https://www.cerritos.gov/media/hmcj3pi4/general-plan-eir-body.pdf

within the vicinity of the Project Site. Therefore, no cumulative impacts related to mineral resources would occur.

XIII. NOISE

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

The section is based in part on the following technical modeling, included as Appendix E of this IS/MND:

E-1 Noise Technical Modeling, DKA Planning, May 2025.

E-2 Vibration Technical Modeling, DKA Planning, May 2025.

Characteristics of Sound

Sound is technically described in terms of the loudness (amplitude) and frequency (pitch) of the sound. The standard unit of measurement for sound is the decibel (dB). The human ear is not equally sensitive to sound at all frequencies. The "A-weighted scale," abbreviated dBA, reflects the normal hearing sensitivity range of the human ear. On this scale, the range of human hearing extends from approximately 3 to 140 dBA. Table XIII-1 provides examples of A-weighted noise levels from common sources.

Table XIII-1
A-Weighted Decibel Scale

Typical A-Weighted Sound Levels	Sound Levels (dBA, L_{eq})
Threshold of pain	140
Jet takeoff at 100 meters	125
Jackhammer at 15 meters	95
Heavy diesel truck at 15 meters	85
Conversation at 1 meter	60
Soft whisper at 2 meters	35

Source: United States Occupational Safety & Health Administration, Noise and Hearing Conversation Technical Manual, 1999.

Noise Definitions

This noise analysis discusses sound levels in terms of Community Noise Equivalent Level (CNEL) and Equivalent Noise Level (L_{eq}).

Community Noise Equivalent Level: CNEL is an average sound level during a 24-hour period. CNEL is a noise measurement scale, which accounts for noise source, distance, single event duration, single event occurrence, frequency, and time of day. Human reaction to sound between 7:00 p.m. and 10:00 p.m. is as if the sound were actually 5 dBA higher than if it occurred from 7:00 a.m. to 7:00 p.m. From 10:00 p.m. to 7:00 a.m., humans perceive sound as if it were 10 dBA higher due to the lower background level. Hence, the CNEL is obtained by adding an additional 5 dBA to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and 10 dBA to sound levels in the night from 10:00 p.m. to 7:00 a.m. Because CNEL accounts for human sensitivity to sound, the CNEL 24-hour figure is always a higher number than the actual 24-hour average.

Equivalent Noise Level: L_{eq} is the average noise level on an energy basis for any specific time period. The L_{eq} for one hour is the energy average noise level during the hour. The average noise level is based on the energy content (acoustic energy) of the sound. L_{eq} can be thought of as the level of a continuous noise that has the same energy content as the fluctuating noise level. The equivalent noise level is expressed in units of dBA.

Effects of Noise

The degree to which noise can impact the environment ranges from levels that interfere with speech and sleep to levels that cause adverse health effects. Human response to noise is subjective and can vary from person to person. Factors that influence individual response include the intensity, frequency, and pattern of noise, the amount of background noise present before the intruding noise, and the nature of work or human activity that is exposed to the noise source.

Small perceptible changes in sound level for a person with normal hearing sensitivity is approximately 3 dBA. A change of at least 5 dBA would be noticeable and would likely cause a community reaction. A 10-dBA increase is heard as a doubling in loudness and would cause a community response.

Noise levels decrease as the distance from the noise source to the receiver increases. Noise generated by a stationary noise source, or "point source," will decrease by approximately 6 dBA over hard surfaces (e.g., reflective surfaces such as parking lots or smooth bodies of water) and 7.5 dBA over soft surfaces (e.g., absorptive surfaces such as soft dirt, grass, or scattered bushes and trees) for each doubling of the distance. For example, if a noise source produces a noise level of 89 dBA at a reference distance of 50 feet, then the noise level would be 83 dBA at a distance of 100 feet from the noise source, 77 dBA at a distance of 200 feet, and so on. Noise generated by a mobile source will decrease by approximately 3 dBA over hard surfaces and 4.5 dBA over soft surfaces for each doubling of the distance.

Noise is most audible when traveling by direct line-of-sight.[61] Barriers, such as walls or buildings that break the line-of-sight between the source and the receiver can greatly reduce noise levels from the source since sound can only reach the receiver by diffraction. Sound barriers can reduce sound levels by up to 20 dBA. However, if a barrier is not high or long enough to break the line-of-sight from the source to the receiver, its effectiveness is greatly reduced.

Regulatory Framework

Federal

No federal noise standards regulate environmental noise associated with short-term construction activities or long-term operations of development projects. As such, temporary and long-term noise impacts would be largely regulated or evaluated by State and City of Cerritos standards designed to protect public well-being and health.

In September 2018, the Federal Transit Administration updated its guidance on how to analyze noise and groundborne vibration from construction and operation of transit projects.[62] This also provides guidance applicable to non-transit projects under CEQA. The Manual identifies construction noise criteria for residential land uses (80 dBA $L_{eq(1\text{-}hour)}$), commercial land uses (85 dBA $L_{eq(1\text{-}hour)}$), and industrial land uses $L_{eq(1\text{-}hour)}$).

State

The State's 2017 General Plan Guidelines establish county and city standards for acceptable exterior noise levels based on land use. These standards are incorporated into land use planning

[61] Line-of-sight is a visual path between the noise source and the noise receptor.

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

processes to prevent or reduce noise and land use incompatibilities. Table XIII-2 illustrates State compatibility considerations between land uses and exterior noise levels.

California Government Code Section 65302 also requires each county and city to prepare and adopt a comprehensive long-range general plan for its physical development. Section 65302(f) requires a noise element to be included in the general plan. This noise element must identify and appraise noise problems in the community, recognize State noise control guidelines, and analyze and quantify current and projected noise levels.

The State has also established noise insulation standards for new multi-family residential units, hotels, and motels that are subject to relatively high levels of noise from transportation. The noise insulation standards, collectively referred to as the California Noise Insulation Standards (Title 24, California Code of Regulations) set forth an interior standard of 45 dBA CNEL for habitable rooms. The standards require an acoustical analysis which indicates that dwelling units meet this interior standard where such units are proposed in areas subject to exterior noise levels greater than 60 dBA CNEL. Local jurisdictions typically enforce the California Noise Insulation Standards through the building permit application process.

Table XIII-2
Land Use Compatibility for Community Noise Environments

Land Use Compatibility	Community Noise Exposure (dBA, CNEL)							
	<	55	60	65	70	75	80	>
Residential – Low Density Single-Family, Duplex, Mobile Homes	NA							
		CA						
					NU			
						CU		
Residential – Multi-Family	NA							
			CA					
					NU			
						CU		
Transient Lodging – Motels, Hotels	NA							
			CA					
					NU			
							CU	
Schools, Libraries, Churches, Hospitals, Nursing Homes	NA							
			CA					
					NU			
							CU	
Auditoriums, Concert Halls, Amphitheaters								
	CA							
				CU				
Sports Arenas, Outdoor Spectator Sports								
	CA							
					CU			
Playgrounds, Neighborhood Parks	NA							
				NU				
						CU		

Table XIII-2
Land Use Compatibility for Community Noise Environments

Land Use Compatibility	Community Noise Exposure (dBA, CNEL)							
	<	55	60	65	70	75	80	>
Golf Courses, Riding Stables, Water Recreation, Cemeteries	NA	NA	NA	NU	NU	NU	NU	CU
Office Buildings, Business Commercial and Professional	NA	NA	NA	CA	CA	NU	NU	NU
Industrial, Manufacturing, Utilities, Agriculture	NA	NA	NA	CA	CA	NU	NU	NU

NA = 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.

CA = 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.

NU = 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.

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

Source: California Office of Noise Control, Department of Health Services.

City of Cerritos

General Plan

The City of Cerritos General Plan includes a Noise Element that includes policies and standards to guide the control of noise to protect residents, workers, and visitors. Its primary goal is to regulate long-term noise impacts to preserve acceptable noise environments for all types of land uses. It includes programs applicable to construction projects that call for protection of noise sensitive uses and use of best practices to minimize short-term noise impacts. However, the Noise Element contains no quantitative or other thresholds of significance for evaluating a project's noise impacts. Instead, it adopts the State's guidance on noise and land use compatibility, shown above in Table XIII-2, "to help guide determination of appropriate land use and mitigation measures vis-à-vis existing or anticipated ambient noise levels." It also includes several goals and policies that are relevant to potential development of the Project Site:

- Goal N-1. Reduction in noise impacts from transportation sources.
    - Policy N-1.1. Mitigate transportation equipment impacts at construction sites.

- Policy N-1.2. Ensure noise mitigation measures are included in the design of new developments.

- Policy N-1.4. Encourage the use of double-paned windows for residential uses adjacent to the freeways and along major arterials.

- Goal N-2. Develop measures to control non-transportation noise impacts.

  - Policy N-2.2. Strive to resolve existing and potential conflicts between noise generating uses and human activities.

  - Policy N-2.3. Ensure noise mitigation techniques are incorporated into all construction-related activities.

- Goal N-3. Include noise considerations as part of land use planning decisions.

  - Policy N-3.2. Ensure Community Noise Equivalent Levels (CNEL) for noise sensitive land uses meet or exceed normally acceptable levels, as defined by State of California standards.

  - Policy N-3.3. Incorporate noise reduction measures into all development proposals, as necessary.

Municipal Code

The City of Cerritos Municipal Code Section 22.80.480) establishes outdoor and indoor noise standards. The Ordinance is designed to control excessive sounds and to protect residential areas from noise sources, including noise generated by traffic. Between the hours of 7:00 P.M. and 7:00 A.M., the noise standards are more stringent. The Noise Ordinance prohibits stationary noise sources to exceed the following during the hours of 7:00 AM to 7:00 PM:

- The noise standard plus 5 dBA for a cumulative period of more than 15 minutes in any hour;

- The noise standard plus 10 dBA for a cumulative period of more than 5 minutes in any hour; or

- The noise standard plus 15 dBA for a cumulative period of more than one minute in any hour.

The City has not adopted any thresholds for construction noise impacts and the Cerritos Municipal Code primarily regulates construction noise though construction hour limitations. However, Section 22.80.480(5) of the Municipal Code exempts noise levels generated by construction activities as long as a valid building permit has been issued and the activities occur between the hours of 7:00 A.M. and 7:00 P.M.

Existing Conditions

Noise Sensitive Receptors

The Project Site is located in a largely residential area in Cerritos. Noise-sensitive receptors within 0.25 miles of the Project Site include, but are not limited to, the following representative sampling:

- Single-family residences on Teresa Way, approximately 20 feet west of the Project Site.
- Single-family residences on Wayne Circle, approximately 20 feet south of the Project Site.
- Single-family residences on Bloomfield Avenue (east side), approximately 110 feet east of the Project Site.
- Carver Academy Elementary School, 19200 Ely Avenue, approximately 480 feet west of the Project Site.
- Pat Nixon Park, 12403 Patricia Drive, approximately 800 feet west of the Project Site.

Existing Ambient Noise Levels

The Project Site is developed with 48,311 square feet of retail uses that provide minor sources of operational noise. These include four roof-top units providing air conditioning that occasionally generate minor levels of noise (approximately 81.9 dBA at one foot of distance).[63] There is also intermittent noise from the operation of the surface parking lot that is accessible from both South Street and Bloomfield Avenue. This includes tire friction as vehicles navigate to and from parking spaces, minor engine acceleration, doors slamming, and occasional car alarms. Most of these sources are instantaneous (e.g., car alarm chirp, door slam) while others may last a few seconds. There is also noise from occasional solid waste management and collection as well as landscaping activities that are of short duration, as is occasional loading of goods.

Traffic is the primary source of noise near the Project Site, largely from the operation of vehicles with internal combustion engines and frictional contact with the ground and air.[64] For example, Bloomfield Avenue carries up to 1,398 southbound and 1,412 northbound vehicles in the A.M. peak hour at the project's driveway. South Street carries 1,478 eastbound and 1,467 westbound vehicles at the project driveway in the A.M. peak hour.[65] Existing development contributes 2,446 daily vehicle trips traveling to and from the Project Site via South Street and Bloomfield Avenue.[66]

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63 City of Pomona, Pomona Ranch Plaza WalMart Expansion Project, Table 4.4-5; August 2014. Source was cluster of mechanical rooftop condensers including two Krack MXE-04 four-fan units and one MXE-02 two-fan unit.

64 World Health Organization, https://www.who.int/docstore/peh/noise/Comnoise-2.pdf accessed March 18, 2021.

65 Traffic Impact and VMT Assessment, LLG Engineers, May 5, 2025, included in Appendix F of this IS/MND.

66 Ibid.

Noise levels at the intersection of Bloomfield Avenue and South Street range from 60-65 dBA CNEL, noise levels that generally consistent with the traffic volumes on both Bloomfield Avenue and South Street. These 24-hour CNEL noise levels are generally considered "Conditionally Acceptable" for the types of land uses near the Project Site.

Short-term ambient noise levels are a function of proximity to traffic volumes and speeds (Table XIII-3). For example, noise levels along the east side of Bloomfield Avenue near the Project Site are higher than on local streets due to the direct exposure of residences to traffic on the arterial with no intervening walls to break the line of sight to roadway traffic.[67]

Table XIII-3
Existing Noise Levels

Sensitive Receptor	Primary Noise Source	Sound Levels dBA (L_{eq})
Residences – South St.	Traffic on South St.	68.9
Residences – Teresa Way	Traffic on South St.	58.8
Residences – Bloomfield Ave.	Traffic on Bloomfield Ave.	74.7
Residences – Wayne Cir.	Traffic on Bloomfield Ave.	59.5
Source: SoundPLAN Essential 5.1		

Project Impacts

As discussed previously, the Project involves administrative actions to rezone the Project Site. Approval of the Project would allow for the Project Site to accommodate commercial uses and/or residential development of up to 21 dwelling units per acre (107 residential units), which is the maximum development capacity that would be permitted after approval of the proposed administrative actions to rezone the Project Site. Therefore, to provide a conservative estimate of impacts associated with the proposed administrative actions, the following analysis addresses the potential redevelopment of the Project Site with 21 dwelling units per acre (107 residential units).

a) Would the project result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards

[67] City of Cerritos, General Plan Noise Element; January 2004 found short-term noise levels at the intersection of Bloomfield Avenue and South Street to be 73.8 dBA Leq.

established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact.

Construction

On-Site Construction Activities

Should the Project Site be redeveloped to include up to 21 dwelling units per acre (107 residential units), construction would generate noise during the construction process that would span approximately 16 months of demolition, site preparation, grading, utilities trenching, building construction, paving, and application of architectural coatings, as shown previously in Table III-4. During all construction phases, noise-generating activities could occur at the Project Site between 7:00 A.M. and 7:00 P.M.

As stated above, Section 22.80.480 of the Cerritos Municipal Code exempts construction activities from City noise standards as long as a valid building permit has been issued and the activities occur between 7:00 AM and 7:00 PM. Construction activities associated with the potential redevelopment of the Project Site to include residential uses would comply with these hours of operation. No construction, demolition, or grading activities are permitted on Sundays and City observed holidays. Any potential redevelopment would comply with the City's noted construction hours, as required by standard City conditions unless otherwise approved in writing by the City. Noise levels would generally peak during the demolition and grading phases, when diesel-fueled heavy-duty equipment like excavators and dozers are used to move large amounts of debris and dirt, respectively. This equipment is mobile in nature and does not always operate at in a steady-state mode full load, but rather powers up and down depending on the duty cycle needed to conduct work. As such, equipment is occasionally idle during which time no noise is generated. During other phases of construction (e.g., site preparation, trenching, building construction, paving, architectural coatings), noise impacts are generally lesser because they are less reliant on using heavy equipment with internal combustion engines. Smaller equipment such as forklifts, generators, and various powered hand tools and pneumatic equipment would often be utilized. Off-site secondary noises would be generated by construction worker vehicles, vendor deliveries, and haul trucks.

Table XIII-4
Construction Noise Impacts at Off-Site Sensitive Receptors

Receptor	New Ambient Noise Level (dBA L_{eq})	Potentially Significant?
Residences – South St.	72.5	No
Residences – Teresa Way	59.9	No
Residences - Bloomfield Ave.	76.6	No
Residences – Wayne Cir.	60.3	No
Source: DKA Planning 2025		

As mentioned above, construction noise will vary, and it is expected that composite noise levels during construction at the nearest off-site uses would reach 76.6 dBA L_{eq} (Table XIII-4). These predicted noise levels would only occur when all construction equipment is operating simultaneously; and therefore, are assumed to be rather conservative in nature. While construction-related short-term noise levels have the potential to be higher than existing ambient noise levels in the Project area under existing conditions, it would be temporary in nature until construction is completed. Therefore, impacts would be less than significant.

As stated in the FTA's Noise and Vibration Impact Analysis guidance, off-site construction-related noise impacts would remain below the 80 dBA and 90 dBA 1-hour construction noise level criteria as established by the FTA for residential uses and industrial uses, respectively, for the average daily condition as modeled from the Project Site. Therefore, construction related noise impacts would be less than significant.

Off-Site Construction Activities

The potential redevelopment of the Project Site to include residential uses would also generate noise at off-site locations from haul trucks moving debris and soil from the Project Site during demolition and grading activities, respectively; vendor trips; and worker commute trips. These activities would generate noise equivalent to up to an estimated 152 peak hourly passenger car equivalent (PCE) trips, as summarized in Table XIII-5, during the building construction phase.[68] This would represent approximately 5.4 percent of traffic volumes on Bloomfield Boulevard, which carries about 2,810 vehicles at South Street in the morning peak hour of traffic.[69] Because workers and vendors will likely use more than one route to travel to and from the Project Site, this conservative assessment of traffic volumes likely overstates traffic volumes from construction activities on this roadway link.

Bloomfield Avenue would likely serve as part of the haul route for debris and soil exported from the Project Site given its direct access to the Artesia Freeway. Because the construction-related trips associated with the potential redevelopment of the Project Site would not cause a doubling in traffic volumes (i.e., 100 percent increase) on Bloomfield Avenue, the construction-related traffic would not increase existing noise levels by 3 dBA or more, let alone the 5 dBA threshold of significance for off-site construction noise activities. Therefore, noise impacts from construction-related traffic related to the potential redevelopment of the Project Site to include residential uses would be less than significant.

[68] This is a conservative, worst-case scenario, as it assumes all workers travel to the worksite at the same time and that vendor trips are made in the same early hour.

[69] Traffic Impact and VMT Assessment, LLG Engineers, May 5, 2025, included in Appendix F of this IS/MND.

Table XIII-5
Construction Vehicle Trips (Maximum Hourly)

Construction Phase	Worker Trips [a]	Vendor Trips	Haul Trips	Total Trips	Percent of Peak A.M. Hour Trips on Bloomfield Ave.[f]
Demolition	8	0	141[b]	149	5.3
Site Preparation	9	0	12[c]	21	0.8
Grading	8	0	93[d]	100	3.6
Trenching	1	0	0	0	<0.1
Building Construction	57	95[e]	0	152	5.4
Paving	8	0	0	8	0.3
Architectural Coating	11	0	0	11	0.4

[a] Assumes all worker trips occur in the peak hour of construction activity.
[b] The project would generate 2,224 haul trips over a 43-day period with seven-hour work days. Because haul trucks emit more noise than passenger vehicles, a 19.1 passenger car equivalency (PCE) was used to convert haul truck trips to a passenger car equivalent
[c] The project would generate 100 haul trips over a 22-day period with seven-hour work days. Assumes a 19.1 PCE.
[d] The project would generate 1,429 haul trips over a 42-day period with seven-hour work days. Assumes a 19.1 PCE.
[e] This phase would generate about 25.5 vendor truck trips daily over a seven-hour work day. Assumes a blend of medium- and heavy-duty vehicle types and a 13.1 PCE.
[f] Percent of existing traffic volumes on Bloomfield Avenue at South Street.

Source: DKA Planning, 2025

Operation

On-Site Operational Noise

Should the Project Site be redeveloped to include residential uses, such uses would produce noise from on-site sources such as mechanical equipment associated with the structures themselves or from activity in outdoor spaces.

Mechanical Equipment

The potential residential units that could be developed at the Project Site would likely operate mechanical equipment on the roof 40 feet above grade that would generate incremental long-term noise. This analysis assumes the use of typical HVAC equipment for cooling or heat pumps for cooling and heating for multi-family residences (e.g., 2.5-ton Carrier 24ABC630A003 Carrier 25HBC5), with each unit distributed across the roof as needed to serve each residence. Noise from heat pumps and air conditioners is a function of the model, airflow, and pressure flow generated by fans and compressors. Most modern heat pumps are relatively quiet, with sound

ratings of up to 60 decibels, equivalent to normal human conversation,[70] while other HVAC units could have a sound power of up to 76 dBA.

However, noise impacts from rooftop mechanical equipment on nearby sensitive receptors would be negligible for several reasons. First, there would be no line-of-sight from these rooftop units to the sensitive receptors, as the residences adjacent to the Project Site are one- to two-stories in height, lower than the roof of the potential residential units that could be developed at the Project Site. As blocking the line of sight to a noise source generally results in a 5 decibel reduction, each rooftop unit could generate about 50.3 dBA at ten feet of distance.[71] Second, the presence of a roof edge creates an effective noise barrier that further reduces noise levels from rooftop units by 8 dBA or more.[72] A parapet would further shield sensitive receptors near the Project Site. Finally, this mechanical equipment would replace existing rooftop equipment used for climate control for the existing retail buildings, further reducing any change in noise levels from such mechanical equipment. As a result, noise from rooftop units would negligibly elevate ambient noise levels, far less than the 5 dBA CNEL threshold of significance for operational impacts.

Parking-Related Activities

The majority of parking-related noise impacts at the Project Site would come from vehicles entering and exiting the potential residential development from a driveway off Bloomfield Avenue, with some vehicles exiting on South Street. These vehicles would generate incremental noise from tire friction as they navigate to and from parking spaces, minor engine acceleration, and slamming of doors. Occasional car alarms will also generate intermittent noise. However, this noise would be similar to existing parking-related noise. Therefore, parking activities would not have a significant impact on the surrounding noise environment.

Outdoor Uses

Outdoor activities, such as human conversation, trash collection, and landscape maintenance, would also generate noise.

- Human conversation. This could include human conversation, socializing, and passive recreation in outdoor spaces, which would produce negligible noise impacts, based on the Lombard effect. This phenomenon recognizes that voice noise levels in face-to-face conversations generally increase proportionally to background ambient noise levels. Specifically, vocal intensity increases about 0.38 dB for every 1.0 dB increase in noise levels above 55 dB.[73] For example, the sound of a human voice at 60 dB would produce a noise

[70] Clean British Columbia. Heat Pumps and Noise. https://vancouver.ca/files/cov/heat-pump-noise-guide.pdf

[71] Washington State Department of Transportation, Noise Walls and Barriers. https://wsdot.wa.gov/construction-planning/protecting-environment/noise-walls-barriers. Assumes the Carrier's rated sound power of 76 dB.

[72] Ibid.

[73] Acoustical Society of America, Volume 134; Evidence that the Lombard effect is frequency-specific in humans, Stowe and Golob, July 2013.

level of 39 dB at ten feet, which would not elevate ambient noise levels at any of the analyzed sensitive receptors by more than 0.2 dBA L_{eq}. Moreover, noise levels from human speech would attenuate rapidly with greater distance, resulting in a 33 dB noise level at 20 feet, and 27 dB at 40 feet.[74]

- Trash collection. Solid waste activities would include use of trash compactors and hydraulics associated with the refuse trucks themselves. Noise levels of approximately 71 dBA L_{eq} and 66 dBA L_{eq} could be generated by collection trucks and trash compactors, respectively, at 50 feet of distance.[75] These intermittent noise events would be comparable those associated with the existing retail center. As such, noise from trash collection would not substantially change from existing conditions and would be considered less than significant.

- Landscape maintenance. Noise from gas-powered leaf blowers, lawnmowers, and other landscape equipment can generate substantial bursts of noise during regular maintenance. For example, two gas powered leaf blowers with two-stroke engines and a hose vacuum can generate an average of 85.5 dBA L_{eq} and cause nuisance or potential noise impacts for nearby receptors.[76] These intermittent noise events would be comparable those associated with the existing retail center. As such, noise from landscape maintenance would not substantially change from existing conditions and would be considered less than significant.

As demonstrated above, the potential for the redevelopment of the Project Site to include up to 21 dwelling units per acre (107 residential units) would not result in an exposure of persons to or a generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, nor would surrounding noise levels increase by more than 5 dBA CNEL, the minimum threshold of significance based on the noise/land use category of sensitive receptors near the Project Site. As a result, on-site operational noise impacts would be considered less than significant,

Off-Site Operational Noise

Should the Project Site be redeveloped to include up to 21 dwelling units per acre (107 residential units), the majority of operational noise impacts would be off-site from vehicles traveling to and from the development, which include approximately 721 vehicle trips to local roadways and the region's air quality airshed on a weekday at the start of operations in 2027.[77] However, when the 2,446 daily vehicle trips to and from the existing retail center are removed, the potential for the redevelopment of the Project Site to include residential uses would result in a net decrease of

[74] Public Resources Code Section 21085 states that for residential projects, the effects of noise generated by project occupants and their guests on human beings is not a significant effect on the environment.

[75] RK Engineering Group, Inc. Wal-Mart/Sam's Club reference noise level, 2003.

[76] Erica Walker et al, Harvard School of Public Health; Characteristics of Lawn and Garden Equipment Sound; 2017. These equipment generated a range of 74.0-88.5 dBA Leq at 50 feet.

[77] Traffic Impact and VMT Assessment, LLG Engineers, May 5, 2025, included in Appendix F of this IS/MND.

1,725 daily vehicle trips. This would include a reduction of 20 vehicle trips in the A.M. peak hour and 133 vehicle trips in the P.M. peak hour.

As such, the potential for the redevelopment of residential uses at the Project Site would have a beneficial impact on off-site traffic noise on South Street, Bloomfield Avenue, and other local streets, and traffic would neither increase ambient noise levels 3 dBA or more into "normally unacceptable" or "clearly unacceptable" noise/land use compatibility categories, nor increase ambient noise levels 5 dBA or more. Twenty-four hour CNEL impacts would similarly be minimal, far below criterion for significant operational noise impacts, which begin at 3 dBA. As such, this impact would be considered less than significant.

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

Fundamentals of Vibration

Characteristics of Vibration

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, and acceleration. Unlike noise, vibration is not a common environmental problem, as it is unusual for vibration from vehicle sources to be perceptible. Common sources of vibration include trains, construction activities, and certain industrial operations.

Vibration Definitions

This analysis discusses vibration in terms of Peak Particle Velocity (PPV). PPV is commonly used to describe and quantify vibration impacts to buildings and other structures. PPV levels represent the maximum instantaneous peak of a vibration signal and are usually measured in inches per second.[78] This analysis also discusses the vibration of events in decibel scale, known as Vibration Decibels (VdB), which is a unitless measure of vibration that is expressed on a logarithmic scale.

Effects of Vibration

High levels of vibration may cause physical personal injury or damage to buildings. However, groundborne vibration levels rarely affect human health. Instead, most people consider groundborne vibration to be an annoyance that can disrupt concentration or disturb sleep. Groundborne vibration can also interfere with certain types of highly sensitive equipment and machines, especially imaging devices used in medical laboratories.

[78] California Department of Transportation, Transportation and Construction Vibration Guidance Manual, April 2020; https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf.

Perceptible Vibration Changes

Unlike noise, groundborne vibration is not an environmental issue that most people experience every day. Background vibration levels in residential areas are usually well below the threshold of perception for humans, approximately 0.01 inches per second.[79] Perceptible indoor vibrations are most often caused by sources within buildings themselves, such as slamming doors or heavy footsteps. Common outdoor sources of groundborne vibration include construction equipment, trains, and traffic on rough or unpaved roads. Traffic vibration from smooth and well-maintained roads is typically not perceptible.

Regulatory Framework

Federal

Federal Transit Administration (FTA)

In 2018, the FTA published the Transit Noise and Vibration Impact Assessment Manual to aid in the estimation and analysis of vibration impacts. Typically, potential building and structural damages are the foremost concern when evaluating the impacts of construction-related vibrations. Table XIII-6 summarizes FTA's vibration guidelines for building and structural damage. While these are reference values for vibration levels at 25 feet of distance, this analysis uses logarithmic equations to determine whether building damage would occur regardless of actual distance between construction activity and nearby buildings.

Table XIII-6
FTA Vibration Damage Potential Threshold Criteria

Structure and Condition	Threshold Criteria (in/sec PPV) at 25 Feet
I. Reinforced-concrete, steel or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Non-engineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12
Source: Federal Transit Administration "Transit Noise and Vibration Impact Assessment Manual", September 2018.	

The FTA Assessment Manual also cites criteria for cases where more detailed analysis may be required. For buildings consisting of concrete wall and floor foundations, masonry or concrete walls, or stone masonry retaining walls, continuous vibrations of 0.3 inches per second PPV can be damaging. For buildings consisting of steel or reinforced concrete, such as factories, retaining

[79] Ibid.

walls, bridges, steel towers, open channels, underground chambers and tunnels with and without concrete alignment, continuous vibrations of 0.5 inches per second PPV can be damaging.

State

California's Civil Code Section 832 protects adjacent properties when excavation of a site occurs.

> *Each coterminous owner is entitled to the lateral and subjacent support which his land receives from the adjoining land, subject to the right of the owner of the adjoining land to make proper and usual excavations on the same for purposes of construction or improvement, under the following conditions:*
>
> *1. Any owner of land or his lessee intending to make or to permit an excavation shall give reasonable notice to the owner or owners of adjoining lands and of buildings or other structures, stating the depth to which such excavation is intended to be made, and when the excavating will begin.*
>
> *2. In making any excavation, ordinary care and skill shall be used, and reasonable precautions taken to sustain the adjoining land as such, without regard to any building or other structure which may be thereon, and there shall be no liability for damage done to any such building or other structure by reason of the excavation, except as otherwise provided or allowed by law.*
>
> *3. If at any time it appears that the excavation is to be of a greater depth than are the walls or foundations of any adjoining building or other structure, and is to be so close as to endanger the building or other structure in any way, then the owner of the building or other structure must be allowed at least 30 days, if he so desires, in which to take measures to protect the same from any damage, or in which to extend the foundations thereof, and he must be given for the same purposes reasonable license to enter on the land on which the excavation is to be or is being made.*
>
> *4. If the excavation is intended to be or is deeper than the standard depth of foundations, which depth is defined to be a depth of nine feet below the adjacent curb level, at the point where the joint property line intersects the curb and if on the land of the coterminous owner there is any building or other structure the wall or foundation of which goes to standard depth or deeper than the owner of the land on which the excavation is being made shall, if given the necessary license to enter on the adjoining land, protect the said adjoining land and any such building or other structure thereon without cost to the owner thereof, from any damage by reason of the excavation, and shall be liable to the owner of such property for any such damage, excepting only for minor settlement cracks in buildings or other structures.*

California Building Code (CBC) Section 3307 provides additional protection of adjoining property from damage during construction, remodeling, and demolition work. Protection must be provided for footings, foundations, party walls, chimneys, skylights, and roofs.

Caltrans has identified building damage significance guidance that provides thresholds for different categories of structures, including historic buildings that may not be considered extremely fragile (Table XIII-7).

Table XIII-7
Caltrans Vibration Damage Potential Threshold Criteria

Structure and Condition	Significance Thresholds (in/sec PPV)	
	Transient Sources	Continuous/ Frequent/ Intermittent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5
Source: California Department of Transportation, 2013. Transient noise is that whose average properties do not remain constant over time and are considered extremely short in duration (e.g., single gunshot)		

City of Cerritos

The Cerritos Municipal Code (Cerritos Municipal Code) governs construction-related vibration issues and public notification. CMC Chapter 22.80 establishes Environmental Performance standards for vibration. This includes Section 22.80.460 that states that no vibration shall be discernible without instruments at the property line or at the edges of multi-family residential buildings. The CMC exempts temporary construction work and transportation facilities from this regulation.

Existing Conditions

Existing Ambient Vibration Levels

The Project Site is developed with approximately 48,311 square feet of retail uses with a surface parking lot. The retail uses on the Project Site do not involve operation of heavy machinery or equipment capable of creating groundborne vibration. The primary source of groundborne vibration near the Project Site is vehicle travel. For example, Bloomfield Avenue carries up to 1,398 southbound and 1,412 northbound vehicles in the A.M. peak hour at the project's driveway. South Street carries 1,478 eastbound and 1,467 westbound vehicles at the project driveway in

the A.M. peak hour.[80] The blend of passenger vehicles, trucks, delivery trucks, transit buses, and other light-, medium-, and heavy-duty vehicles generate minimal levels of vibration. As noted by federal guidance, "[i]t is unusual for vibration from sources such as buses and trucks to be perceptible…"[81] As such, vehicle movement generates imperceptible ground vibration, with the occasional exception of heavy-duty vehicles that travel over speed bumps, potholes, and other street irregularities.

Vibration Sensitive Receptors

Should the Project Site be redeveloped to include residential uses, there are several buildings near the Project Site that could be exposed to groundborne vibration during construction and operation, including:

- Single-family residences on Teresa Way, approximately 20 feet west of the Project Site. These one- and two-story timber and stucco structures would be considered Category III structures (Non-engineered timber and masonry) under FTA guidelines.

- Single-family residences on Wayne Circle, approximately 20 feet south of the Project Site. These one- and two-story timber and stucco structures would be considered Category III structures (Non-engineered timber and masonry) under FTA guidelines.

- Single-family residences on Bloomfield Avenue (east side), approximately 110 feet east of the Project Site. These one- and two-story timber and stucco structures would be considered Category III structures (Non-engineered timber and masonry) under FTA guidelines.

Project Impacts

Less Than Significant Impact.

Construction

Building Damage Vibration Impact – On-Site Sources

Construction equipment can produce groundborne vibration based on equipment and methods employed. While this spreads through the ground and diminishes in strength with distance, buildings on nearby soil can be affected. This ranges from no perceptible effects at the lowest levels, low rumbling sounds and perceptible vibration at moderate levels, and slight damage at the highest levels. Table XIII-8 summarizes vibratory levels for common construction equipment.

[80] Traffic Impact and VMT Assessment, LLG Engineers, May 5, 2025, included in Appendix F of this IS/MND.

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

Table XIII-8
Vibration Source Levels for Construction Equipment

Equipment	Approximate PPV at 25 feet (in/sec)
Pile Driver (impact)	0.644
Pile Drive (sonic)	0.170
Clam shovel drop (slurry wall)	0.202
Hydromill (slurry wall)	0.008
Vibratory Roller	0.210
Hoe Ram	0.089
Large Bulldozer	0.089
Caisson Drilling	0.089
Loaded Truck	0.076
Jackhammer	0.035
Small Bulldozer	0.003
Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, 2018.	

Should the Project Site be redeveloped to include residential uses, groundborne vibration would be generated by a number of construction activities at the Project Site. As a result of equipment that could include on-site bulldozer operations or the vibrational equivalent, vibration velocities of up to 0.124 inches per second PPV are projected to occur at structures closest to the Project Site on Teresa Way and Bloomfield Avenue (as shown in Table XIII-9). These impacts are below the 0.2 in/sec PPV thresholds of significance for Category III structures. Other potential construction activities would produce less vibration and have lesser potential impacts on nearby sensitive receptors. As a result, construction-related structural vibration impacts would be considered less than significant.

Table XIII-9
Building Damage Vibration Levels – On-Site Sources

Off-Site Receptor Location	Distance to Project Site (feet)	Vibration Velocity Levels at Off-Site Sensitive Receptors from Construction Equipment (in/sec PPV)					Significance Criterion (PPV)	Potentially Significant Impact?
		Large Bulldozer	Caisson Drilling	Loaded Trucks	Jack-hammer	Small Bulldozer		
FTA Reference Vibration Level (25 Feet)	N/A	0.089	0.089	0.076	0.035	0.003	--	--
Residences – Teresa Way	20	0.124	0.124	0.106	0.049	0.004	0.20[a]	No
Residences – Bloomfield Ave.	20	0.124	0.124	0.106	0.049	0.004	0.20[a]	No
Residences – Mariposa Ave. (east side)	110	0.020	0.020	0.017	0.008	0.001	0.20[a]	No

[a] FTA criterion for Category III (non-engineered timber and masonry buildings)

Source: DKA Planning, 2025.

Building Damage Vibration Impact – Off-Site Sources

Should the Project Site be redeveloped to include residential uses, construction would generate trips from large trucks including haul trucks, concrete mixing trucks, concrete pumping trucks, and vendor delivery trucks. Regarding building damage, based on FTA data, the vibration generated by a typical heavy-duty truck would be approximately 63 VdB (0.006 PPV) at a distance of 50 feet from the truck.[82] According to the FTA "[i]t is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads." Nonetheless, there are buildings along the anticipated haul route on either South Street or Bloomfield Avenue that are situated away from the right-of-way and would be exposed to groundborne vibration levels of approximately 0.006 PPV. This estimated vibration generated by construction trucks traveling along the anticipated haul route would be well below the most stringent building damage criteria of 0.12 PPV for buildings extremely susceptible to vibration. The potential to damage roadside buildings and structures as the result of groundborne vibration generated by its truck trips would therefore be considered less than significant.

Operation

Should the Project Site be redeveloped to include residential uses, there would be no significant stationary sources of groundborne vibration, such as heavy equipment or industrial operations during the operation of any residential uses. Operational groundborne vibration in the Project Site's vicinity would be generated by its related vehicle travel on local roadways. However as previously discussed, road vehicles rarely create vibration levels perceptible to humans unless road surfaces are poorly maintained and have potholes or bumps. As a result, the long-term vibration impacts would be less than significant.

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

No Impact. The Project Site is not located within the vicinity of a private airstrip or within two miles of a public airport. Therefore, the potential for the redevelopment of the Project Site to include residential uses would not expose local workers or residents in the area to excessive noise levels, and no impact would occur.

Cumulative Impacts

As discussed previously, the potential redevelopment of the Project Site to include residential uses would result in a less than significant impact with respect to construction noise and vibration. As no related projects have been identified within the vicinity of the Project Site, there is no

[82] Federal Transit Administration, "Transit Noise and Vibration Impact Assessment," May 2006, Figure 7-3.

potential for nearby sensitive receptors to be exposed to potentially significant cumulative construction noise impacts.

The potential redevelopment of the Project Site to include residential uses would have a minimal effect on surrounding ambient noise conditions, and the noise impact from operations of any potential residential units constructed at the Project Site would be less than significant. Because no related projects have been identified within the vicinity of the Project, there is no potential for on-site operational noise sources associated with the Project Site to be audible at sensitive receptors to any related projects (and vice versa). Further, because the potential redevelopment of the Project Site to include residential uses would result in a net reduction of 1,725 daily trips, the potential redevelopment would not contribute to increases in off-site traffic related noise levels, whether individually or cumulatively considered.

XIV. POPULATION AND HOUSING

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

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. A significant impact would occur if a project would locate new development such as homes, businesses, or infrastructure, with the effect of substantially inducing growth in the Project area that would otherwise not have occurred as rapidly or in as great a magnitude.

As discussed previously, the Project involves administrative actions to rezone the Project Site. Approval of the Project would allow for the Project Site to accommodate commercial uses and/or residential development of up to 21 dwelling units per acre (107 residential units), which is the maximum development capacity that would be permitted after approval of the proposed administrative actions to rezone the Project Site. Therefore, to provide a conservative estimate of impacts associated with the proposed administrative actions, the following analysis addresses the potential redevelopment of the Project Site with 21 dwelling units per acre (107 residential units).

Construction

Should the Project Site be redeveloped with residential uses, any construction activities would create temporary construction-related jobs. Nevertheless, the work requirements of most construction activities are highly specialized, so that construction workers remain at a job site only for the time in which their specific skills are needed to complete a particular phase of the construction process. Thus, construction workers would not be anticipated to relocate their residence to the Project Site area and would not induce unplanned population growth and/or require permanent housing. Therefore, the indirect unplanned population growth impacts

associated with potential construction activities should the Project Site be redeveloped would be less than significant.

Operation

As discussed above in Section III, Air Quality, based on Cerritos' average housing occupancy estimates in the region's 2022 AQMP of 3.86 persons-per-household rate, the potential redevelopment of the Project Site with residential uses would add a residential population of approximately 413 people to the Project Site based on the 107 dwelling units that could be developed. This residential population would be within population estimates for the City, representing approximately 13.3 percent of the forecast population growth of 3,100 persons in the City between 2016 and 2045.

According to the Cerritos Housing Element, 2021-2029, the City's Regional Housing Needs Allocation (RHNA) through 2029 is 1,908 units. Approval of the Project, which could allow for the potential redevelopment of the Project Site with residential uses, would maximize land uses by converting an under-utilized site that can be appropriate for multi-family development, while providing an additional 21 dwelling units per acre (107 dwelling units) that could help the City reach its allocation of RHNA units, and impacts with respect to population and housing growth would be less than significant.

As discussed previously, approval of the Project would also allow for the existing commercial uses to remain on the Project Site. However, as this is an existing use, no employment population would be created.

Infrastructure

The Project Site is developed as an existing shopping center and paved parking and is located within an urbanized area in the City. Thus, the construction of potential growth-inducing roadway or other infrastructure extensions would not be required. As the potential redevelopment of the Project Site with residential uses would not induce substantial employment or population growth and would be supported by the existing infrastructure such as roadways, impacts would be less than significant.

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

No Impact. A significant impact may occur if a project would result in the displacement of a substantial number of existing housing units or residents, necessitating the construction of replacement housing elsewhere. The Project Site is currently developed with the Cerritos Village Center retail shopping center, and no residential housing units exist on the Project Site or have the potential to be demolished upon approval of the Project. Therefore, no impact would occur.

Cumulative Impacts

As discussed above, while approval of the Project could result in the potential redevelopment of the Project Site with up to 21 dwelling units per acre (107 residential units), this would not result in unplanned growth. Instead, the potential redevelopment of the Project Site would help the City reach its allocation of RHNA units. In addition, as discussed previously, no related projects have been identified within the vicinity of the Project Site. Thus, the Project would not have the potential to contribute to any cumulative impacts related to unplanned growth.

XV. PUBLIC SERVICES

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:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Fire protection?	☐	☐	☑	☐
b. Police protection?	☐	☐	☑	☐
c. Schools?	☐	☐	☑	☐
d. Parks?	☐	☐	☑	☐
e. Other public facilities?	☐	☐	☑	☐

a) Fire protection?

Less Than Significant Impact. A significant impact may occur if the Fire Department could adequately serve a project, and a new or physically altered fire station would be necessary which would cause significant environmental impacts. The need for, or deficiency in, adequate fire protection services as a result of the Project is not in and of itself is a potentially significant impact, but rather a social and/or economic impact for which CEQA does not require further analysis.[83] The ultimate determination of whether there is a significant impact to the environment related to fire protection from a project is determined by whether construction of new or expanded fire protection is a direct physical change or a reasonably foreseeable indirect change in the environment caused by the Project.

[83] City of Hayward v. Board of Trustees of California State University (2015) 242 Cal.App.4th 833, 847.

As part of the Consolidated Fire Protection District of Los Angeles County, the City of Cerritos receives fire protection and emergency medical response services from the Los Angeles County Fire Department (LACFD). There are two fire stations located in Cerritos:

- Station 30, located at 19030 Pioneer Boulevard, has a three-person engine company, a four-person quint (combination engine/ladder truck) company, and a two-person paramedic squad.[84]

- Station 35, located at 13717 Artesia Boulevard, has a three-person engine company.

In addition, three fire stations outside the Cerritos City limits have jurisdiction (first responder area) within the City:

- Station 34, located at 21207 S. Norwalk Boulevard in Hawaiian Gardens, has a three-person engine.

- Station 94, located at 6421 E. Turnergrove Drive in Lakewood, has a three-person engine and a two-person emergency support team (for manpower augmentation in major incidents).

- Station 115, located at 11317 Alondra Boulevard in Norwalk, has a four-person engine.

As discussed previously, the Project involves administrative actions to rezone the Project Site. Approval of the Project would allow for the Project Site to accommodate commercial uses and/or residential development of up to 21 dwelling units per acre (107 residential units), which is the maximum development capacity that would be permitted after approval of the proposed administrative actions to rezone the Project Site. Therefore, to provide a conservative estimate of impacts associated with the proposed administrative actions, the following analysis addresses the potential redevelopment of the Project Site with 21 dwelling units per acre (107 residential units).

Construction

Should the Project Site be redeveloped with residential uses, construction and demolition activities could temporarily increase demand for fire protection. Such activities may also cause the occasional exposure of combustible materials, such as wood, plastics, sawdust, coverings and coatings, to heat sources from machinery and equipment sparking, exposed electrical lines, welding activities, and chemical reactions in combustible materials and coatings. All construction activities would comply with all applicable federal, state, and City regulations related to fire safety, including federal regulations under the Occupational Safety and Health Acts (29 Code of Federal Regulations, Part 1926 Subpart F), the California Building Code (California Code of Regulations, Title 24), and the City's Fire Code. To comply with California Department of Industrial Relations, Division of Occupational Safety and Health (Cal-OSHA) and Fire and Building Code requirements,

[84] City of Cerritos General Plan, Safety Element, Table SAF-1: https://www.cerritos.gov/city-government/city-laws-codes-and-regulations/general-plan/

construction managers and personnel will have training in fire prevention and emergency response, and fire suppression equipment specific to construction would be maintained on-site.[85] Any potential demolition and construction activities would comply with all applicable codes and ordinances related to the maintenance of mechanical equipment, handling and storage of flammable materials, and cleanup of spills of flammable materials. Construction is a regular activity in the City of Cerritos and, as demonstrated by past practice, the LACFD is equipped and prepared to deal with construction-related fire impacts should they occur, and no aspect of the potential redevelopment of the Project Site raises the potential for unusual fire risks during construction to which the LACFD would be unable to respond.

Construction could also potentially impact the provision of existing LACFD services to and within the vicinity of the Project Site as a result of construction impacts to the surrounding roadways. However, construction activity would be contained on-site (except as may be required for improvements to the adjacent sidewalks, if applicable, and off-site utility connections) and travel lanes would be maintained in each direction on all public streets around the Project Site throughout the construction period, and emergency access would not be impeded.

Construction activities would also generate traffic associated with the movement of construction equipment, the hauling of soil and construction materials to and from the Project Site, and construction worker traffic. Thus, although construction activities would be short-term and temporary for the area, construction activities could temporarily impact emergency access and response times. However, the majority of construction-related traffic, including deliveries, hauling activities, and construction worker trips, would occur outside the typical weekday commuter AM and PM peak periods, thereby reducing the potential for traffic-related conflicts and the slowing of emergency response times. In addition, temporary traffic controls would be implemented to improve traffic flow around the Project Site during the construction period, and construction activity would be contained on-site (except as may be required for improvements to the adjacent sidewalks, if applicable, and off-site utility connections).

Furthermore, Section 21055 of the California Vehicle Code (CVC) exempts drivers of authorized emergency vehicles from adherence to the rules of the road, and Section 21806 of the CVC requires drivers to yield to emergency vehicles. Finally, construction is a temporary condition which would not itself require the construction of specific new governmental facilities to maintain adequate fire protection services.

The potential redevelopment of the Project Site with residential uses is similar to other construction projects, uses standard materials and construction practices similar to such projects, and as a result, LACFD possesses sufficient equipment, knowledge, and resources to addresses any concerns related to fire protection. Furthermore, as discussed above, the potential redevelopment of the Project Site would comply with relevant regulations for workplace safety,

[85] Cal. Code of Regs., tit. 8, § 1920.

best management practices for material use and storage, and ensuring emergency access to the site.

Based on the above, the potential redevelopment of the Project Site would not result in substantial adverse physical impacts associated with the provision of, or 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 related to fire protection. Therefore, impacts to fire protection during any potential construction activities would be less than significant.

Operation

The Fire Department's allocation of resources, stations, equipment and staffing is based on population, development, incident volume and type and response distances/times.[86] As discussed in Section II, Project Description, the Project involves administrative actions to rezone the Project Site, which could allow for the Project Site to accommodate commercial uses and/or the residential development of up to 21 dwelling units per acre (107 residential units). Any eventual development would be required to comply with all applicable fire code and ordinance requirements for construction, access, water mains, fire flows and hydrants. Individual projects would be reviewed by the LACFD to determine the specific fire requirements applicable to that development and to ensure compliance with these requirements.[87] Compliance with these requirements would minimize the potential for incidents requiring and emergency response by LACFD and therefore reduce the need for a new fire station, or the expansion, consolidation, or relocation of an existing fire station.

Final fire-flow demands, fire hydrant placement, and other fire protection equipment would be determined for the potential residential uses during the plan check/building permit process. Furthermore, significant impacts under CEQA consist of adverse changes in any of the physical conditions within the area of a project resulting from the construction or alteration of fire facilities, and the obligation to provide adequate fire protection is the responsibility of the City. The City meets this constitutional requirement by preparing for long-term growth and demographic changes. The City along with LACFD continue to monitor the demand for existing and projected fire facilities, and coordinate the development of new fire facilities to be phased with growth. Based on this analysis, it is reasonable to conclude that potential redevelopment of the Project Site with residential uses would not require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility in order to maintain service; such services will be provided by a local jurisdiction, and would not inhibit LACFD emergency response. In conclusion, as described above, the potential redevelopment of the Project Site with residential uses would not result in substantial adverse physical impacts associated with the provision of, or

[86] City of Cerritos General Plan EIR, January 6, 2004, page 4.9-1: https://www.cerritos.gov/media/hmcj3pi4/general-plan-eir-body.pdf

[87] City of Cerritos General Plan EIR, January 6, 2004, page 4.9-10: https://www.cerritos.gov/media/hmcj3pi4/general-plan-eir-body.pdf

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 related to fire protection. Therefore, impacts to fire protection would be less than significant.

b) Police protection?

Less Than Significant Impact. A significant impact may occur if a project creates the need for new or physically altered police facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives.[88] The need for, or deficiency in, adequate police protection services as a result of the Project is not in and of itself is a potentially significant impact, but rather a social and/or economic impact for which CEQA does not require further analysis.[89] The ultimate determination of whether there is a significant impact to the environment related to police protection from a project is determined by whether construction of new or expanded police protection is a direct physical change or a reasonably foreseeable indirect change in the environment caused by the Project.

The Los Angeles County Sheriff's Department (LACSD) provides contract police service for the City. Cerritos Sheriff Station is located at 18135 South Bloomfield Avenue in the Cerritos Civic Center. Construction and operation of new buildings can result in additional calls for service from the LACSD. Should the Project Site be redeveloped, it would include construction methods and building uses currently widespread in the City of Cerritos, which LACSD has sufficient specialized equipment and training with which to respond. LACSD dispatches resources dynamically, with officers responding from the field, patrols, or facilities depending on their location at the time. Due to the nature of dispatching police calls for service, facilities are not the limiting factor in responding to calls for service, but rather equipment and staffing as police are infrequently in one location for extended periods of time. LACSD continually evaluates their equipment and staff levels, making adjustments as necessary, with a focus towards advanced technology, operational efficiencies, community involvement, and advanced training to maximize current resources community involvement. Due to the unpredictable nature of deploying resources, developments such as advanced equipment in vehicles, improved access to digital resources in vehicles, and advanced mobile phone capabilities all allow for a more mobile and dynamically deployed workforce. These advances, such as in car computers, mobile phone advancements, mapping and navigation improvements, and dispatch center advancements allow for resources to be deployed from the field rather than a static office or station.

The potential redevelopment of the Project Site with residential uses would not introduce physical obstructions, inhibiting the LACSD, nor would the uses contain novel activities that would require new police facilities to adequately ensure public safety. In addition, should the Project Site be

[88] City of Hayward v. Board of Trustees of California State University (2015) 242 Cal.App.4th 833, 847.

[89] City of Hayward v. Board of Trustees of California State University (2015) 242 Cal.App.4th 833, 847.

redeveloped, it could potentially involve the demolition of the existing shopping center and the associated calls for service generated by that center. Therefore, the potential redevelopment of the Project Site with residential uses would not substantially increase the calls for service when compared to the existing uses. The potential redevelopment of the Project Site would also comply with relevant laws, as well as industry standards in securing the property during both construction and operation, and would include security measures during operation, such as secured access and ample lighting. Finally, the potential redevelopment of the Project Site with residential uses would not constitute a novel arrangement of uses or use type which would require the construction of altered or new specialized facilities.

New staffing is subject to approval by the County Board of Supervisors and is based on a complex set of socio-economic factors, which are outside the purview of CEQA. Changes in LACSD staffing levels do not typically result in substantial adverse physical impacts on the environment. The potential redevelopment of the Project Site would not introduce population to an area not served by a police station or an area otherwise not currently served by existing police services, and would not require new facilities or staffing requiring dedicated facilities. Furthermore, the protection of the public safety is the responsibility of local government where local officials have an obligation to give priority to the provision of adequate public safety services. Based on this analysis, it is reasonable to conclude that the potential redevelopment of the Project Site with residential uses would not require the addition of a new police station or the expansion, consolidation, or relocation of an existing facility in order to maintain service; such services will be provided by a local jurisdiction, and would not inhibit LACSD emergency response. In conclusion, as described above, the potential redevelopment of the Project Site with residential uses would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for police protection. Therefore, impacts would be less than significant.

c) Schools?

Less Than Significant Impact. A significant impact may occur if a project includes substantial employment or population growth, which could generate demand for additional school facilities.

The ABC Unified School District (ABCUSD) serves most of the City (including the Project Site area) and several other cities. ABCUSD operates the following schools near the Project Site:[90]

- Carver Elementary School, located at 19200 Ely Avenue;
- Tetzlaff Middle School, located at 12351 Del Amo Boulevard; and

[90] ABC Unified School District, Find Your School: https://www.abcusd.us/apps/pages/index.jsp?uREC_ID=1185677&type=d&pREC_ID=1444428

- Cerritos High School, located at 12500 183rd Street.

Based on student generation rates of 0.60 per dwelling unit,[91] the potential redevelopment of the Project Site with 21 dwelling units per acre (107 dwelling units) would result in an additional 64 students for all grade levels combined. To be conservative, this analysis assumes that all students generated by these units would be new to ABCUSD. As such, the potential redevelopment of the Project Site with 21 dwelling units per acre (107 residential units) would introduce approximately 64 new students (total of elementary, middle, and high schools) to the school district, which does not constitute a substantial increase in student populations to the area that would necessitate construction of a new or expanded school facility.

In addition, the potential redevelopment of the Project Site would be required to pay school facilities fees pursuant to SB 50, which would be used to construct, modernize, or reconstruct facilities. SB 50 amended Government Code Section 65995(a) to provide that only those fees expressly authorized by Education Code Section 17620 or Government Code Sections 65970 and following may be levied or imposed in connection with or made conditions of any legislative or adjudicative act by a local agency involving planning, use, or development of real property. Subdivision (h) of section 65995 declares that the payment of the development fees authorized by Education Code Section 17620 is "full and complete mitigation of the impacts of any legislative or adjudicative act . . . on the provision of adequate school facilities."[92] California Education Code Section 17620(a)(1) states that the governing board of any school district is authorized to levy a fee, charge, dedication, or other requirements against any construction within the boundaries of the district, for the purposes of funding the construction or reconstruction of school facilities. Provisions of the California Education Code, principally the Leroy F. Greene School Facilities Act of 1998, set a maximum level of fees that may be imposed upon a project developer to mitigate a project's impacts on school facilities. The maximum fees authorized under the Education Code apply to zone changes, general plan amendments, zoning permits, and subdivisions. Education Code Section 65995 provides that such funding mechanisms are the exclusive means of requiring mitigation of school facilities impacts, notwithstanding any contrary provisions in CEQA, or other State or local law. The Project Applicant for any potential redevelopment project will be required to pay mandatory developer fees to offset the potential demands upon local schools. Thus, the potential impact upon public school services would be less than significant.

d) Parks?

Less Than Significant Impact. A significant impact to parks would occur if implementation of a project includes a new or physically altered park or creates the need for a new or physically altered park, the construction of which could cause substantial adverse physical impacts. The City of Cerritos Recreation Services Division manages all municipally owned and operated recreation

[91] City of Cerritos General Plan EIR, January 6, 2004, page 4.9-12: https://www.cerritos.gov/media/hmcj3pi4/general-plan-eir-body.pdf

[92] Cal Gov Code Section 65995: http://codes.lp.findlaw.com/cacode/GOV/1/7/d1/4.9/s65995.

and park facilities within the City, including Community Centers, neighborhood parks, the Cerritos Olympic Swim and Fitness Center, Cerritos Sports Complex, Cerritos Skate Park at the Cerritos Sports Complex, Community Gymnasiums at Whitney and Cerritos High Schools, and Cerritos Iron-Wood Nine Golf Course. The City of Cerritos has established a standard requiring three acres of park space per 1,000 residents. Chapter 17.40 of the Cerritos Municipal Code provides regulatory standards for parkland development.

Development guidelines for parks are as follows:[93]

- Community Parks are greater than 10 acres with a service area of 1 to 1.5 miles;
- Neighborhood Parks are 3-5 acres with a service area of 1/2 miles; and
- Mini Parks are less than 1 acre with a service area of 1/4 mile.

The potential redevelopment of the Project Site with 21 dwelling units per acre (107 residential units) would generate approximately 413 residents. While no specific development is currently proposed, any potential residential development would be required to provide open space consistent with the requirements of ADP-20. According to the standard of three acres/1,000 residents, the 413 residents would require approximately 1.24 acres of parkland. The City requires developers to dedicate parkland or pay fees in lieu of parkland dedication. The increased residents as a result of the potential redevelopment of the Project Site with residential uses would not lead to physical deterioration of facilities or accelerate deterioration, because the need for all additional park and recreational space will be offset by on-site open spaces required by ADP-20. Therefore, impacts to parks and recreational facilities would be less than significant.

e) Other public facilities?

Less Than Significant Impact. A significant impact may occur if a project includes substantial employee or population growth that could generate a demand for other public facilities, such as libraries, which would exceed the capacity to service the Project Site. The Cerritos Library, located at 18025 Bloomfield Avenue, provides library services throughout the City. Opened in March 2002, the Library is 88,500 square feet and has a capacity for over 300,000 volumes.[94] The City's general fund is the primary funding source for the Cerritos Library. Other sources include library fees, library debit card revenue, and the library store.

The potential redevelopment of the Project Site with 21 dwelling units per acre (107 residential units) would generate approximately 413 residents, which would represent a negligible increase in service population of the Cerritos Library. Further, it is likely that residents of any potential residential development would have individual access to internet service, which provides

[93] City of Cerritos General Plan EIR, January 6, 2004, Table 4.10-2, City of Cerritos Park Development Guidelines: https://www.cerritos.gov/media/hmcj3pi4/general-plan-eir-body.pdf

[94] City of Cerritos General Plan EIR, January 6, 2004, page 4.1-6: https://www.cerritos.gov/media/hmcj3pi4/general-plan-eir-body.pdf

information and research capabilities that studies have shown to reduce demand at physical library locations.[95,96] Overall, the potential redevelopment of the Project Site with residential uses would not be anticipated to result in a substantial increase in demand for library services for which current demand exceeds the ability of the facility to adequately serve the population. In addition, the potential redevelopment of the Project Site would generate revenue for the City's general fund (in the form of property taxes, etc.) that could be used for the provision of public services such as library facilities. The revenue to the General Fund would help offset the increase in demand for library services. Therefore, the potential redevelopment of the Project Site with residential uses would not result in the need for new or altered facilities, or substantially increase the demand for library services for which current and future demand would exceed the ability of the facility to adequately serve the population, and impacts to library service and facilities would be less than significant.

Cumulative Impacts

No related projects have been identified within the vicinity of the Project Site. Cumulative development requires the LACFD and LACSD to continually evaluate the need for new or physically altered facilities in order to maintain adequate service ratios. Similar to the potential redevelopment of the Project Site, any other development projects in the area would be subject to applicable Code and review requirements of the LACFD and LACSD. Furthermore, the increased demands for additional LACFD and LACSD staffing, equipment, and facilities would be funded via existing mechanisms (e.g., property taxes and government funding) to which the Project and any other development projects would contribute. Therefore, cumulative impacts related to fire and police protection services would be less than significant.

Regarding cumulative impacts to schools, the applicants of any development projects, including any potential redevelopment of the Project Site, would be required to pay the applicable school fees to the ABCUSD to ensure that no significant impacts to school services would occur. Therefore, cumulative impacts to school services would be less than significant.

Regarding cumulative impacts with respect to parks, any development projects that include residential uses, including any potential redevelopment of the Project Site with residential uses, could result in an increase demand for parks and recreational services. Therefore, the applicants of any such development projects would be required to meet City open space requirements and would be subject to applicable park fees, ensuring that any potential impacts to parks and recreational facilities would be less than significant. Therefore, cumulative impacts to park and recreational facilities would be less than significant.

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[95] "To Read or Not To Read", see pg. 10: "Literary reading declined significantly in a period of rising Internet use": http://www.nea.gov/research/toread.pdf.

[96] "How and Why Are Libraries Changing?" Denise A. Troll, Distinguished Fellow, Digital Library Federation: http://old.diglib.org/use/whitepaper.htm.

Regarding cumulative impacts with respect to libraries, any development projects that include residential uses, including any potential redevelopment of the Project Site with residential uses, could result in an increase demand for libraries. The anticipated revenue to the General Fund generated by any other development projects through business or property taxes and other revenue sources would help offset any increase in demand for library services and fund necessary library improvements. As such, the demand for library services created by any other development projects could be accommodated, and impacts would be less than significant. Therefore, cumulative impacts to library services would be less than significant.

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

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

Less Than Significant Impact. A significant impact may occur if a project would include substantial employee or population growth which could generate an increased demand for public park facilities that exceeds the capacities of existing parks and causes premature deterioration of the park facilities. As discussed previously, the Project involves administrative actions to rezone the Project Site, which would allow the Project Site to accommodate commercial uses and/or residential development of up to 21 dwelling units per acre (107 residential units) on the Project Site, resulting in the potential for 413 residents at the Project Site. Any potential redevelopment of the Project Site with residential uses would be required to provide open space consistent with the requirements of ADP-20. According to the standard of three acres/1,000 residents, the 413 residents would require approximately 1.24 acres of parkland. The City requires developers to dedicate parkland or pay fees in lieu of parkland dedication. The increased residents as a result of the potential redevelopment of the Project Site would not lead to physical deterioration of facilities or accelerate deterioration, because the need for all additional park and recreational space will be offset by on-site open spaces required by ADP-20. Therefore, impacts would be less than significant.

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. A significant impact may occur if a project includes the construction or expansion of park facilities and such construction would have a significant adverse effect on the environment. As discussed above, the potential redevelopment of the Project Site

with 21 dwelling units per acre (107 residential units) could result in 413 residents at the Project Site. According to the standard of three acres/1,000 residents, the 413 residents would require approximately 1.24 acres of parkland. Any potential redevelopment of the Project Site with residential uses would also be required to provide open space consistent with the requirements of ADP-20. The City requires developers to dedicate parkland or pay fees in lieu of parkland dedication. The increased residents as a result of the potential redevelopment of the Project Site would not require the construction or expansion of recreational facilities because the need for all additional park and recreational space will be offset by on-site open spaces required by ADP-20. Therefore, impacts would be less than significant.

Cumulative Impacts

Refer to discussion of cumulative impacts related to parks and recreational facilities under response to Checklist Question XV(d) (Public Services – Parks). As discussed therein, cumulative impacts related to parks and recreational facilities would be less than significant.

XVII. TRANSPORTATION

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

This section is based in part on the following report, included as Appendix F of this IS/MND:

F Traffic Impact and VMT Assessment, Lincscott, Law & Greenspan, Engineers, May 23, 2025.

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

Less Than Significant Impact. A significant impact may occur if a project would conflict with adopted policies related to transit, roadway, bicycle, or pedestrian facilities. Any potential redevelopment of the Project Site would not block or interfere with any transit stops or bicycle lanes. In addition, as discussed below under subsection c), based on a conceptual site plan and the requirements of ADP-20, the overall layout for the potential redevelopment of the Project Site would not create vehicle-pedestrian conflict points. Therefore, the potential redevelopment of the Project Site with residential uses would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities, and the impact would therefore be less than significant.

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

Less Than Significant Impact. This question was revised to address consistency with CEQA Guidelines Section 15064.3, subdivision (b), which relates to use of vehicle miles traveled (VMT) as the methodology for evaluating traffic impacts. On September 27, 2013, Governor Brown

signed Senate Bill (SB) 743. Under SB 743, the focus of transportation analysis pursuant to CEQA shifts from driver delay, or Level of Service (LOS), to reduction in VMT, reduction in GHG emissions, creation of multimodal networks, and promotion of mixed-use developments. In December 2018, the California Natural Resources Agency certified and adopted amendments to the CEQA Guidelines implementing SB 743 with a target implementation date of July 1, 2020. The County of Los Angeles recently adopted thresholds of significance for determining significant transportation impacts consistent with the requirements of SB 743, which are contained in the County Public Works *Transportation Impact Analysis Guidelines* (July 23, 2020).

As discussed previously, the Project involves administrative actions to rezone the Project Site. Approval of the Project would allow for the Project Site to accommodate commercial uses and/or residential development of up to 21 dwelling units per acre (107 residential units), which is the maximum development capacity that would be permitted after approval of the proposed administrative actions to rezone the Project Site. Therefore, to provide a conservative estimate of impacts associated with the proposed administrative actions, the following analysis addresses the potential redevelopment of the Project Site with 21 dwelling units per acre (107 residential units).

As discussed in the VMT Assessment contained in Appendix F of this IS/MND, the potential redevelopment of the Project Site with up to 21 dwelling units per acre (107 residential units) would result in a reduction of approximately 1,725 net daily trips when compared to the existing commercial uses. According to Section 3.1.2.1. *Non-Retail Project Trip Generation Screening Criteria*, non-retail development projects that do not generate a net increase of 110 or more daily vehicle trips do not require further analysis and a less than significant determination can be made. Therefore, since the potential redevelopment of the Project Site with up to 21 dwelling units per acre (107 residential units) is forecast to result in a reduction of 1,725 net daily trips, it would be screened from further VMT analysis and impacts with respect to VMT would be less than significant.

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

Less Than Significant Impact. A significant impact may occur if a project were to include a new roadway design, introduce a new land use or project features into an area with specific transportation requirements and characteristics that have not been previously experienced in that area, or if project access or other features were designed in such a way as to create hazardous conditions. The Project Site does not include any sharp curves, dangerous intersections, or incompatible uses. No off-site traffic improvements are proposed or warranted in the area surrounding the Project Site.

Access to the existing commercial uses on the Project Site is currently provided via two driveways along Bloomfield Avenue and one driveway along South Street. However, if a residential development is undertaken following approval of the Project, access would be modified consistent with ADP-20 requirements to include one exit-only right-turn gated driveway along South Street

and one full movement gated driveway along Bloomfield Avenue, which would accommodate guest access as well as resident access. As discussed in the Traffic Impact Assessment included in Appendix F of this IS/MND, the overall layout for the potential redevelopment of the Project Site would not create vehicle-pedestrian conflict points and the gate locations are adequate to accommodate on-site queuing so as to not impact the public right-of-way. Driveway alignment, curb return radii, and on-site roadways have been confirmed and are adequate for passenger vehicles, emergency vehicles, small delivery vehicles, and trash trucks. All access and ingress/egress associated with the potential redevelopment of the Project Site would be designed and constructed in conformance to all applicable City Building and Safety Department and LACFD standards and requirements for design and construction. Therefore, the potential redevelopment of the Project Site would not substantially increase hazards due to a geometric design feature, and this impact would be less than significant.

d) Would the project result in inadequate emergency access?

Less Than Significant Impact. A significant impact may occur if a project design would not provide emergency access meeting the requirements of the Fire Department, or in any other way threatened the ability of emergency vehicles to access and serve the Project Site. Access to the existing commercial uses on the Project Site is currently provided via two driveways along Bloomfield Avenue and one driveway along South Street. However, if a residential development is undertaken following approval of the Project, access would be modified consistent with ADP-20 requirements to include one exit-only right-turn gated driveway along South Street and one full movement gated driveway along Bloomfield Avenue, which would accommodate guest access as well as resident access. All access and ingress/egress associated with the potential redevelopment of the Project Site would be designed and constructed in conformance to all applicable City Building and Safety Department and LACFD standards and requirements for design and construction. Thus, the potential redevelopment of the Project Site with residential uses would not result in inadequate emergency access, and impacts would be less than significant.

Cumulative Impacts

As described above, a formal VMT assessment is not required to be performed for the potential redevelopment of the Project Site with up to 21 dwelling units per acre (107 residential units) because the forecast of net new daily vehicle trips does not exceed the daily trip threshold of 110 net new daily vehicle trips established as the screening criteria in the County Public Works Transportation Impact Analysis Guidelines, and the potential redevelopment of the Project Site with up to 21 dwelling units per acre (107 residential units) was determined to result in a less than significant impact related to VMT as it results in a decrease of 1,725 net daily vehicle trips when compared to existing conditions. Therefore, since the potential redevelopment of the Project Site with residential uses itself does not result in VMT impacts, it is also deemed to have a less than significant cumulative VMT impact. With respect to cumulative impacts related to hazardous design features and access, no related projects have been identified in the vicinity of the Project

Site. Therefore, there would be no cumulative impacts related to substantially increasing hazards due to geometric design features or access, and this impact would be less than significant.

XVIII. TRIBAL CULTURAL RESOURCES

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:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☐	☑
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☑	☐	☐

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

No Impact. As discussed above, the existing buildings on the Project Site are not currently listed in the National Register of Historic Places or the California Register of Historical Resources. Therefore, the existing buildings would not be considered a tribal cultural resource as defined in Public Resources Code Section 21074, and no impact would occur.

b) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of

the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public 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. Approved by Governor Brown on September 25, 2014, Assembly Bill 52 (AB 52) establishes a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources (TCRs), as defined in Public Resources Code Section 21074, as part of CEQA. Effective July 1, 2015, AB 52 applies to projects that file a Notice of Preparation of an MND or EIR on or after July 1, 2015. PRC Section 21084.2 now establishes that a project with an effect that may cause a substantial adverse change in the significance of a TCR is a project that may have a significant effect on the environment. To help determine whether a project may have such an effect, PRC Section 21080.3.1 requires a lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project. That consultation must take place prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project. As a result of AB 52, the following must take place: 1) prescribed notification and response timelines; 2) consultation on alternatives, resource identification, significance determinations, impact evaluation, and mitigation measures; and 3) documentation of all consultation efforts to support CEQA findings for the administrative record.

The Project has complied with all required notification and consultation under AB 52. Under AB 52, lead agencies must provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the tribe has submitted a written request to be notified. The tribe must respond to the lead agency within 30 days of receipt of the notification if it wishes to engage in consultation on the project, and the lead agency must begin the consultation process within 30 days of receiving the request for consultation.

On April 7, 2025, the City mailed notices to the following contacts listed on the City's AB 52 Native American Heritage Commission Tribal Consultation List:

1. Cahuilla Band of Indians – Erica Schenk, Chairperson
2. Cahuilla Band of Indians – BobbyRay Esparza, Cultural Director
3. Cahuilla Band of Indians – Anthony Madrigal, Tribal Historic Preservation Officer
4. Gabrieleno Band of Mission Indians, Kizh Nation – Christina Swindall Martinez, Secretary
5. Gabrieleno Band of Mission Indians, Kizh Nation – Andrew Salas, Chairperson
6. Gabrieleno/Tongva San Gabriel Band of Mission Indians – Anthony Morales, Chairperson
7. Gabrielino Tongva Indians of California Tribal Council – Robert Dorame, Chairperson
8. Gabrielino Tongva Indians of California Tribal Council – Christina Conley, Cultural Resource Administrator
9. Gabrielino/Tongva Nation – Sandonne Goad, Chairperson
10. Gabrielino-Tongva Tribe – Charles Alvarez, Chairperson
11. Gabrielino-Tongva Tribe – Sam Dunlap, Cultural Resource Director
12. Juaneno Band of Mission Indians Acjachemen Nation, Belardes – Joyce Perry, Cultural Resource Director
13. Juaneno Band of Mission Indians Acjachemen Nation 84A – Shannon Wingfield, Secretary
14. Juaneno Band of Mission Indians Acjachemen Nation 84A – Nathan Banda, Chairman
15. Juaneno Band of Mission Indians Acjachemen Nation 84A – Heidi Lucero, THPO/MLD
16. Santa Rosa Band of Cahuilla Indians – Steven Estrada, Tribal Chairman
17. Santa Rosa Band of Cahuilla Indians – Vanessa Minott, Tribal Administrator
18. Soboba Band of Luiseño Indians – Joseph Ontiveros, Tribal Historic Preservation Officer
19. Soboba Band of Luiseño Indians – Jessica Valdez, Cultural Resource Specialist

The notice provided a 30-day period in which any of the tribal contacts could request consultation with the City concerning tribal cultural resources that may be impacted by the Project. The City received the following three responses:

- On April 7, 2025, an email from Brandy Salas, Tribal Administrative Coordinator, of the Gabrieleno Band of Mission Indians, Kizh Nation, inquiring as to whether the Project is only the administrative actions or whether there would be any ground disturbance. *The City responded via email on May 21, 2025, reiterating that the Project is only the administrative actions but also noted that the IS/MND will include a mitigation measure for on-site monitoring of ground disturbance, should be there be any future proposals for physical development at the Project Site. The tribal contact was satisfied with the inclusion of a mitigation measure for on-site monitoring, and consultation is therefore considered closed with respect to this tribal contact.*

- On April 7, 2025, an email from Christina Conley, Cultural Resource Administrator, of the Gabrielino Tongva Indians of California Tribal Council, asking whether any cultural reporting had been undertaken for the Project. *The City responded via email on May 21, 2025, reiterating that the Project is only the administrative actions and that therefore, no cultural reporting had been prepared. However, the City also asked for more information if the tribal contact felt certain cultural reporting was required. No response was received by the City and consultation is considered closed with respect to this tribal contact.*

- On May 1, 2025, an email from Joyce Perry, Cultural Resource Director, of the Juaneno Band of Mission Indians Acjachemen Nation, requesting to consult if the Project moves forward. *The City responded via email on May 21, 2025, reiterating that the Project is only the administrative actions and provided possible dates for a phone consultation. The tribal contact responded that they didn't feel that consultation was necessary given the scope of the Project as the administrative actions. Consultation is therefore considered closed with respect to this tribal contact.*

The Project Site is located within an urbanized area that has been subject to grading and development in the past. In addition, a record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the Project Site to determine whether the NAHC has any knowledge of Native American cultural resources within the immediate vicinity of the Project area. The NAHC responded with negative results. (See Appendix G of this IS/MND for results of the SLF search.) Nevertheless, should the Project Site be redeveloped following approval of the Project, the Project would implement Mitigation Measures TCR-1 and TCR-2, provided below, regarding the discovery and handling of any potential resources, which would ensure that impacts with respect to tribal cultural resources are less than significant.

Mitigation Measures

TCR-1 Prior to commencing any ground disturbance activities at the Project Site, the Applicant shall retain one (1) tribal monitor that is qualified to identify subsurface tribal cultural resources. Ground disturbance activities shall include excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, driving posts, augering, backfilling, blasting, stripping topsoil or a similar activity at the Project Site. The tribal monitor will only be required to be on-site when these ground disturbing activities occur. The qualified tribal monitor shall be selected in consultation with the Gabrieleno Band of Mission Indians, Kizh Nation, and the Juaneno Band of Mission Indians Acjachemen Nation.

If cultural resources are discovered during Project activities, all work in the immediate vicinity of the find (within a 50-foot buffer) shall temporarily cease. Work on the portions of the Project Site outside of the buffered area may continue during this assessment period. The Gabrieleno Band of Mission Indians, Kizh Nation, and the Juaneno Band of Mission Indians Acjachemen Nation shall be contacted to provide Tribal input with regards to significance and treatment.

Any potential developer shall, in good faith, consult with the Gabrieleno Band of Mission Indians, Kizh Nation, and the Juaneno Band of Mission Indians Acjachemen Nation on the disposition and treatment of any Tribal Cultural Resource encountered during all ground disturbing activities.

The monitor shall complete daily monitoring logs that provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered tribal cultural resources, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs shall be provided to the Applicant/lead agency upon written request to the Tribe.

TCR-2 If human remains or funerary objects are encountered during any activities associated with the Project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code shall be enforced for the duration of the Project.

Cumulative Impacts

Impacts related to tribal cultural resources tend to be site-specific and are assessed on a site-by-site basis. As demonstrated above, impacts with respect to tribal cultural resources would be less than significant with implementation of Mitigation Measures TCR-1 and TCR-2. In addition, no related projects have been identified within the vicinity of the Project Site. As such, the potential redevelopment of the Project Site with residential uses would not contribute to any potential cumulative impacts related to tribal cultural resources, cumulative impacts related to tribal cultural resources would be less than significant.

XIX. UTILITIES AND SERVICE SYSTEMS

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

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 with Mitigation Incorporated. As discussed below, Project impacts related to these issues would be less than significant (with mitigation for wastewater).

As discussed previously, the Project involves administrative actions to rezone the Project Site. Approval of the Project would allow for the Project Site to accommodate commercial uses and/or residential development of up to 21 dwelling units per acre (107 residential units), which is the maximum development capacity that would be permitted after approval of the proposed

administrative actions to rezone the Project Site. Therefore, to provide a conservative estimate of impacts associated with the proposed administrative actions, the following analysis addresses the potential redevelopment of the Project Site with 21 dwelling units per acre (107 residential units).

Wastewater

The Sanitation Districts of Los Angeles County (Districts) treat wastewater from the City of Cerritos. Local sewer lines are maintained by the City of Cerritos, while the Districts own, operate and maintain the large trunk sewers of the regional wastewater conveyance system. Three Districts' treatment plants treat wastewater flow originating from Cerritos, with a remaining capacity of approximately 148.5 mgd.

- The Los Coyotes Water Reclamation Plant (WRP) located within the City, has a design capacity of 37.5 million gallons per day (mgd) and currently processes an average flow of 29 mgd.

- A.K. Warren Water Resource Facility (formerly known as the Joint Water Pollution Control Plant) located in the City of Carson has a design capacity of 400 mgd and currently processes an average flow of 260 mgd.

- The Long Beach WRP has a design capacity of 25 mgd.

As shown on Table XIX-1, it is estimated that the potential redevelopment of the Project Site with up to 21 dwelling units per acre (107 residential units) would generate a net total of approximately 1,291 gallons per day (gpd) (or 0.001 mgd) of wastewater when taking into account the removal of the existing shopping center. Should the Project Site be redeveloped with residential uses, the wastewater generated would be similar to the amount of wastewater generated by the existing commercial uses, and would also be similar to other residential uses in the area. No industrial discharge into the wastewater or drainage system would occur. Additionally, there is adequate treatment capacity within the District's system, and thus, the increase in wastewater generation would not have a significant impact on treatment plant capacity. As the District complies with the state's wastewater treatment requirements and the potential wastewater generation is well within the existing capacity (approximately 148.5 mgd), impacts with regard to wastewater treatment requirements would be less than significant.

Table XIX-1
Estimated Wastewater Generation

Land Use	Size	Generation Rate [a]	Total Generation (gpd)
Potential Uses			
Residential	107 du	156 gpd / du	16,692
		Subtotal	**16,692**
Existing Uses			
Retail	48,311 sf	325 gpd / 1,000 sf	15,701
		(Existing uses to be removed)	**(15,701)**
		Total	**1,291**

sf =square feet gpd = gallons per day du = dwelling unit

[a] County Sanitation District, Table 1, Loadings for each Class of Land Use: http://www.lacsd.org/civica/filebank/blobdload.asp?BlobID=3531

The Project Site is already connected to the sewer system to accommodate the existing shopping center. The wastewater flow originating from the Project Site will discharge to a local sewer line, which is not maintained by the Districts. However, individual developments would be reviewed by the Districts to determine if sufficient trunk sewer capacity exists to serve the potential redevelopment of the Project Site with residential uses (see Mitigation Measure UTIL-1). In addition, the Districts charge a fee for the privilege of connecting to its Sewerage System or increasing the existing strength and/or quantity of wastewater attributable to a particular parcel or operation already connected (see Mitigation Measure UTIL-2). The fee is required to construct an incremental expansion of the Sewerage System to accommodate new development which would mitigate the impact of the potential redevelopment of the Project Site on the Sewerage System.[97] Therefore, with implementation of the mitigation detailed below, impacts to wastewater treatment facilities and infrastructure would be less than significant.

Water

The City is a member agency of Central Basin Municipal Water District (CBMWD) and retails water to its customers. CBMWD purchases imported water from Metropolitan and distributes it to its member agencies. The imported water is diverted from the Colorado River Aqueduct (CRA) and from the State Water Project (SWP), via the California Aqueduct. The City also pumps groundwater from the Central Groundwater Basin and meets nonpotable demands with recycled water. In addition to being a retailer, the City also wholesales potable water to the Golden State Water Company and the City of Norwalk. The City also provides recycled water to the City of Lakewood and Central Basin Municipal Water District.

[97] City of Cerritos General Plan EIR, January 6, 2004, page 4.9-15: https://www.cerritos.gov/media/hmcj3pi4/general-plan-eir-body.pdf

As shown in Table XIX-2, it is estimated that the potential redevelopment of the Project Site to include residential uses would result in a reduction in demand for water of approximately 409 gpd, when taking into account the removal of the existing shopping center. As the potential redevelopment to residential uses would result in a reduction in the demand for water when compared to the existing uses, the potential for the Project Site to be redeveloped with up to 21 dwelling units per acre (107 residential units) would result in a less than significant impact with respect to water supply and treatment capacity.

Table XIX-2
Estimated Water Consumption

Land Use	Size	Consumption Rate [a]	Total Consumption (gpd)
Potential Uses			
Residential	107 du	184 gpd / du	19,688
		Subtotal	**19,688**
Existing Uses			
Retail	48,311 sf	416 gpd / 1,000 sf	20,097
		(Existing uses to be removed)	**(20,097)**
		Total	**(409)**

sf =square feet gpd = gallons per day du = dwelling unit

[a] County Sanitation District, Table 1, Loadings for each Class of Land Use: http://www.lacsd.org/civica/filebank/blobdload.asp?BlobID=3531. Water consumption rates are assumed as 128 percent of the wastewater generation rates.

Storm Water Drainage

For a full discussion of storm water drainage, please see Section X (Hydrology and Water Quality), of this IS/MND. As discussed therein, impacts related to storm water drainage would be less than significant.

Natural Gas

For a full discussion of impacts with respect to natural gas, please see Section VI (Energy) of this IS/MND. As discussed therein, impacts related to natural gas would be less than significant.

Electricity

For a full discussion of impacts with respect to electricity, please see Section VI (Energy) of this IS/MND. As discussed therein, impacts related to electricity would be less than significant.

Telecommunications

In the Project Site area, existing telephone, internet service, and cable television is readily available from a variety of providers. The Project Site could be served by existing

telecommunications facilities that are available in the Project Site area and would not require new or expanded facilities. Therefore, impacts related to telecommunications facilities would be less than significant.

Mitigation Measures

Wastewater

UTIL-1 Prior to issuance of building permits, any potential developer shall confirm with the Sanitation Districts of Los Angeles County that the capacity of the local and trunk lines are sufficient to accommodate the Project's wastewater flows during the construction and operation phases. If the public sewer has insufficient capacity, then the potential developer shall be required to build sewer lines to a point in the sewer system with sufficient capacity.

UTIL-2 Any potential developer shall pay the Districts any applicable fees for connecting to its Sewerage System, or increasing the existing strength and/or quantity of wastewater attributable to a particular parcel.

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. A significant impact may occur if a project were to increase water consumption to such a degree that new water sources would need to be identified, or that existing resources would be consumed at a pace greater than planned for by purveyors, distributors, and service providers. As discussed above in subsection a), it is estimated that the potential redevelopment of the Project Site with up to 21 dwelling units per acre (107 residential units) would result in a reduction in demand for water of approximately 409 gpd, when taking into account the removal of the existing shopping center. As this would result in a reduction in the demand for water when compared to the existing uses, the potential for the redevelopment of the Project Site with residential uses would result in a less than significant impact with respect to water supply.

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. A significant impact may occur if a project would increase wastewater generation to such a degree that the capacity of facilities currently serving the Project Site would be exceeded. As discussed in subsection a), above, should residential uses be developed at the Project Site, the generation of wastewater (0.001 mgd) would be more than sufficiently accommodated by the remaining capacity of the District. Therefore, impacts to wastewater treatment would be less than significant.

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

Less Than Significant Impact. A significant impact may occur if a project were to increase solid waste generation to a degree that existing and projected landfill capacity would be insufficient to accommodate the additional solid waste.

Solid waste collected within the City is collected by a private contractor and is transported to the Downey Area Recycling and Transfer Station (DART), which is operated by Athens Services. DART is a materials recovery/transfer facility that recovers recyclable materials from various cities. DART is currently in operation and is permitted to accept up to 5,000 tons per day of municipal solid waste.[98] All waste generated in the City is sorted for recyclable materials. The Sanitation Districts of Los Angeles County is implementing a waste-by-rail project to address local disposal capacity shortfalls. It would provide long-term disposal capacity to replace local landfills as they reach capacity and close. The starting point will be materials recovery facilities (MRFs) or transfer stations (such as DART) and residual waste would be transported by rail to remote landfills for disposal. Residual waste is then delivered to either the Olinda Alpha Landfill in Brea, or the Frank. R. Bowerman Landfill in Irvine. The Olinda Alpha Landfill is 565 acres in size and is permitted to receive 8,000 tons per day, and currently receives approximately 7,000 tons per day.[99] The Frank R. Bowerman Landfill is 725 acres in size and is permitted to receive 11,500 tons per day, and currently receives approximately 8,500 tons per day.[100]

Construction

Should the Project Site be redeveloped to include residential uses, construction would generate minimal amounts of construction and demolition debris that would need to be disposed of at area landfills. Construction and demolition debris includes concrete, asphalt, wood, drywall, metals, and other miscellaneous and composite materials. California Assembly Bill (AB) 939, also known as the Integrated Waste Management Act, requires each city and county in the state to divert 50 percent of its solid waste from landfill disposal through source reduction, recycling, and composting. As such, much of this material would be recycled and salvaged to the maximum extent feasible. The minimal amount of materials not recycled would be disposed of at local landfills. Therefore, short-term construction impacts to landfills and solid waste services would be less than significant.

Operation

As shown on Table XIX-3, the potential for the redevelopment of the Project Site with up to 21 dwelling units per acre (107 residential units) would generate approximately 1,019 pounds per

[98] Cal Recycle: https://www2.calrecycle.ca.gov/SolidWaste/SiteInspection/Details/382342

[99] Olinda Alpha Landfill, https://oclandfills.com/landfills/olinda-landfill

[100] Frank R. Bowerman Landfill, https://oclandfills.com/landfills/frank-r-bowerman-landfill

day of solid waste (or 0.51 tons per day), when taking into account the removal of the existing uses but not including the benefits of recycling that is required per AB 939. However, the landfills serving the Project Site (Olinda Alpha Landfill and Frank. R. Bowerman Landfill) have an available daily capacity of approximately 4,000 tons per day. Therefore, either of these landfills could accommodate the additional 0.51 tons per day generated by the potential residential uses that could be developed at the Project Site. In addition, the solid waste generation further would be reduced through required source reduction, recycling, and composting prior to disposal in the landfill. For these reasons, the potential redevelopment of the Project Site to include residential uses would not result in the need for expanded landfill capacity, and impacts would be less than significant.

Table XIX-3
Estimated Solid Waste Generation

Land Use	Size	Generation Rate [a]	Total Generation (lbs/day)
Potential Uses			
Residential	107 du	12.23 lbs / du /day	1,309
		Subtotal	**1,309**
Existing Uses			
Retail	48,311 sf	0.006 lbs / sf / day	290
		(Existing uses to be removed)	**(290)**
		Total	**1,019**

sf =square feet lbs = pounds du = dwelling unit

[a] *CalRecycle Estimated Solid Waste Generation Rates: http://www.calrecycle.ca.gov/wastechar/wastegenrates/*

e) Would the project comply with federal, State, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. A significant impact may occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations. Solid waste management in the State is primarily guided by the California Integrated Waste Management Act of 1989 (AB 939), which emphasizes resource conservation through reduction, recycling, and reuse of solid waste. AB 939 establishes an integrated waste management hierarchy consisting of (in order of priority): 1) source reduction; 2) recycling and composting; and 3) environmentally safe transformation and land disposal. In addition to AB 939, SB 1374 requires that the Project implement a construction waste management plan to recycle and/or salvage a minimum of 75 percent of non-hazardous demolition and construction debris. The potential redevelopment of the Project Site to include residential uses would comply with federal, state, and local regulations, and as such, impacts would be less than significant.

Cumulative Impacts

Regarding cumulative utilities impacts, cumulative impacts with respect to energy and natural gas have been addressed above. With respect to cumulative water impacts, as discussed above, the potential redevelopment of the Project Site to include residential uses would result in a reduction in the demand for water when compared to existing conditions. As no related projects have been identified in the vicinity of the Project Site, cumulative impacts with respect to water would be less than significant.

With respect to cumulative wastewater impacts, the District has a remaining capacity of approximately 148.5 mgd. While no related projects have been identified in the vicinity of the Project Site, the available capacity would be sufficient to accommodate wastewater generated by the potential redevelopment of the Project Site to include residential uses as well as any other development projects. Therefore, cumulative impacts with respect to wastewater would be less than significant.

With regard to solid waste, the landfills serving the Project Site (Olinda Alpha Landfill and Frank. R. Bowerman Landfill) have an available daily capacity of approximately 4,000 tons per day. While no related projects have been identified in the vicinity of the Project Site, the available capacity would be sufficient to accommodate solid waste generated by the potential redevelopment of the Project Site to include residential uses as well as any other development projects. Therefore, cumulative impacts with respect to solid waste would be less than significant.

XX. WILDFIRE

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

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

No Impact. The Project Site is not located in or near a state responsibility area, nor is the Project Site located in a Very High Fire Hazard Severity Zone. Therefore, no impact would occur.

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

No Impact. The Project Site is not located in or near a state responsibility area, nor is the Project Site located in a Very High Fire Hazard Severity Zone. In addition, the Project Site is flat and is not located in a hillside zone. Therefore, no impact would occur.

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

No Impact. The Project Site is not located in or near a state responsibility area, nor is the Project Site located in a Very High Fire Hazard Severity Zone. Therefore, no impact would occur.

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

No Impact. The Project Site is not located in or near a state responsibility area, nor is the Project Site located in a Very High Fire Hazard Severity Zone. Therefore, no impact would occur.

Cumulative Impacts

The Project Site vicinity is not within or near a very high fire severity zone. In addition, no related projects have been identified within the vicinity of the Project Site. Therefore, no cumulative impacts related to wildfire would occur.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

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

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

Less Than Significant with Mitigation Incorporated. As discussed under Checklist Topic IV (Biological Resources) and V (Cultural Resources), the potential redevelopment of the Project Site to include residential uses would not have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or substantially reduce the number or restrict the range of a rare or endangered plant or animal. As discussed under Checklist Topic V (Cultural Resources, Archaeological Resources and Human Remains), with implementation of mitigation, the potential redevelopment of the

Project Site to include residential uses would not have the potential to eliminate important examples of the major periods of California history or prehistory related to archaeological resources. As discussed under Checklist Topic VII (Geology and Soils, Paleontological Resources), with implementation of mitigation, the potential redevelopment of the Project Site to include residential uses would not have the potential to eliminate important examples of the major periods of California history or prehistory related to paleontological resources. As discussed under Checklist Topic XVIII (Tribal Cultural Resources), with implementation of mitigation, the potential redevelopment of the Project Site to include residential uses would not have the potential to eliminate important examples of the major periods of California history or prehistory related to tribal cultural resources. Therefore, these impacts would be less than significant.

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

Less Than Significant Impact. Based on the analysis contained in this IS/MND, the Project's contribution to cumulative impacts would not be considerable.

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

Less Than Significant Impact. A significant impact may occur if a project has the potential to result in significant impacts, as discussed in the preceding sections. As described throughout this environmental impact analysis, with implementation of the recommended mitigation measures, where applicable, the Project would not result in any unmitigated significant impacts. Thus, the Project would not have the potential to result in substantial adverse effects on human beings and impacts would be less than significant.

MITIGATION MONITORING AND REPORTING PROGRAM

The Mitigation Monitoring Reporting Program (MMRP) has been prepared in accordance with Public Resources Code Section 21081.6, which requires its preparation when a Mitigated Negative Declaration (MND) will be adopted. The MMRP is a "reporting or monitoring program for the changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment." The City of Cerritos is the Lead Agency for the Project.

The MMRP is designed to monitor implementation of all feasible mitigation measures as identified in the IS/MND for the Project. Mitigation measures are indicated below and are numbered consistent with the relevant section numbering provided in the IS/MND. Each mitigation measure is listed and categorized by topic with an accompanying discussion of the following:

- The phase of the Project during which the mitigation measure should be monitored (i.e., prior to issuance of building permit, pre-construction, construction, or occupancy);
- The enforcement agency (i.e., the agency with the authority to enforce the mitigation measure); and
- The monitoring agency (i.e., the agency which monitors compliance and implementation of the required mitigation measure).

The Project Applicant shall be obligated to provide certification prior to the issuance of site or building plans that compliance with the required mitigation measures has been achieved. All departments listed below are within the City of Cerritos unless otherwise noted. The entity responsible for the implementation of all mitigation measures shall be the Project Applicant unless otherwise noted.

1. AESTHETICS

AES-1	The exterior of any new structures shall be constructed with materials that minimize glare and reflect heat. Such materials may include, but are not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces. **Monitoring Phase:** During design and construction **Enforcement Agency:** Community Development Department **Monitoring Agency:** Community Development Department

2. AGRICULTURE AND FORESTRY RESOURCES

No mitigation measures required.

3. AIR QUALITY

No mitigation measures required.

4. BIOLOGICAL RESOURCES

No mitigation measures required.

5. CULTURAL RESOURCES

CUL-1	**Cultural Resources (Archaeology)** If any archaeological materials are encountered during the course of development, all further development activity shall halt within a 50-foot radius (excavation or disturbance may continue in other areas outside of this radius), and: a. Any potential developer shall secure the services of an archaeologist, including the cost for such archaeologist, by contacting the South Central Coastal Information Center (657-278-5395) located at California State University Fullerton, or a member of the Register of Professional Archaeologists (ROPA) or a ROPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact. b. The archaeologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource. c. The applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study or report. Project development activities may resume once copies of the archaeological survey, study or report are submitted to: SCCIC Department of Anthropology McCarthy Hall 477 CSU Fullerton 800 North State College Boulevard Fullerton, CA 92834

	Prior to the issuance of any building permit, the potential developer shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered. **Monitoring Phase:** During grading and construction **Enforcement Agency:** Community Development Department **Monitoring Agency:** Community Development Department
CUL-2	**Cultural Resources (Human Remains)** If any human remains are encountered during the course of development, all further development activities shall halt in the areas of human remains sensitivity (excavation or disturbance may continue in other areas of the Project Site that are not reasonably suspected to overlie adjacent human remains), and: There shall be no disposition of such human remains, other than in accordance with the procedures and requirements set forth in California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, which are as follows: a. Stop immediately and contact the County Coroner: 1104 N. Mission Road Los Angeles, CA 90033 323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or 323-343-0714 (After Hours, Saturday, Sunday, and Holidays) b. The coroner has two working days to examine human remains after being notified by the responsible person. If the remains are Native American, the Coroner has 24 hours to notify the Native American Heritage Commission. c. The Native American Heritage Commission will immediately notify the person it believes to be the most likely descendent of the deceased Native American. d. The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods. e. If the descendent does not make recommendations within 48 hours the owner shall reinter the remains in an area of the property secure from further disturbance, or; f. If the owner does not accept the descendant's recommendations, the

	owner or the descendent may request mediation by the Native American Heritage Commission. **Monitoring Phase:** During grading and construction **Enforcement Agency:** Los Angeles County Coroner's Office and Native American Heritage Commission **Monitoring Agency:** Community Development Department

6. ENERGY

No mitigation measures required.

7. GEOLOGY AND SOILS

GEO-1	Prior to issuance of grading permits, a detailed geotechnical investigation report shall be submitted to the City. The report, which must be submitted along with engineered grading plans, must provide site-specific recommendations to allow for development that meets the requirements of the State and County Building Code. The geotechnical report shall be prepared and signed/stamped by a Registered Civil Engineer specializing in geotechnical engineering and a Certified Engineering Geologist. This report shall include site-specific measures such as grading recommendations, soil engineering, and foundation design recommendations, as appropriate. **Monitoring Phase:** During design and construction **Enforcement Agency:** Community Development Department **Monitoring Agency:** Community Development Department
GEO-2	Prior to issuance of a building permit and after completion of rough grading, any potential developer shall submit a soil expansion index test of the rough graded building pad to confirm expansion potential is within the acceptable limits. Further soil remediation shall be performed if the index warrants such action. **Monitoring Phase:** During design and construction **Enforcement Agency:** Community Development Department **Monitoring Agency:** Community Development Department

GEO-3	**Geology and Soils (Paleontology)** If any paleontological materials are encountered during the course of development, all further development activities shall halt within a 50-foot radius (excavation or disturbance may continue in other areas of the Project Site that are outside of this radius), and: a. Any potential developer shall secure the services of a paleontologist, including the cost for such paleontologist, by contacting the Center for Public Paleontology - USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles County Natural History Museum - who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact. b. The paleontologist's survey, study, or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource. c. The potential developer shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study, or report. d. Development activities may resume once copies of the paleontological survey, study or report are submitted to the Los Angeles County Natural History Museum. e. Any fossils recovered during mitigation should be deposited in an accredited and permanent scientific institution for the benefit of current and future generations Prior to the issuance of any building permit, the potential developer shall submit a letter to the case file indicating what, if any, paleontological reports have been submitted, or a statement indicating that no material was discovered. **Monitoring Phase:** During grading and construction **Enforcement Agency:** Community Development Department **Monitoring Agency:** Community Development Department

8. GREENHOUSE GAS EMISSIONS

No mitigation measures required.

9. HAZARDS AND HAZARDOUS MATERIALS

HAZ-1	**Soil Management Plan** A Soil Management Plan (SMP) shall be developed and implemented for the Project Site to address any contaminated soil found or observed after site demolition and before site grading. After demolition of the existing structures on the Project Site, any suspected contaminated soil shall be identified and confirmed by a field geologist, so it can be removed or appropriately treated prior to construction of any new buildings on the Project Site. The excavation, stockpiling, transportation, and disposal of contaminated soil at a regulated facility shall be to the satisfaction of the Los Angeles County Fire Department and the City Department of Building and Safety. After excavation or treatment of any contaminated soil, confirmation samples shall be collected from the Project Site to ensure complete removal of any contaminated soil. **Monitoring Phase:** During design and construction **Enforcement Agency:** Los Angeles County Fire Department and Department of Building and Safety **Monitoring Agency:** Community Development Department
HAZ-2	**Soil Vapor Remediation** Prior to the issuance of a building permit, any VOC-impacted soil vapor shall be remediated or treated to address potential impacts to the public or workers. Remediation or treatment options may include, but are not limited to, soil vapor extraction (SVE). The soil vapor shall be remediated to the satisfaction of the Los Angeles County Fire Department and the City Department of Building and Safety. **Monitoring Phase:** Prior to issuance of a building permit **Enforcement Agency:** Los Angeles County Fire Department and Department of Building and Safety **Monitoring Agency:** Community Development Department
HAZ-3	**Vapor Barrier**

	A vapor barrier, designed by a California-licensed engineer, shall be installed prior to construction of any new concrete slabs in order to eliminate the potential vapor intrusion pathway from the subsurface into any new buildings constructed on the Project Site. **Monitoring Phase:** During design and construction **Enforcement Agency:** Los Angeles County Fire Department and Department of Building and Safety **Monitoring Agency:** Community Development Department

10. HYDROLOGY AND WATER QUALITY

No mitigation measures required.

11. LAND USE AND PLANNING

No mitigation measures required.

12. MINERAL RESOURCES

No mitigation measures required.

13. NOISE

No mitigation measures required.

14. POPULATION AND HOUSING

No mitigation measures required.

15. PUBLIC SERVICES

No mitigation measures required.

16. RECREATION

No mitigation measures required.

17. TRANSPORTATION

No mitigation measures required.

18. TRIBAL CULTURAL RESOURCES

TCR-1	Prior to commencing any ground disturbance activities at the Project Site, the Applicant shall retain one (1) tribal monitor that is qualified to identify subsurface tribal cultural resources. Ground disturbance activities shall include excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, driving posts, augering, backfilling, blasting, stripping topsoil or a similar activity at the Project Site. The tribal monitor will only be required to be on-site when these ground disturbing activities occur. The qualified tribal monitor shall be selected in consultation with the Gabrieleno Band of Mission Indians, Kizh Nation, and the Juaneno Band of Mission Indians Acjachemen Nation. If cultural resources are discovered during Project activities, all work in the immediate vicinity of the find (within a 50-foot buffer) shall temporarily cease. Work on the portions of the Project Site outside of the buffered area may continue during this assessment period. The Gabrieleno Band of Mission Indians, Kizh Nation, and the Juaneno Band of Mission Indians Acjachemen Nation shall be contacted to provide Tribal input with regards to significance and treatment. Any potential developer shall, in good faith, consult with the Gabrieleno Band of Mission Indians, Kizh Nation, and the Juaneno Band of Mission Indians Acjachemen Nation on the disposition and treatment of any Tribal Cultural Resource encountered during all ground disturbing activities. The monitor shall complete daily monitoring logs that provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered tribal cultural resources, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs shall be provided to the Applicant/lead agency upon written request to the Tribe. **Monitoring Phase:** During grading and construction **Enforcement Agency:** Community Development Department **Monitoring Agency:** Community Development Department

TCR-2	If human remains or funerary objects are encountered during any activities associated with the Project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code shall be enforced for the duration of the Project. **Monitoring Phase:** During grading and construction **Enforcement Agency:** Community Development Department **Monitoring Agency:** Community Development Department

19. UTILITIES AND SERVICE SYSTEMS

UTIL-1	Prior to issuance of building permits, any potential developer shall confirm with the Sanitation Districts of Los Angeles County that the capacity of the local and trunk lines are sufficient to accommodate the Project's wastewater flows during the construction and operation phases. If the public sewer line has insufficient capacity, then the Project Applicant shall be required to build sewer lines to a point in the sewer system with sufficient capacity. **Monitoring Phase:** Prior to issuance of building permits **Enforcement Agency:** Sanitation Districts of Los Angeles County **Monitoring Agency:** Community Development Department
UTIL-2	Any potential developer shall pay the Districts any applicable fees for connecting to its Sewerage System, or increasing the existing strength and/or quantity of wastewater attributable to a particular parcel. **Monitoring Phase:** During construction **Enforcement Agency:** Sanitation Districts of Los Angeles County **Monitoring Agency:** Community Development Department

20. WILDFIRE

No mitigation measures required.

21. MANDATORY FINDINGS OF SIGNIFICANCE

No mitigation measures required.