Initial Study / Mitigated Negative Declaration

Bell Gardens Transit Oriented Communities (TOC) Specific Plan Project

February 2026

Lead Agency:

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1.0 INTRODUCTION

1.1 Statutory Authority and Requirements

On March 9, 2023, the California Department of Transportation (Caltrans) announced the Sustainable Transportation Planning Grant Program awards for Fiscal Year (FY) 2023-24. The State-funded Sustainable Communities grants are intended to support and implement the Regional Transportation Plan (RTP) Sustainable Communities Strategies/Alternative Planning Strategies (SCS/APS) (where applicable) and to ultimately achieve the State's greenhouse gas (GHG) reduction target of 40 and 80 percent below 1990 levels by 2030 and 2050, respectively.

In August 2023, the City of Bell Gardens ("City") was awarded a Sustainable Communities Grant (FY 2023-24) from Caltrans to support the development of this Transit Oriented Communities (TOC) Specific Plan (Project). On October 9, 2023, the Bell Gardens City Council approved authorization of accepting funding from the Caltrans Sustainable Transportation Planning Grant that would assist in the creation of a Project to address mobility, connectivity, and increased active transportation ridership.

The Project is a Transit-Oriented Community Specific Plan (TOC Specific Plan) that addresses connectivity challenges experienced by the City's disadvantaged communities, particularly in linking affordable housing with transit centers, schools, parks, and commercial centers. The TOC Specific Plan prioritizes improvements to safety and active transportation infrastructure for all users. The TOC specific plan is located in an approximately 23-acre district located at the center of the City and is anchored by Florence Avenue, Garfield and Florence Place. ("Project Site") Within the Project Site, the TOC Specific Plan supports the introduction of new housing opportunities, commercial uses, parks, and a range of public realm and safety enhancements. It further strengthens regional connectivity to adjacent communities including Huntington Park, South Gate, Downey, Commerce, and Bell, while expanding and improving the active transportation network within local low-income neighborhoods.

The City, as Lead Agency, determined that the Project is subject to the California Environmental Quality Act ("CEQA"), and that preparation of an initial study is required.

This Initial Study ("IS") evaluates the potential environmental effects that could result from the construction and operation of the Project. This IS has been prepared in accordance with California Public Resources Code ("PRC") Section 21000 et seq. (CEQA) and Title 14 of the California Code of Regulations ("CCR") Section 15000, et. seq. ("CEQA Guidelines").

Based on the analysis provided within this IS, the City concluded that, with incorporation of the identified mitigation the Project would not result in significant impacts on the environment and, therefore, that the preparation of a mitigated negative declaration ("MND") is intended as an informational document and is ultimately required to be adopted by the City's decision-making body before or concurrently with the Project.

1.2 Summary of Findings

Pursuant to CEQA Guidelines Section 15367, the City, as Lead Agency, has the authority for environmental review and adoption of the environmental documentation, in accordance with CEQA. This IS and MND evaluated the environmental issues outlined in **Section 2.6: Environmental Factors Potentially Affected**. It provides decision-makers and the public with information concerning the proposed Project's potential environmental effects and recommended mitigation measures, if any.

Based on this IS and MND, and supporting environmental analysis, the proposed Project would have no impact or a less than significant impact concerning all environmental issue areas, except the following, for which the proposed Project would have a less than significant impact with mitigation incorporated:

- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Noise
- Tribal Cultural Resources

As set forth in CEQA Guidelines Section 15070, an IS leading to an MND can be prepared when the IS identifies potentially significant effects, but Project revisions would avoid or mitigate the effects to a point where clearly no significant effects would occur, and there is no substantial evidence, in light of the whole record before the agency, that the Project as revised may have a significant effect on the environment.

1.3 Initial Study Public Review Process

The Notice of Intent to Adopt a Mitigated Negative Declaration ("NOI") was provided to the Clerk of the County of Los Angeles and mailed to responsible and trustee agencies concerned with the proposed project and other public agencies with jurisdiction by law over resources affected by the project. A 30-day public review period, between February 5, 2026 through March 9, 2026, has been established for the IS/MND in accordance with CEQA Guidelines Section 15073. During the public review period, the IS/MND, including the Technical Appendices, was made available for review on the City website, at https://www.bellgardens.org/government/city-departments/community-development/planning/transit-oriented-community-toc-specific-plan-zoning-code-update.

In reviewing the IS/MND, affected public agencies and the interested public should focus on the document's adequacy in identifying and analyzing the potential environmental impacts and the ways in which the Project's potentially significant effects can be avoided or mitigated.

Written comments on this IS/MND may be sent to:

City of Bell Gardens
7100 Garfield Avenue
Bell Gardens, CA 90201
Alfonso Hernandez, City Planner
Email: ahernandez@bellgardens.org

Following receipt and evaluation of comments from agencies, organizations, and/or individuals, the City will determine whether any substantial new environmental issues have been raised. If so, further documentation may be required. If not or if the issues raised do not provide substantial evidence that the Project would have a significant effect on the environment, the IS/MND will be considered for adoption and the Project for approval.

1.4 Incorporation by Reference

Pursuant to CEQA Guidelines Section 15150, an IS and MND may incorporate by reference all, or portions of, another document which is a matter of public record or is generally available to the public. Where all or part of another document is incorporated by reference, the incorporated language is considered set forth in full as part of the initial study and mitigated negative declaration's text.

The references outlined below, which were utilized during preparation of the IS, are listed below:

City of Bell Gardens General Plan. The City adopted its comprehensive General Plan ("General Plan") in 1995. The General Plan is organized into a series of required and optional elements that collectively address the physical environment, social, and economic conditions of the community. Since that adoption the following amendments have occurred:

- In January 2022, the Circulation Element of the General Plan was adopted.
- On February 14, 2022, the 2021-2029 Housing Element was adopted by the City and later certified by the California Department of Housing and Community Development (HCD) on August 18, 2022.
- In April 2024, the Environmental Justice Element was adopted.

1.5 Report Organization

This document is organized into the following sections:

Section 1.0: Introduction provides an introduction and overview of the Project, cites the CEQA Guidelines to which the Project is subject, and summarizes the IS/MND's conclusions.

Section 2.0: Project Description details the Project's location, environmental setting, characteristics, construction activities, and required permits and approvals. This section also identifies the IS/MND's intended uses, including a list of anticipated permits and other approvals.

Section 3.0: Lead Agency Determination provides the determination of the Project and an overview of potential impacts that may or may not result from Project implementation.

Section 4.0: Evaluation of Environmental Impacts provides an analysis of environmental impacts identified in the environmental checklist.

2.0 PROJECT DESCRIPTION

2.1 Project Overview

The proposed TOC Specific Plan (Project) is a comprehensive plan that represents an initiative by the City to foster affordable, transit-supportive, and safe neighborhoods for its residents. The TOC Specific Plan addresses connectivity challenges within the City's disadvantaged communities between affordable housing and transit centers, schools, parks, and commercial centers, while improving safety for residents and active transportation users. The Project would introduce five development opportunity districts which would provide new housing, commercial uses, parks and various safety and public realm improvements, while improving regional connectivity into nearby communities of Huntington Park, South Gate, Downey, Commerce, and Bell, and cultivating the active transportation network within local low-income neighborhoods. Consistent with the City of Bell Garden's General Plan, the Project establishes goals, infrastructure improvements, and zoning code updates to direct future development in the TOC Specific Plan area (Project Site).

2.2 Location

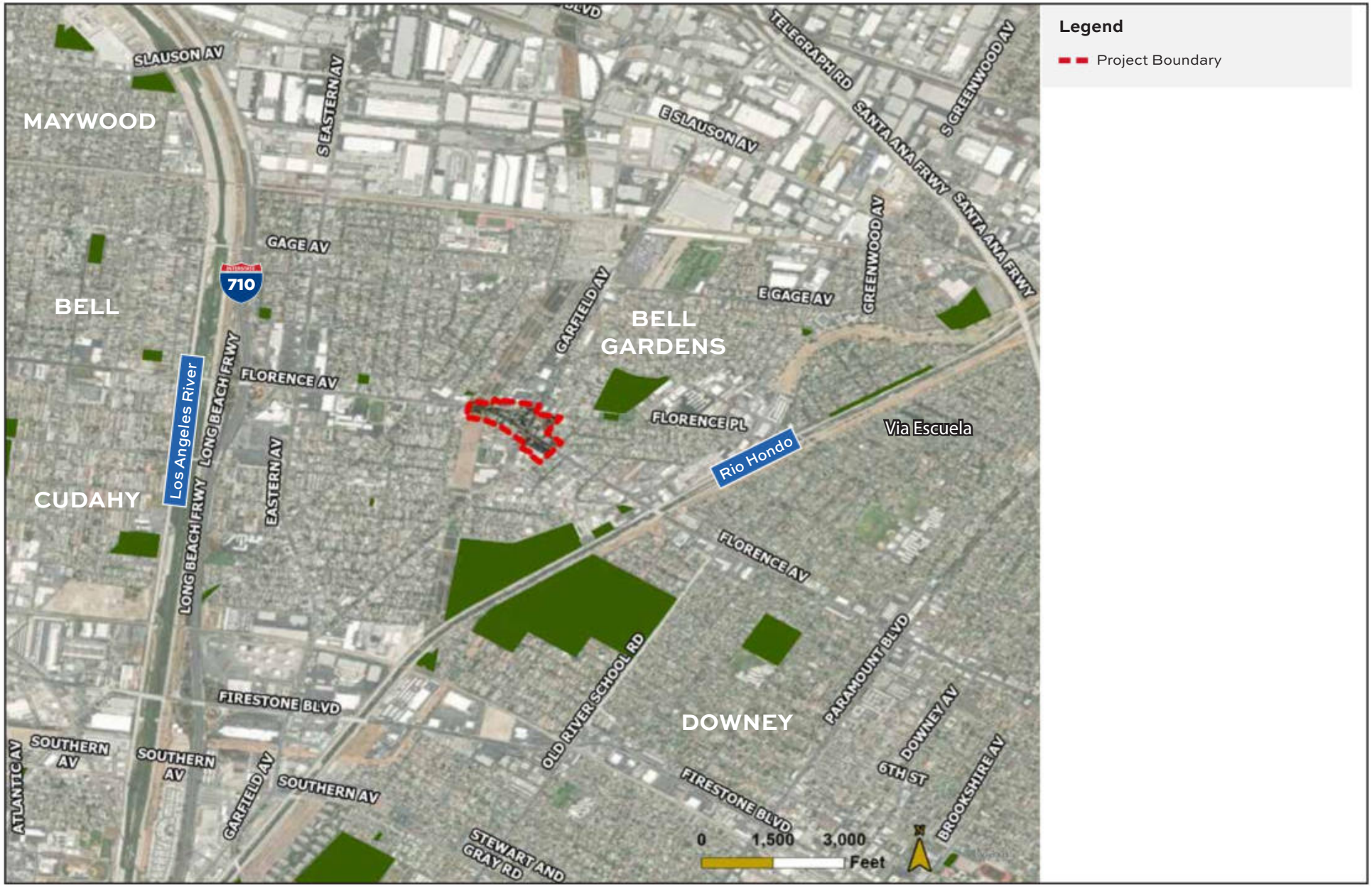
The Project Site is an approximately 23-acre district located at the center of the City and is anchored by Florence Avenue, Garfield Avenue, and Florence Place, see **Figure 2.2-1: Regional and Vicinity Map.** As shown in **Figure 2.2-2: Aerial of Project Site and Surrounding Land Use**, existing uses in the area include commercial storefronts, open space, and some residential uses and is characterized by a range of local-serving destinations, including a Super A grocery store, ABC Plant Nursery, small-scale restaurants, laundromats, a dental clinic, and a gas station. The Project Site is in close proximity to several major civic and community amenities, such as Bell Gardens City Hall, Bell Gardens Library, Bell Gardens Veterans Park, and Garfield Elementary School.

The Project Site is near several major vehicular, transit, and recreational corridors that connect Bell Gardens to surrounding communities. The Project Site is situated approximately 0.6 miles from Interstate 710 (I-710), which provides vehicular connection to the City of Alhambra to the north and the City of Long Beach to the south. Connection to the I-710 is facilitated along Florence Ave which crosses through both the Project Site and the City.

The Project Site is located within a transit priority area, which is defined as the area within one half-mile of a high-quality transit corridor or major transit stop, as defined by PRC Section 21155. The Los Angeles County Metropolitan Transportation Authority (Metro) Bus Route 111 provides public transportation to the Project Site. Bus Route 111 travels east-west from the Los Angeles International Airport (LAX) to Norwalk, stopping at five stops in the City along Florence Avenue at Eastern Avenue, El Selinda Avenue, Jaboneria Road, Emil Avenue, and Scout Avenue. Metro Bus Route 111 primarily runs along Florence Avenue, in addition to Studebaker Road, La Brea Avenue, and Arbor Vitae Street.

The Project Site would be located near the Metro rail system with the arrival of the Southeast Gateway Line in the neighboring City of Huntington Park, which would connect the A line in

Southeast Los Angeles County. The new Florence/Salt Lake Station would be 2.8 miles west of the Project Site. The 14.5-mile light rail line would create a public transit link between the Project Site and the surrounding cities of Huntington Park, South Gate, and Cudahy by 2035.



SOURCE: Nearmap, 2025

FIGURE 2.2-1: Regional and Vicinity Map

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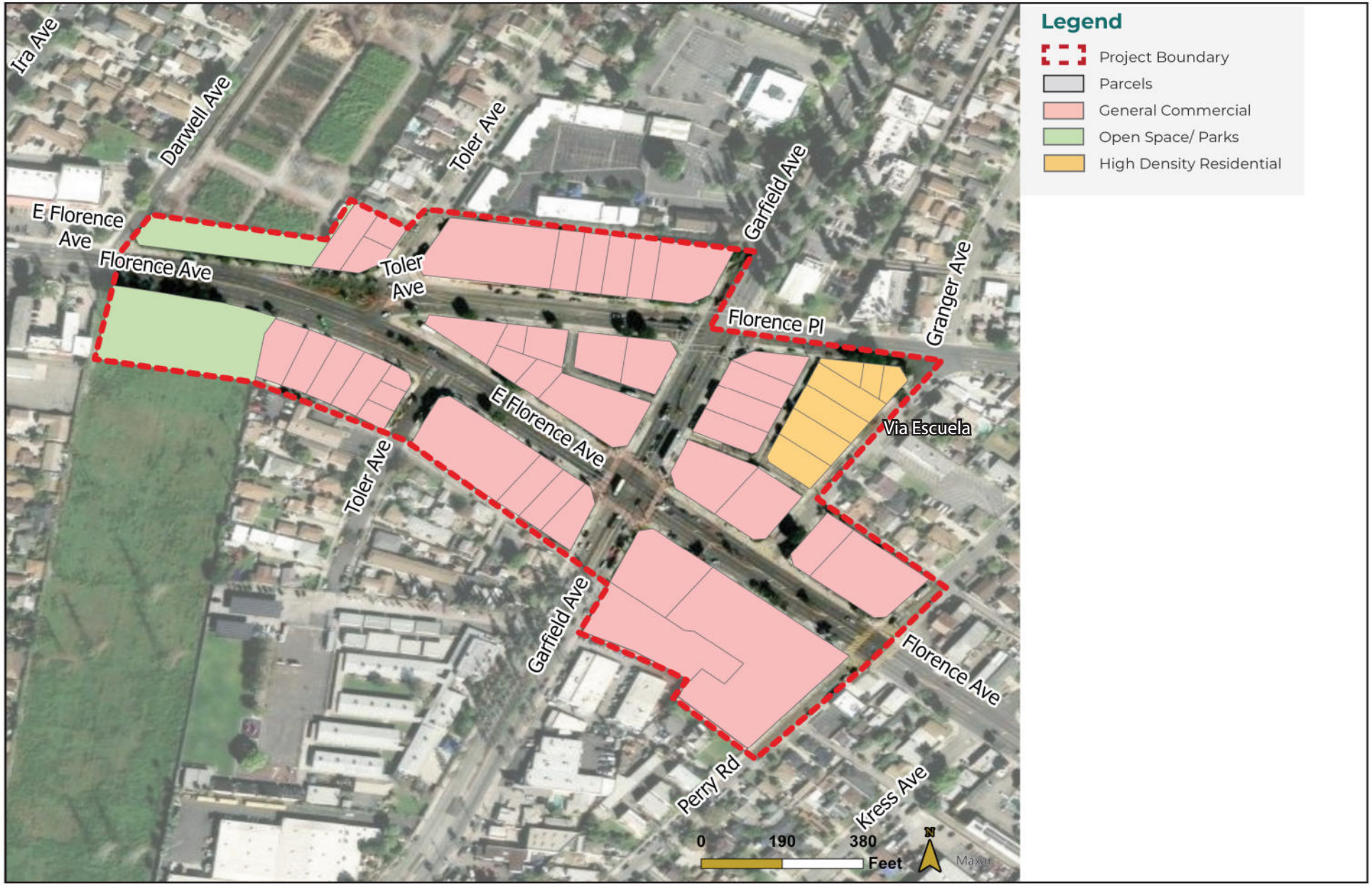


SOURCE: City of Bell Gardens, 2025

FIGURE 2.2-2 Aerial of Project Site and Surrounding Land Use

2.3 Environmental Setting

2.3.1 On-Site Conditions

The Project Site generally encompasses the commercial storefronts along Florence Avenue from Darwell Avenue to Granger Avenue. Existing uses in the area include residential development, commercial uses including retail shops, a supermarket, restaurants, open space, multiple surface parking lots, and vacant parcels. Florence Avenue and Garfield Avenue receive heavy vehicular traffic and transit routes.

2.3.2 General Plan and Zoning

The Project Site has three General Plan land use designations, including Open Space/Parks (O-S), General Commercial (GC), and High Density Residential (HDR). The primary uses allowed within the O-S designation include public parks and private land reserved for open space. The GC land use designation allows a combination of commercial and residential uses with a floor area ratio (FAR) of 4.0. The HDR designation allows single- and multi-family units with a density of 20 to 30 dwelling units per acre. [1]

The Project Site existing zoning is made up of three classifications: Heavy Commercial (C-4), Open Space/Parks (O-S), and High Density Residential (R-3). The C-4 Zone has an existing height limit of 60 feet, a 5.0 FAR, and a 90 percent lot coverage. The R-3 Zone has an existing height limit of 35 feet and a 45 percent lot coverage. These zoning standards establish a foundation for redevelopment but do not reflect the existing built form within the Project Site.

The TOC Specific Plan will introduce a Specific Plan that supports increased density, permits a wider range of mixed-use and residential uses, and creates opportunities for more efficient land utilization. The Specific Plan will also leverage State housing laws, such as Senate Bill (SB) 6 and the revised Assembly Bill (AB) 2243, to streamline residential development on properties currently zoned for non-residential uses.

2.3.3 Surrounding Land Uses

On-site and surrounding land uses and zoning designations are summarized in **Table 2.3-1: On-Site and Surrounding Land Uses** and depicted on **Figure 2.2-2: Aerial of Project Site and Surrounding Land Use.**

[1] City of Bell Gardens, General Plan Land Use Element, https://www.bellgardens.org/home/showpublisheddocument/9140/638717793809770000. Accessed December 2, 2025.

Table 2.3-1: On-Site and Surrounding Land Uses		
Description	**Existing On-the-Ground[1]**	**Existing Zoning[2]**
Project Site	Residential development, commercial uses such as retail shops, laundromats, gas stations, nursery, dental clinic, supermarkets, restaurants, open space, multiple surface parking lots, and vacant parcels.	Heavy Commercial (C-4), Open Space/Parks (O-S), and High Density Residential (R-3)
North	School, parking lot, church, residential development, open space	Mixed Use Commercial/Residential (M-U), High Density Residential (R-3), Open Space/Parks (O-S), Civic Center District (CCOD) Overlay District
South	Commercial uses such as auto shops	Light Industrial (M-1)
East	Residential development, commercial uses such as retail shops, restaurants, auto shops	High Density Residential (R-3), Heavy Commercial (C-4) Parking and Buffer Overlay District (PBD), Light Industrial (M-1)
West	Residential development, commercial uses	High Density Residential (R-3), Heavy Commercial (C-4)

1. Google Earth Pro, 2026
2. City of Bell Gardens, Zoning Map, https://www.bellgardens.org/home/showpublisheddocument/6617/638163046628570000. Accessed January 6, 2026.

2.4 Project Characteristics

2.4.1 Vision and Goals

The Project includes the following vision statement and goals that provide the framework for shaping future development and public improvements.

Vision Statement: Transform the heart of Bell Gardens into a vibrant, people-first transit-oriented community where safe, intuitive, and connected mobility empowers residents of all ages and abilities. Centered around the Florence Boulevard and Garfield Avenue mobility hub and seamlessly linked to the future Metro Southeast Gateway Transit Corridor in the neighboring City of Huntington Park, which would connect the A line in Southeast Los Angeles County, the TOC area will offer a rich mix of diverse housing choices, neighborhood-serving retail, and welcoming public spaces. This vision advances a prosperous, accessible, and equitable transit village defined by its strong sense of place, resilient urban design, and commitment to improving quality of life for current and future generations.

Goal 1: Enhance multi-modal mobility infrastructure to create a safe, comfortable, and accessible environment for all users, including pedestrians, cyclists, transit riders, and drivers.

Goal 2: Diversify the mix of fiscally sustainable land uses that enable Bell Gardens residents to live, work, and thrive in the new TOC village.

Goal 3: Reduce regulatory, physical, and economic barriers to mixed-use, transit-oriented development and support the creation of a complete, connected community.

Goal 4: Anchor the TOC village with a unique sense of place and public realm improvements to create a new retail and mobility village for the City of Bell Gardens.

2.4.2 Development Districts

The Project would introduce five development opportunity Districts within the Project Site. The five districts would include the Mercardo District, South Florence District, El Corazon District, Paseo District (North and South), and the Florence Place District, which are described below.

- **Mercardo District:** This District consists of various large contiguous parcels with shared ownership. The Mercardo District is located at the intersection of two major arterials with high traffic volumes and multiple transit routes. Redevelopment of this District would include the preservation of the existing Super A Foods supermarket while introducing new residential units, community-serving retail, and public amenities. The Mercado District would have a height limit of 80 feet and 6 stories.
- **Paseo (North and South) Districts:** The Paseo North and South Districts consist of a vacant parcel and shared ownership of two adjacent parcels that are suited for coordinated development. Redevelopment of the Paseo District would include new housing including new ownership housing. The Paseo District would have a height limit of 40 feet and 3 stories.
- **Florence Place District:** This District consists of various overflow parking that is underutilized with shared ownership. Redevelopment of this District would introduce new housing. The Florence Place District would have a height limit of 55 feet and 4 stories.
- **South Florence District:** This District consists of the Bell Gardens Plaza, which includes a small cluster of retail shops surrounded by surface parking. Redevelopment of this District is aimed to include new opportunities for mixed-use development, including new retail and housing. The South Florence District would have a height limit of 40 feet and 3 stories.
- **El Corazon District:** This District consists of small commercial uses including Pioneer Chicken, Winchell's Donut House, a bicycle shop, auto repair uses, and several underutilized parking lots. Redevelopment of El Corazon District would include a Mobility Hub that supports first-and last-mile connections for transit riders and an anti-mall concept featuring brick-and-mortar retail spaces. El Corazon District would have a height limit of 22 feet and 1 story.

New multi-family housing, mixed-use housing would include a range of housing options that range from micro units, townhomes, apartments, small lot homes, and flexible live-work units.

Mixed-use development would include retail shops and residential amenities on the ground floor. **Figure 2.4-1: Proposed Development Districts,** depicts the proposed Project development.

The Project would include various pedestrian amenities and safety improvements such as pedestrian scaled lighting, improved bus shelters, crosswalks, pedestrian signals, bikeshare hub, wayfinding elements, trash receptacles, and street furniture. New open space, street trees and landscaping would be added. **Table 2.4-1: Project Development** includes a breakdown of the proposed Project components.

Table 2.4-1-2: Project Development Summary

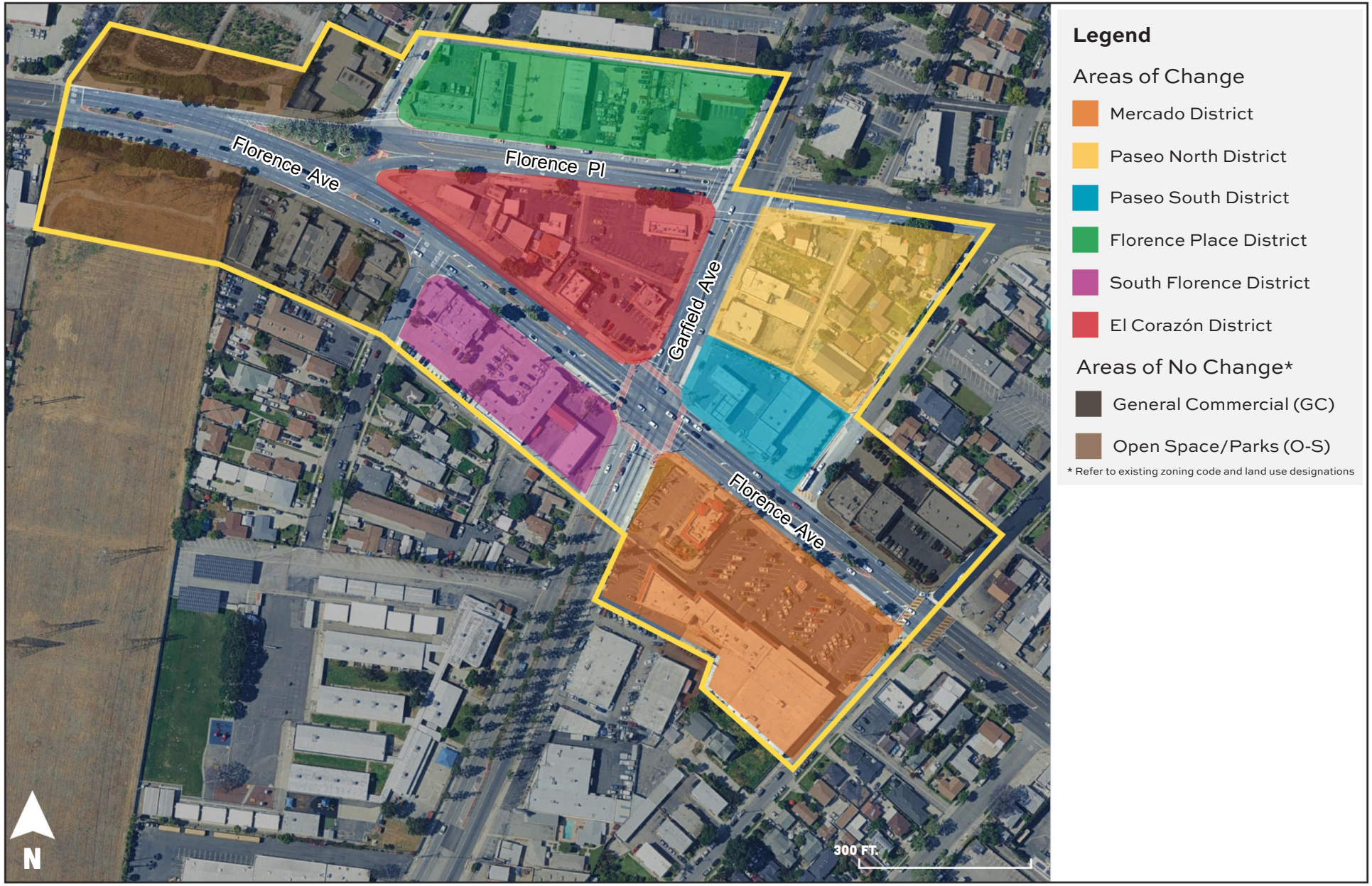
Project Component	Existing	Proposed	Difference
Housing	11 units	402 Units	391 Units
Commercial	115,114 sq. feet	113,785 sq. feet	-1,359 sq. feet
Open Space		109,171 sq. feet	109,171 sq. feet

2.4.3 Access and Circulation

The Project would include mobility and access improvements for pedestrians, bicyclists, and public transit riders within the Project Site. A coordinated network of transit, pedestrian, bicycle, and vehicular enhancements is planned along Florence Avenue, Florence Place, and Garfield Avenue. Together, these improvements are aimed at creating a complete, safe, and multimodal system designed to support future residents, visitors, transit riders, and active transportation users. The Project would include improvements such as improved transit operations including bus shelter improvements, a mobility hub, and route optimization/ Pedestrian improvements would include pedestrian signals, high visibility table crosswalk, pedestrian signal timing, pedestrian scramble, signalized crosswalk connection, and paseos and walk streets. Bicycle improvements would include Class I Bike Paths, Class IV Cycle Track, and Class IV Bike Lanes. Vehicular improvements would consist of turn pocket closure and conversions, rumble strip implementation, reduced speed limits, and new parking. Additionally, the Project would include enhanced streetscape amenities such as street trees, pedestrian lighting, wayfinding, and trash receptacles.

2.4.4 Open Space

Proposed open space would primarily be located in the El Corazon District, envisioned as the primary hub for public space amenities and community activity. This District would feature a mix of mobility-supportive elements, community gardens, food truck areas, and micro-retail opportunities. Besides the El Corazon District, additional open space enhancements include walk streets, pocket parks, plazas, and arcades. Other landscaping includes new street trees along Florence Avenue, Florence Place, and Garfield Avenue.



SOURCE: Kimley-Horn

FIGURE 2.4-1: Project Development Districts

2.5 Agreements, Permits, and Approvals

The City has discretionary authority over the proposed Project. Other agencies, in addition to the City, are expected to use this IS/MND in their decision-making process. To implement this Project, several discretionary permits are required from the City and other agencies including, without limitation, at a minimum, the following discretionary permits/approvals must be granted by the City and others:

- Adoption of the Initial Study/Mitigated Negative Declaration
- Transit Oriented Communities Specific Plan Approval
- General Plan Amendment Approval
- Zoning Amendment

2.6 Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by the Project, involving at least one impact that is a "Potentially Significant Impact" or “Less Than Significant With Mitigation Incorporated,” as indicated by the checklist on the following pages.

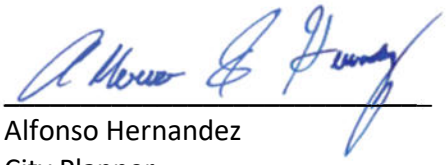
	Aesthetics		Agricultural and Forestry Resources	X	Air Quality
X	Biological Resources	X	Cultural Resources		Energy
X	Geology & Soils		Greenhouse Gas Emissions	X	Hazards & Hazardous Materials
	Hydrology & Water Quality		Land Use & Planning		Mineral Resources
X	Noise		Population & Housing		Public Services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

3.0 LEAD AGENCY DETERMINATION

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.	X
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 or a 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.	

CITY OF BELL GARDENS



Alfonso Hernandez
City Planner

2/05/2026
Date

4.0 EVALUATION OF ENVIRONMENTAL IMPACTS

The following environmental analysis is patterned after CEQA Guidelines Appendix G**.** An explanation is provided for all responses except "No Impact" responses, which are supported by the cited information sources. The responses consider the whole action involved with the proposed Project: on- and off-site, Project- and cumulative-level, direct and indirect, and short-term construction and long-term operational. The explanation of each issue also identifies the significance criteria or threshold, if any, used to evaluate each question, and the mitigation identified, if any, to avoid or reduce the impact to less than significant. To each question, there are four possible responses:

No Impact. The Project would not have any measurable environmental impact.

Less Than Significant Impact. The Project would have the potential to impact the environment, although this impact would be below-established thresholds that are considered to be significant.

Less Than Significant With Mitigation Incorporated. The Project would have the potential to generate impacts, which may be considered as a significant effect on the environment, although mitigation measures or changes to the Project's physical or operational characteristics could reduce these impacts to a less than significant level.

Potentially Significant Impact. The Project could have impacts, which may be considered significant, and therefore additional analysis is required to identify mitigation. A determination that there is a potential for significant effects indicates the need to more fully analyze the Project's impacts and identify mitigation.

4.1 Aesthetics

Environmental Issue	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?				X
b) Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a State Scenic Highway?				X
c) If in a non-urbanized area, 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?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

Impact Analysis

4.1a Would the project have a substantial adverse effect on a scenic vista?

No Impact. Under CEQA, a scenic vista is defined as a viewpoint that provides expansive views of a highly valued landscape for the public's benefit. The City of Bell Gardens has not identified any scenic vistas within the City.[2,3] As a programmatic planning document, the Project would not directly obstruct an existing public view of a scenic vista and would not result in a substantial adverse effect on a scenic vista, nor does the Project Site contain a scenic vista. No impact would occur in this regard, and mitigation would not be required.

4.1b Would the project substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a State Scenic Highway?

No Impact. There are no officially designated or eligible State Scenic Highways and no scenic resources such as trees, rock outcroppings, or historic buildings within a State scenic highway either adjacent to or in direct view from the site that would be removed, modified or altered by the Project.[4] The closest Officially Designated State Scenic Highway to the Project is Route 2 near the City of La Cañada Flintridge, over 17 miles north of the Project Site. Therefore, the Project

[2] City of Bell Gardens, Conservation Element https://www.bellgardens.org/home/showpublisheddocument/9144/638717797403670000. Accessed January 6, 2026.
[3] City of Bell Gardens, Open Space and Recreation Element, https://www.bellgardens.org/home/showpublisheddocument/9142/638717794109330000. Accessed January 6, 2026
[4] California Department of Transportation (Caltrans), California State Scenic Highways, https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways. Accessed December 2, 2025.

would not damage scenic resources within a State scenic highway. No impact would occur in this regard, and mitigation would not be required.

4.1c If in a non-urbanized area, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact. The Project Site is in an urbanized area of the City; therefore, the applicable threshold with respect to the Project is whether the Project is consistent with applicable zoning and other regulations governing scenic quality.

The Project Site has three General Plan land use designations, including O-S, GC, and HDR. The primary uses allowed within the O-S designation include public parks and private land reserved for open space. The GC land use designation allows a combination of commercial and residential uses with a FAR of 4.0. The HRD designation allows single- and multi-family units with a density of 20 to 30 dwelling units per acre. [5]

Implementation of the Project would include a General Plan Amendment to amend the Land Use Element to include the TOC Specific Plan that will introduce increased density, permits a wider range of mixed-use and residential uses, and creates opportunities for more efficient land utilization. The Specific Plan would replace two of the three General Plan land use designations that currently exist on the Project Site (General Commercial and High Density Residential) with the Specific Plan which includes five districts would include the Mercardo District, South Florence District, El Corazon District, Paseo District (North and South), and the Florence Place District.

The Project would include various pedestrian amenities and safety improvements such as pedestrian scaled lighting, improved bus shelters, crosswalks, pedestrian signals, bikeshare hub, wayfinding elements, trash receptacles, and street furniture. New open space, street trees and landscaping would be added. In addition, the Project would provide new residential, mixed use and commercial uses, which would activate and enhance the street frontage for pedestrians.

The Project Site has an existing zoning of three classifications: C-4, O-S, and R-3. Areas designated within the C-4 Zone have an existing height limit of 60 feet, a 5.0 FAR, and a 90 percent lot coverage. The R-3 Zone currently has an existing height limit of 35 feet and a 45 percent coverage. The Project is a programmatic planning document, which would replace the existing zoning on the Project Site and introduce a Specific Plan that supports increased density, permits a wider range of mixed-use and residential uses, and creates opportunities for more efficient land utilization. Each District within the Project Site would have its own height limit. The Mercardo District would have a height limit of 80 feet, the Paseo District would have a height limit of 40 feet, the Florence Place District would have a height limit of 55 feet, and the South Florence and El Corazon District would have a height limit of 40 feet. The El Corazon District would have a

[5] City of Bell Gardens, General Plan Land Use Element, https://www.bellgardens.org/home/showpublisheddocument/9140/638717793809770000. Accessed December 2, 2025.

height limit of 22 feet. Future projects would provide additional housing, commercial, and open space, improving the visual appearance of the Project Site.

Through compliance of development standards with Specific Plan, future development projects facilitated by the Project would not conflict with applicable zoning and other regulations governing scenic quality in an urbanized area. Therefore, a less than significant impact would occur, and mitigation would not be required.

4.1d Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. The Project Site is located in a highly developed urban area with existing sources of light and glare from streetlights, parking lights, lighted recreational facilities, and light emitted from residential and nonresidential buildings which generate daytime and nighttime lighting. The Project is a programmatic planning document. Future development projects would be required to abide by the Bell Gardens Municipal Code (BGMC) to regulate light or glare. Construction of future projects would be prohibited between the hours of 7 PM and 8 AM, in accordance with BGMC Chapter 16.24.120, Construction of Buildings and Projects - Restriction.[6] Future development projects associated with the Project would introduce new sources of light and glare that are typically associated with residential and commercial development, including architecture, interior, security, entryway, and wayfinding lighting sources. Lighting would be required to be arranged and shielded to prevent any glare or reflection, nuisance or hazardous interference of any kind on adjoining streets or property, pursuant to the TOC Specific Plan. Furthermore, all future development projects associated with the Project would be individually assessed under CEQA and would undergo site plan review to ensure compliance with development standards, thereby reducing the potential for substantial light or glare which would adversely affect day or nighttime views in the area. Therefore, impacts with respect to light or glare would be less than significant, and mitigation would not be required.

[6] City of Bell Gardens, Chapter 16.24, Noise Regulation, https://www.codepublishing.com/CA/BellGardens/#!/html/BellGardens16/BellGardens1624.html. Accessed December 2, 2025.

4.2 Agricultural and Forestry Resources

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. 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?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
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))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
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?				X

Impact Analysis

4.2a 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?

4.2b Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

4.2c 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))?

4.2d Would the project result in the loss of forest land or conversion of forest land to non-forest use?

4.2e Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

No Impact. The Project Site is located within the City of Bell Gardens, which is largely developed and urbanized. According to the City's General Plan, the City is predominantly high density residential, with a mixture of commercial and industrial uses.[7] According to the California Department of Conservation's California Important Farmland Finder, the Project Site is primarily designated as Urban and Built-Up Land with a strip of land on the west side of the Project Site designated as Unique Farmland.[8] The strip of land designated as Unique Farmland is owned by Southern California Edison (SCE) and is currently occupied with transmission towers and not used for farming or agricultural production. Further, there is no land under the Williamson Act Contract in the City.[9]

Therefore, the Project would not conflict with any existing Williamson Act Contract. The Project Site is zoned R-3, C-4, and O-S, and is partially located within the Civic Center District (CCOD) Overlay. No agricultural, forest land, or timberland zoning exists in the City. The Project would introduce a Specific Plan that supports increased density, permits a wider range of mixed-use and residential uses, but would not include agricultural or forest uses.

Therefore, no impact concerning mapped farmlands, Williamson Act contracts, or agricultural, forest, or timber land zoning would occur, and mitigation would not be required.

[7] City of Bell Gardens, General Plan Land Use Element, July 27, 1995, https://www.bellgardens.org/home/showpublisheddocument/9140/638717793809770000. Accessed on December 1, 2025.
[8] California Department of Conservation (DOC), California Important Farmland Finder, 2022, https://maps.conservation.ca.gov/dlrp/ciff/. Accessed on December 1, 2025.
[9] DOC, California Williamson Act Enrollment Finder, 2022, https://maps.conservation.ca.gov/dlrp/WilliamsonAct/. Accessed on December 1, 2025.

4.3 Air Quality

This Section is based on the *Air Quality Modeling Data* prepared by Kimley-Horn and Associates, Inc. (Kimley-Horn), which is included as **Appendix A: Air Quality and Greenhouse Gas Emissions Modeling Data**.

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
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?		X		
c) Expose sensitive receptors to substantial pollutant concentrations?		X		
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

Regulatory Setting

Federal

Federal Clean Air Act

Air quality is federally protected by the Federal Clean Air Act (FCAA) and its amendments. Under the FCAA, the United States Environmental Protection Agency (U.S. EPA) developed the primary and secondary National Ambient Air Quality Standards (NAAQS) for the criteria air pollutants including ozone (O_3), nitrogen dioxide (NO_2), carbon monoxide (CO), sulfur dioxide (SO_2), particulate matter up to 10 microns (PM10), particulate matter up to 2.5 microns (PM2.5), and lead. Proposed projects in or near nonattainment areas could be subject to more stringent air-permitting requirements. The FCAA requires each State to prepare a State Implementation Plan (SIP) to demonstrate how it will attain the NAAQS within the federally imposed deadlines.

The U.S. EPA can withhold certain transportation funds from states that fail to comply with the planning requirements of the FCAA. If a State fails to correct these planning deficiencies within two years of Federal notification, the U.S. EPA is required to develop a Federal implementation plan for the identified nonattainment area or areas. The provisions of 40 Code of Federal Regulations (CFR) Parts 51 and 93 apply in all nonattainment and maintenance areas for transportation-related criteria pollutants for which the area is designated nonattainment or has a maintenance plan. The U.S. EPA has designated enforcement of air pollution control regulations

to the individual states. Applicable NAAQSs are summarized in **Table 4.3-1: State and Federal Ambient Air Quality Standards.**

Table 4.3-1: State and Federal Ambient Air Quality Standards

Pollutant	Averaging Time	State Standards[1,2]	Federal Standards[3,4,5]
Ozone (O_3)[6]	1 Hour	0.09 ppm (180 µg/m^3)	NA
	8 Hour	0.070 ppm (137 µg/m^3)	0.070 ppm (137 µg/m^3)
Respirable Particulate Matter (PM10)[7]	24-Hour	50 µg/m^3	150 µg/m^3
	Annual Arithmetic Mean	20 µg/m^3	NA
Fine Particulate Matter (PM2.5)[7]	24-Hour	NA	35 µg/m^3
	Annual Arithmetic Mean	12 µg/m^3	9.0 µg/m^3
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m^3)	35 ppm (40 mg/m^3)
	8 Hour	9.0 ppm (10 mg/m^3)	9.0 ppm (10 mg/m^3)
Nitrogen Dioxide (NO_2)[8]	1 Hour	0.18 ppm (339 µg/m^3)	100 ppb (188 µg/m^3)
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)	0.053 ppm (100 µg/m^3)
Sulfur Dioxide (SO_2)[9]	1 Hour	0.25 ppm (655 µg/m^3)	75 ppb (196 µg/m^3)
	24 Hour	0.04 ppm (105 µg/m^3)	0.14 ppm (365 µg/m^3)
	Annual Arithmetic Mean	NA	0.03 ppm (80 µg/m^3)
Lead (Pb)[10,11]	30-Day Average	1.5 µg/m^3	NA
	Calendar Quarter	NA	1.5 µg/m^3
	Rolling 3-Month Average	NA	0.15 µg/m^3
Visibility Reducing Particles[12]	8 hours	See Note 11	NA
Sulfates (SO_4^{-2})	24 Hour	25 µg/m^3	NA
Hydrogen Sulfide (H_2S)	1 Hour	0.03 ppm (42 µg/m^3)	NA
Vinyl Chloride (C_2H_3Cl)[10]	24 Hour	0.01 ppm (26 µg/m^3)	NA

ppm = parts per million; µg/m^3 = micrograms per cubic meter; mg/m^3 = milligrams per cubic meter; NA = no information available.

1. California standards for O_3, CO (except Lake Tahoe), SO_2 (1-hour and 24-hour), NO_2, suspended particulate matter (PM10, PM2.5, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. CAAQS are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25° C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25° C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
3. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m^3 is equal to or less than one. For PM2.5, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies

Table 4.3-1: State and Federal Ambient Air Quality Standards

Pollutant	Averaging Time	State Standards[1,2]	Federal Standards[3,4,5]

4. Any equivalent measurement method which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.
5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
6. On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
7. On February 7, 2024, the national annual PM2.5 primary standard was lowered from 12.0 µg/m^3 to 9.0 µg/m^3. The existing national 24-hour PM2.5 standards (primary and secondary) were retained at 35 µg/m^3, as was the annual secondary standard of 15.0 µg/m3. The existing 24-hour PM10 standards (primary and secondary) of 150 µg/m^3 also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
8. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
9. On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved. Note that the 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
10. The ARB has identified lead and vinyl chloride as "toxic air contaminants" with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
11. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 µg/m^3 as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

Source: South Coast Air Quality Management District, Air Quality Management Plan, 2022; California Air Resources Board, Ambient Air Quality Standards, 2016; and United States Environmental Protection Agency, NAAQS *Tables*, 2024, Accessed August 12, 2025.

State

California Air Resources Board

Pursuant to the Mulford-Carrell Act, the California Air Resources Board (CARB) established the California Ambient Air Quality Standards (CAAQS) for criteria pollutants and other pollutants such as visibility reducing particulates, hydrogen sulfide, and sulfates in 1969. The CAAQS, included with the National Ambient Air Quality Standards (NAAQS) in **Table 4.3-1**, are generally more stringent and apply to more pollutants than the NAAQS.

The California Clean Air Act (CCAA) was approved in 1988 and requires that each local air district prepare and maintain an Air Quality Management Plan (AQMP) to achieve compliance with the CAAQS. These AQMPs outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date and serve as the basis for the preparation of the State Implementation Plan for meeting the NAAQS for the State.[10] Like the U.S. EPA, the CARB designates areas within California as either attainment or nonattainment for each criteria

[10] South Coast Air Quality Management District, Final 2016 Air Quality Management Plan, 2017, https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf?sfvrsn=15. Accessed August 12, 2025.

pollutant based on whether the CAAQS have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if the air quality data shows that a CAAQS for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events such as wildfires, volcanoes, etc. are not considered violations of a CAAQS, and are not used as a basis for designating areas as nonattainment.

Regional

South Coast Air Quality Management District (SCAQMD)

The SCAQMD is the air pollution control agency for Orange County and the urban portions of Los Angeles, Riverside, and San Bernardino Counties. The agency's primary responsibility is to ensure that the NAAQS and CAAQS are attained and maintained in the South Coast Air Basin (SoCAB). The SCAQMD is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, conducting public education campaigns, and many other activities.

The SCAQMD is the lead agency in charge of developing the AQMP, with input from the Southern California Association of Governments (SCAG) and CARB. The AQMP is a comprehensive plan that includes control strategies to reduce emissions from stationary and area sources, as well as for on-road and off-road mobile sources. SCAG is designated as a Metropolitan Planning Organization under federal law and a Regional Transportation Planning Agency and Council of Governments under State law. SCAG's primary responsibility is to provide future growth projections and develop and implement transportation control measures. CARB, in coordination with federal agencies, has jurisdiction over mobile sources.

The 2016 AQMP was adopted by the SCAQMD Governing Board on March 3, 2017. The purpose of the 2016 AQMP is to set forth a comprehensive and integrated program that would lead the air basin into compliance with the federal 24-hour PM2.5 air quality standard, and to provide an update to the SCAQMD's commitments towards meeting the 8-hour O_3 NAAQS. Specifically, the 2016 AQMP covers the following NAAQS: 1979 1-hour O_3 NAAQS, 1997 8-hour O_3 NAAQS, 2006 24-hour PM2.5 NAAQS, 2008 8-hour O_3 NAAQS, and the 2012 annual PM2.5 NAAQS.

The 2022 AQMP, adopted by the SCAQMD Governing Board on December 2, 2022, was developed to address the requirements for meeting the 2015 8-hour O_3 standard. The 2022 AQMP builds upon measures already in place from previous AQMPs. It also includes a variety of additional strategies such as regulations, accelerated deployment of available cleaner technologies (e.g., zero emissions technologies, when cost-effective and feasible, and low NO_X technologies in other applications), best management practices, co-benefits from existing programs (e.g., climate and energy efficiency), incentives, and other FCAA measures to achieve the 2015 8-hour O_3 standard.

The SCAQMD has published the *California Environmental Quality Act (CEQA) Air Quality Handbook* (approved by the SCAQMD Governing Board in 1993 and augmented with guidance

for Local Significance Thresholds [LSTs] in 2008).[11] The SCAQMD guidance helps local government agencies and consultants to develop environmental documents required by CEQA and suggests thresholds of significance for criteria pollutants for both construction and operation (see discussion of thresholds below). With the help of SCAQMD's *CEQA Air Quality Handbook* and associated guidance, local land use planners and consultants are able to analyze and document how proposed and existing projects affect air quality in order to meet the requirements of the CEQA review process. The SCAQMD periodically provides supplemental guidance and updates to the handbook on their website.

The State and federal attainment status designations for the SoCAB are summarized in **Table 4.3-2: South Coast Air Basin Attainment Status**. The SoCAB is currently designated as a nonattainment area for the O_3, PM10, and PM2.5 CAAQS, as well as the O_3 and PM2.5 NAAQS. The SoCAB is designated as attainment or unclassified for the remaining CAAQS and NAAQS.

Table 4.3-2: South Coast Air Basin Attainment Status

Pollutant	State	Federal
Ozone (O_3) (1 Hour Standard)	Non-Attainment	Non-Attainment (Extreme)
Ozone (O_3) (8 Hour Standard)	Non-Attainment	Non-Attainment (Extreme)
Particulate Matter (PM2.5) (24 Hour Standard)	–	Non-Attainment (Serious)
Particulate Matter (PM2.5) (Annual Standard)	Non-Attainment	Non-Attainment (Serious)
Particulate Matter (PM10) (24 Hour Standard)	Non-Attainment	Attainment (Maintenance)
Particulate Matter (PM10) (Annual Standard)	Non-Attainment	–
Carbon Monoxide (CO) (1 Hour Standard)	Attainment	Attainment (Maintenance)
Carbon Monoxide (CO) (8 Hour Standard)	Attainment	Attainment (Maintenance)
Nitrogen Dioxide (NO_2) (1 Hour Standard)	Attainment	Unclassifiable/Attainment
Nitrogen Dioxide (NO_2) (Annual Standard)	Attainment	Attainment (Maintenance)
Sulfur Dioxide (SO_2) (1 Hour Standard)	Attainment	Unclassifiable/Attainment
Sulfur Dioxide (SO_2) (24 Hour Standard)	Attainment	–
Lead (Pb) (30 Day Standard)	–	Unclassifiable/Attainment
Lead (Pb) (3 Month Standard)	Attainment	–

[11] South Coast Air Quality Management District, Final Localized Significance Threshold Methodology, 2008, https://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/localized-significance-thresholds. Accessed August 12, 2025.

Table 4.3-2: South Coast Air Basin Attainment Status		
Pollutant	**State**	**Federal**
Sulfates (SO_{4-2}) (24 Hour Standard)	Attainment	–
Hydrogen Sulfide (H_2S) (1 Hour Standard)	Unclassified	–
Source: SCAQMD, Air Quality Management Plan, 2022; U.S. EPA, Nonattainment Areas for Criteria Pollutants (Green Book), 2022.		

The following is a list of SCAQMD rules that are required of construction activities:

- **Rule 402 (Nuisance)** – This rule prohibits the discharge from any source whatsoever such quantities of air contaminants or other material 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. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.
- **Rule 403 (Fugitive Dust)** – This rule requires fugitive dust sources to implement best available control measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. This rule is intended to reduce PM10 emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM10 suppression techniques are summarized below.
    - Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.
    - All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.
    - All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
    - The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.
    - Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the work day to remove soil tracked onto the paved surface.
- **Rule 431.2 (Sulfur Content of Liquid Fuels)** - This rule limits the sulfur content in diesel and other liquid fuels for the purpose of both reducing the formation of sulfur oxides and particulates during combustion and to enable the use of add-on control devices for diesel fueled internal combustion engines.
- **Rule 445 (Wood Burning)** – This rule prohibits permanently installed wood-burning devices into any new development. A wood-burning device means any fireplace, wood burning heater, or pellet-fueled wood heater, or any similarly enclosed, permanently

installed, indoor or outdoor device burning any solid fuel for aesthetic or space-heating purposes, which has a heat input of less than one million British thermal units per hour

- **Rule 1113 (Architectural Coatings)** – This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce ROG emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories.
- **Rule 1415 (Reduction of Refrigerant Emissions from Stationary Air Conditioning Systems)** – The purpose of this rule is to reduce emissions of high-global warming potential refrigerants from stationary air conditioning systems by requiring project's to reclaim, recover, or recycle refrigerant and minimize leakage.

Impact Analysis

4.3a Would the project conflict with or obstruct implementation of the applicable air quality plan?

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

The Project is located in the SoCAB, which is under the jurisdiction of the SCAQMD. The SCAQMD is required, pursuant to the FCAA, to reduce emissions of criteria pollutants for which the SoCAB is in nonattainment. To reduce such emissions, the SCAQMD drafted the 2016 AQMP and 2022 AQMP. The 2016 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving the CAAQS and NAAQS.[12] The 2022 AQMP builds upon measures already in place from previous AQMPs.[13] The primary purpose of the 2022 AQMP is to identify, develop, and implement strategies and control measures to meet the 2015 8-hour O_3 NAAQS. Air quality management planning is a regional and multi-agency effort including the SCAQMD, the CARB, the SCAG, and the U.S. EPA. The AQMP's pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including SCAG's RTP/SCS, updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. SCAG's latest growth forecasts were defined in consultation with

[12] South Coast Air Quality Management District, Final 2016 Air Quality Management Plan, page 1-1, 2017, https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf. Accessed November 25, 2025.

[13] South Coast Air Quality Management District, 2022 Air Quality Management Plan, page ES-2, 2022, http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan. Accessed November 25, 2025.

local governments and with reference to local general plans. The Project is subject to the SCAQMD's AQMP.

Criteria for determining project consistency with the AQMP are defined by the following indicators:

- **Consistency Criterion No. 1**: The Project will not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.
- **Consistency Criterion No. 2**: The Project will not exceed the assumptions in the AQMP or increments based on the years of the Project build-out phase.

According to the SCAQMD's *CEQA Air Quality Handbook*, the purpose of the consistency finding is to determine if a project is inconsistent with the assumptions and objectives of the regional air quality plans, and thus if it would interfere with the region's ability to comply with CAAQS and NAAQS.[14]

Consistency Criterion No. 1

The SoCAB is designated nonattainment for O_3 and PM2.5 under the CAAQSs and NAAQSs, nonattainment for NO_2 under the CAAQS, nonattainment for PM10 under the CAAQS, and nonattainment for lead (Los Angeles County only) under the NAAQS.[15] As shown under Response 4.3b, buildout of the Project would not exceed SCAQMD regional thresholds for construction or operation.

As discussed below, buildout of the Project is not anticipated to result in exceedances of applicable SCAQMD thresholds. Further, future development projects would be required to undergo independent, project-level CEQA review and include mitigation measures, if necessary, to address potentially significant impacts related to regional and localized emissions.

Consistency with the 2016 AQMP and 2022 AQMP is also a function of consistency with applicable AQMP control measures. The AQMPs include specific control measures to reduce air pollutant emissions to meet NAAQSs and CAAQSs. One of the most important methods the AQMP relies on to achieve its goals is the use of transportation control measures (TCMs). TCMs are defined in the 2016 AQMP and 2022 AQMP as projects that reduce vehicle use or change traffic flow or congestion conditions for the purposes of reducing transportation emissions sources and improving air quality.[16,17] TCMs include the following three main categories of transportation improvement projects and programs: (1) transit, intermodal transfer, and active transportation measures; (2) high occupancy vehicle (HOV) lanes, high occupancy toll (HOT) lanes, and their pricing alternatives; and (3) information-based transportation strategies. The TCMs included in the AQMPs are described in SCAG's RTP/SCS. The 2016 AQMP and 2022 AQMP do not list any

[14] South Coast Air Quality Management District, CEQA Air Quality Handbook, 1993.
[15] California Air Resources Board, Maps of State and Federal Area Designations, 2023. https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations. Accessed November 25, 2025.
[16] South Coast Air Quality Management District, 2016 Air Quality Management Plan, 2017.
[17] South Coast Air Quality Management District, 2022 Air Quality Management Plan, 2022.

TCMs applicable to Bell Gardens. Nonetheless, implementation of the proposed project would not conflict with implementation of committed TCMs in neighboring jurisdictions from the AQMPs, or otherwise lessen emissions reductions associated with these measures. As shown in Section 4.17, implementation of the proposed Project would reduce daily trips and VMT. Implementation of the proposed Project would result in a reduction in daily trips and VMT. This would generally reduce air pollutant emissions associated with vehicle use. As implementation of the proposed project would reduce air pollutant emissions at buildout through the reduction in vehicle trips, implementation of the proposed project would be consistent with the AQMP control measures. Impacts would be less than significant, and mitigation would not be required.

Consistency Criterion No. 2

The Project would not result in the approval of any physical improvements; however, a General Plan Amendment would be required. Although the Project does not propose development projects itself, it defines Development Districts that would accommodate future growth. Growth within the TOC Specific Plan would include a net of 391 units. According to the 2023 American Community Survey, 5-Year estimates, the City had a population of approximately 38,661 and 9,957 households, with an average household size of 3.91.[18] Based on the City's average household size of 3.91, the net 391 units would result in a population increase of approximately 1,529 new residents.

Potential population growth impacts are also assessed based on a project's consistency with adopted plans that have addressed growth management from a local and regional standpoint. According to the 2024-2050 RTP/SCS Demographics and Growth Forecast by SCAG, Los Angeles County has a projected population of 10,793,000 and 4,155,000 households in 2050, resulting in a population to household ratio in 2050 of 2.60:1.[19] As stated in Table 13 of the Forecast, the City is projected to have 10,500 households in 2050. Based on 10,500 households, the 2050 population for the City is projected to be 27,300 population, which would represent a population decrease from 2019.

The Project's anticipated population growth (1,529 persons) would represent approximately 5.6 percent of the City's anticipated 2050 population, and approximately 8 percent of the City's anticipated growth between 2019 and 2050. Thus, the Project's estimated population growth would be within regional growth projections of the City and the Project would be consistent with criterion No. 2.

Conclusion

Buildout of the Project would be consistent with the AQMP under the first criterion. Additionally, buildout of the proposed project would not exceed SCAQMD thresholds for construction or operations and the project would therefore not cumulatively contribute to the nonattainment

[18] United States Census Bureau, 2023 ACS Demographics and Housing Estimates, https://data.census.gov/table/ACSDP5Y2023.DP05?q=Bell+Gardens. Accessed January 9, 2026.

[19] Southern California Association of Governments (SCAG), 2024, Demographics and Growth Forecast, https://www.scag.ca.gov/sites/default/files/2024-05/23-2987-tr-demographics-growth-forecast-final-040424.pdf. Accessed January 9, 2026.

designations in the SoCAB. Therefore, impacts would be less than significant, and mitigation would not be required.

4.3b 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 With Mitigation Incorporated.

Regional Construction Emissions

The proposed Project does not directly propose the development of specific construction activities within the City. Instead, the proposed project involves regulatory modifications which could facilitate land development in the future. Growth would require construction emissions and result in operation from sources that would generate air quality emissions. Construction activities associated with future development would occur in incremental phases over time based upon numerous factors, including market demand and economic and planning considerations. Construction activities could include grading, demolition, excavation, cut-and-fill, paving, building construction, and application of architectural coatings. In addition, construction worker vehicle trips, building material deliveries, soil hauling, etc. would occur during construction. Construction-related emissions are typically site-specific and depend upon multiple variables. Quantifying individual future developments' air emissions from short-term, temporary construction-related activities is not possible due to project-level variability and uncertainties concerning detailed site plans, construction schedules/duration, equipment requirements, etc., among other factors, which are presently unknown. Since these parameters can vary widely and individual project-related construction activities would occur over time which is dependent upon numerous factors, quantifying precise construction-related emissions and impacts would be impractical and speculative.

To provide a reference of air quality emissions during construction activities, modeling was conducted assuming the construction of each Development District in its entirety. The construction emission estimates do not assume the overlap of construction phases (except for building construction and architectural coating) or the overlap of construction activity within multiple Development Districts. Default construction equipment was included in CalEEMod. **Table 4.3-3: Construction Emissions** presents the estimated maximum daily short-term construction emissions resulting from on-site demolition, grading, site preparation, building construction, paving, and architectural coating associated with build-out of each Development District. As shown in **Table 4.3-3**, emissions associated with buildout of individual Development Districts individually and buildout of the entire Project area as whole would not exceed SCAQMD thresholds. Nonetheless, Mitigation Measures **MM AQ-1** through **MM AQ-3** require future development projects to prepare project-specific air quality analyses and implement mitigation as appropriate. Impacts would be less than significant with implementation of mitigation.

Table 4.3-3: Construction Emissions						
	Criteria Pollutant (pounds per day)					
	ROG	NO_X	CO	SO_X	PM10	PM2.5
District 1 – Mercado District						
Year 1	8.75	14.99	24.08	0.04	3.47	1.90
Year 2	8.67	12.20	23.24	0.03	2.76	0.89
Maximum District 1 Emissions	8.75	14.99	24.08	0.04	3.47	1.90
SCAQMD Threshold	75	100	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No
District 2 – Paseo District						
Year 1	6.17	14.82	19.24	0.03	3.47	1.90
Year 2	6.10	10.17	18.61	0.02	2.02	0.67
Maximum District 2 Emissions	6.17	14.82	19.24	0.03	3.47	1.90
SCAQMD Threshold	75	100	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No
District 3 – North of Florence Place						
Year 1	4.18	14.19	18.03	0.03	3.47	1.90
Year 2	4.11	11.24	17.61	0.03	1.44	0.58
Maximum District 3 Emissions	4.18	14.19	18.03	0.03	3.47	1.90
SCAQMD Threshold	75	100	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No
District 4 – South of Florence Place						
Year 1	2.17	13.95	15.80	0.03	3.47	1.90
Year 2	2.12	9.28	12.27	0.02	0.57	0.33
Maximum District 4 Emissions	2.17	13.95	15.80	0.03	3.47	1.90
SCAQMD Threshold	75	100	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No
District 5 – Corazon/Triangle Parcel						
Year 1	1.96	13.42	15.59	0.03	3.47	1.90
Year 2	1.91	9.21	11.47	0.02	0.39	0.29
Maximum District 5 Emissions	1.96	13.42	15.59	0.03	3.47	1.90
SCAQMD Threshold	75	100	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No
Entire Project Area						
Maximum Emissions	23.23	71.37	92.74	0.16	17.36	9.50
SCAQMD Threshold	75	100	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Regional Operational Emissions

Operations of future development projects under implementation of the proposed Project would result in emissions of area sources (e.g., consumer products, architectural coating, and landscape equipment), energy sources (i.e., natural gas usage for space and water heating and cooking), and mobile sources (i.e., motor vehicles from vehicle trips generated by implementation of the proposed Project). Although no specific development projects are proposed at this time, future development operational emissions would be associated with area sources, energy sources, and mobile sources.

In order to provide screening for some future projects, emissions associated with buildout of each individual Development District has been estimated and compared to established project-

level SCAQMD thresholds. Maximum allowable buildout was entered into CalEEMod to determine the pollutant emissions anticipated for each Development District.

Mobile and stationary source operational emissions would result from normal daily activities at each respective Development District after occupancy (i.e., increased concentrations of O_3, PM10, and CO). Mobile source emissions would be generated by the motor vehicles traveling to and from their respective sites. Stationary area source emissions would be generated by natural gas consumption for space and water heating devices and use of consumer products. Stationary energy emissions would result from energy consumption associated with the future development. **Table 4.3-4: Operational Emissions** presents the criteria air pollutant emissions associated with buildout of the Project. As shown, accounting for the existing uses to be removed, operational emissions for individual Development District as well as full project buildout would not exceed the SCAQMD's daily emissions thresholds. Future development under implementation of the proposed project would occur as market conditions and economic factors allow and would be required to comply with the established thresholds of significance. Additionally, future development would be required to analyze potential conflicts in development with SCAQMD Local Significance Thresholds (LSTs). The LSTs represent the maximum emissions that can be generated through the development and operation of a project without expecting to cause or substantially contribute to an exceedance of the most stringent NAAQSs or CAAQSs. Mitigation Measure **MM AQ-1** would require air quality analysis and appropriate mitigation for projects that exceed screening criteria for operational emissions. The measure would generally reduce emissions of future development projects under implementation of the proposed Project to less than significant levels. In addition, mobile emissions would gradually decline in the future with the expansion of electric vehicle infrastructure. Therefore, impacts are less than significant with implementation of mitigation.

Table 4.3-4: Operational Emissions

	Criteria Pollutant (pounds per day)[1]					
	ROG	**NO_X**	**CO**	**SO_X**	**PM10**	**PM2.5**
District 1 – Mercado District						
Mobile[2]	12.77	9.02	95.00	0.24	24.43	6.30
Area	10.23	3.08	59.25	0.15	4.98	4.82
Energy	0.04	0.67	0.38	<0.01	0.05	0.05
Total District 1	*23.05*	*12.77*	*154.62*	*0.39*	*29.46*	*11.17*
Existing District 1 to be Removed	*-18.76*	*-12.71*	*-129.22*	*-0.29*	*-27.65*	*-7.18*
Net District 1 Emissions	**4.29**	**0.06**	**25.40**	**0.09**	**1.81**	**3.99**
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No
District 2 – Paseo District						
Mobile[2]	3.76	2.67	28.15	0.07	7.25	1.87
Area	7.40	2.54	47.34	0.12	4.13	3.99
Energy	0.03	0.51	0.22	<0.01	0.04	0.04
Total District 2	*11.19*	*5.71*	*75.72*	*0.19*	*11.42*	*5.90*
Existing District 2 to be Removed	*-12.58*	*-6.94*	*-71.14*	*-0.16*	*-14.84*	*-4.38*
Net District 2 Emissions	**-1.39**	**-1.22**	**4.57**	**0.03**	**-3.41**	**1.52**

Table 4.3-4: Operational Emissions

	Criteria Pollutant (pounds per day)[1]					
	ROG	**NO_X**	**CO**	**SO_X**	**PM10**	**PM2.5**
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No
District 3 – North of Florence Place						
Mobile[2]	1.34	0.95	10.03	0.03	2.59	0.67
Area	4.50	1.53	28.89	0.07	2.49	2.41
Energy	0.01	0.25	0.12	<0.01	0.02	0.02
Total District 3	*5.86*	*2.74*	*39.05*	*0.10*	*5.10*	*3.09*
Existing District 3 to be Removed	*-7.77*	*-5.25*	*-49.61*	*-0.11*	*-10.54*	*-2.81*
Net District 3 Emissions	**-1.91**	**-2.51**	**-10.57**	**-0.01**	**-5.44**	**0.28**
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No
District 4 – South of Florence Place						
Mobile[2]	2.17	1.53	16.16	0.04	4.16	1.07
Area	1.29	0.37	7.17	0.02	0.61	0.59
Energy	0.01	0.13	0.06	<0.01	0.01	0.01
Total District 4	*3.46*	*2.04*	*23.39*	*0.06*	*4.78*	*1.67*
Existing District 4 to be Removed	*-4.58*	*-2.99*	*-29.85*	*-0.07*	*-6.38*	*-1.66*
Net Site 4 Emissions	**-1.12**	**-0.95**	**-6.46**	**-0.01**	**-1.60**	**-0.01**
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No
District 5 – Corazon/Triangle Parcel						
Mobile[2]	2.60	1.83	19.30	0.05	4.96	1.28
Area	0.54	0.01	0.75	<0.01	<0.01	<0.01
Energy	<0.01	0.03	0.02	<0.01	<0.01	<0.01
Total District 5	*3.14*	*1.87*	*20.07*	*0.05*	*4.96*	*1.28*
Existing District 5 to be Removed	*-9.58*	*-6.73*	*-68.21*	*-0.16*	*-14.59*	*-3.79*
Net District 5 Emissions	**-6.44**	**-4.86**	**-48.14**	**-0.11**	**-9.63**	**-2.51**
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No
Entire Project Area						
Total Project Buildout	46.69	25.13	312.85	0.79	55.72	23.12
Total Existing to be Removed	-53.27	-34.62	-348.04	-0.80	-74.00	-19.82
Net Project Emissions	**-6.58**	**-9.49**	**-35.19**	**-0.01**	**-18.28**	**3.30**
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

[1] Totals may not add up due to rounding.

[2] Mobile source emissions for proposed Project emissions have been adjusted based on CARB adjustment factors. Existing mobile emissions have not been adjusted to provide for a conservative analysis.

See Appendix A for model outputs.

Mitigation Measures

MM AQ-1 Future development projects shall have construction and operational air quality impacts analyzed using the latest available air emissions model, or other analytical method determined in conjunction with the SCAQMD. The results of the air quality impact analysis shall be included in the development project's CEQA

documentation. To address potential localized impacts, the air quality analysis may incorporate SCAQMD's Localized Significance Threshold (LST) analysis or other appropriate analyses as determined in conjunction with SCAQMD. If such analyses identify potentially significant regional or local air quality impacts, the City shall require the incorporation of appropriate mitigation to reduce such impacts.

MM AQ-2 Applicants for future development projects that would generate construction-related emissions that exceed applicable thresholds, will include, but are not limited to, the mitigation measures recommended by SCAQMD (in its CEQA Air Quality Handbook or otherwise), to the extent feasible and applicable to the project. The types of measures shall include but are not limited to:

Construction haul truck operators for demolition debris and import/export of soil shall use trucks that meet the CARB's 2020 engine emissions standards at 0.01 grams per brake horsepower-hour of particulate matter (PM) and 0.20 grams per brake horsepower-hour of NO_X emissions. Operators shall maintain records of all trucks associated with project construction to document that each truck used meets these emission standards and shall provide these records prior to permit issuance to the City of Bell Gardens.

Vehicle idling shall be limited to five minutes as set forth in California Code of Regulations Title 13, Article 4.8, Section 2449. Signs shall be posted in areas where they will be seen by vehicle operators stating idling time limits. This requirement shall be included on the plans.

Construction contractors shall utilize construction equipment that uses low polluting fuels (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent that they are available and feasible to use. This requirement shall be included on the plans.

Heavy duty diesel-fueled equipment shall use low NO_X diesel fuel to the extent that it is available and feasible to use. This requirement shall be included on the plans.

Construction contractors shall use electricity from power poles rather than temporary gasoline or diesel-powered generators, as feasible, or solar where available. This requirement shall be included on the plans.

Construction contractors shall maintain construction equipment in good, properly tuned operating condition, as specified by the manufacturer, to minimize exhaust emissions. Documentation demonstrating that the equipment has been maintained in accordance with the manufacturer's specifications shall be shared with the City of Bell Gardens prior to permit issuance.

Construction contractors shall reroute construction trucks away from congested streets or sensitive receptor areas, as feasible. This requirement shall be included on the plans.

MM AQ-3 Prior to issuance of a grading permit, if two or more dust-generating construction projects occur within 1,000 feet of each other, which collectively will disturb 15 acres or more and which have demolition, excavation, or grading activity scheduled to occur concurrently, a Localized Significance Threshold analysis shall be prepared. If the LST analysis determines that the established Localized Significance Thresholds for NOx, PM2.5, or PM10 would be exceeded, then modifications to construction equipment profiles, modifications to construction schedules, or additional pollution reduction measures shall be implemented.

4.3c Would the project expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact with Mitigation Incorporated.

Localized Pollutant Concentrations

As the specific details (e.g., size, construction phasing, equipment, earthwork volumes, etc.) for individual future projects are unknown at this time, project-level analysis for localized pollutant concentrations impacts cannot be accurately determined using SCAQMD's LST analysis methodology. LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the Final Localized Significance Threshold Methodology (dated June 2003 [revised July 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with project-specific level proposed projects and are not applicable to regional projects such as general plans or other long-term planning documents. The SCAQMD provides the LST lookup tables based on distance from the project (meters) for one-, two-, and five-acre projects emitting CO, NO_X, PM10, or PM2.5. The LST methodology and associated mass rates are not designed to evaluate localized impacts from mobile sources traveling over the roadways. The SCAQMD recommends that any project over five acres perform air quality dispersion modeling to assess impacts to nearby sensitive receptors. The City is located within SRA 5, Southeast Los Angeles County.

As previously described, LSTs are applicable at the project-specific level. Depending on the size and location of each individual future development, construction and operational emissions could exceed LSTs. Future development projects' compliance with SCAQMD rules and regulations and supplemental mitigation measures (if required) would reduce air pollutant emissions. However, the potential emissions reductions from implementation of these measures cannot be quantified because specific details such as individual project size, construction scheduling, and earthwork quantities that would occur are not available. Pursuant to Mitigation Measures **MM AQ-1** and **MM AQ-3**, project-specific air quality analyses and appropriate mitigation measures for future projects would be required for future projects. Therefore, impacts would be less than significant with incorporation of mitigation.

Carbon Monoxide Hotspots

It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when vehicles are idling at intersections. Vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, the CO standard in California is a maximum of 3.4 grams per mile for passenger cars (requirements for certain vehicles are more stringent).[20] With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations have steadily declined.

Accordingly, with steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard. An analysis prepared for CO attainment in the SoCAB by the SCAQMD can assist in evaluating the potential for CO exceedances. CO attainment was thoroughly analyzed as part of the SCAQMD's 2003 AQMP[21] and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan).[22] CO modeling was performed as part of the 1992 CO Plan and subsequent plan updates and AQMPs. The SoCAB was re-designated as attainment for CO in 2007.[23] Therefore, CO is no longer addressed in the SCAQMD's AQMP.

In the 1992 CO Plan, a CO hot spot analysis was conducted for four busy intersections in Los Angeles at the peak morning and afternoon time periods. The intersections evaluated included: Long Beach Boulevard and Imperial Highway (Lynwood); Wilshire Boulevard and Veteran Avenue (Westwood); Sunset Boulevard and Highland Avenue (Hollywood); and La Cienega Boulevard and Century Boulevard (Inglewood). These analyses did not predict a violation of CO standards. The busiest intersection evaluated was Wilshire Boulevard and Veteran Avenue, which had a daily traffic volume of approximately 100,000 vehicles per day.

The 2003 AQMP is the most recent AQMP that addressed CO concentrations because the SoCAB was designated as maintenance of the CO NAAQS in 2007. As part of the 2003 AQMP CO Modeling Attainment Demonstration, an updated analysis was performed based on the 1992 CO Plan using more recent modeling techniques (dispersion modeling, emission factors).[24] The Wilshire Boulevard and Veteran Avenue intersection, one of the most congested intersections in Southern California with an ADT volume of approximately 100,000 vehicles per day, was modeled for CO concentrations. This modeling effort identified a CO concentration high of 4.6 parts per million (ppm), which is well below the 35 ppm federal standard. Thus, a project would only potentially result in a CO hot spot if a project intersection would exceed 100,000 vehicles per

[20] California Air Resources Board, The California Low-Emission Vehicle Regulations, page 20, 2019, https://ww2.arb.ca.gov/sites/default/files/2019-07/cleancomplete%20lev-ghg%20regs%2010-19.pdf. Accessed November 25, 2025.

[21] South Coast Air Quality Management District, Final 2003 AQMP, Appendix V, Modeling and Attainment Demonstrations, 2003, https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2003-air-quality-management-plan/2003-aqmp-appendix-v.pdf?sfvrsn=73051d61_2. Accessed November 25, 2025.

[22] South Coast Air Quality Management District, Federal Attainment Plan for Carbon Monoxide, 1992.

[23] South Coast Air Quality Management District, CO Attainment Status, 2007, https://www.aqmd.gov/docs/default-source/bact/policy-and-guidance-documents/8-9-07-coattainmentstatus2.pdf?sfvrsn=6. Accessed November 25, 2025.

[24] South Coast Air Quality Management District, Final 2003 AQMP, Appendix V, Modeling and Attainment Demonstrations, 2003, https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2003-air-quality-management-plan/2003-aqmp-appendix-v.pdf?sfvrsn=73051d61_2. Accessed November 25, 2025.

day. If all nearby intersections have an ADT of less than 100,000 after factoring in a project, it can be assumed that the project will not create a CO hot spot.

According to the Project's Transportation Assessment (**Appendix D**), the roadway segment with the greatest existing ADT is Florence Avenue east of Darwell Avenue with 37,721 daily vehicles, which is well below the comparative 100,000 ADT for the Wilshire Boulevard and Veteran Avenue intersection. At buildout, the Project would result in fewer trips than under existing conditions. Thus, the Project would not generate CO hotspots at any intersection within the Project area. Therefore, impacts associated with CO hot spots would be less than significant, and mitigation would not be required.

Construction Health Risk

Exhaust from diesel engines contains a mixture of gases and solid particles. These solid particles are known as diesel particulate matter (DPM). DPM contains hundreds of different chemicals, many of which are harmful to human health. The amount to which the receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e., potential exposure to TAC emission levels that exceed applicable standards). Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer. The use of diesel-powered construction equipment would be episodic and would occur throughout the project sites of individual future development projects under implementation of the proposed project.

The specific locations, amount of heavy equipment use, and duration of construction activity resulting from implementation of the proposed project are not currently known. Future development projects would be subject to various regulations to minimize construction exhaust. For example, in accordance with California Off-Road Diesel-Fueled Fleet Regulations, equipment operators shall be registered using the Diesel Off-Road Online Reporting System (DOORS), and diesel-powered construction equipment with 25 horsepower or greater engines shall meet exhaust PM and NO_X emissions standards. Additionally, Section 2485 and Section 2449 of Title 13 of the CCR limits diesel-fueled motor vehicle idling to no more than five minutes. Section 2449 limits idling for off-road diesel-fueled fleets. Section 2485 limits idling for diesel-fueled commercial motor vehicles with gross vehicle weight rating (GVWRs) of greater than 10,000 pounds that are or must be licensed to operate on publicly maintained highways and streets within California. Construction under implementation of the Project is subject to and would comply with California regulations limiting equipment exhaust and limiting heavy-duty construction equipment idling to no more than five minutes, which would further reduce potential diesel exhaust emissions from construction. Additionally, entitlements for large projects are typically subject to discretionary approvals, and subsequent air quality analysis is required pursuant to CEQA to demonstrate that projects would not result in air quality impacts at nearby receptors. Impacts would be less than significant.

4.3d Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact.

Construction Odors

Project construction activities could generate odors from off-road equipment diesel exhaust, architectural coatings containing volatile organic compounds (VOCs), and paving activities. However, future development under the proposed project would be required to comply with regional and federal regulatory measures that would minimize odor production. Such requirements include SCAQMD Rule 402, *Nuisance* and the Code of Federal Regulations (CFR), Part 1926 – *Safety and Health Regulations for Construction,* Subpart H – *Materials Handling, Storage Use and Disposal, et.al.*. Compliance with the applicable regulations would prevent the production of significant odors. Moreover, any odors that were produced would be temporary, lasting only as long as construction activities occur, and they would disperse rapidly. Therefore, construction-related odors are not expected to affect a substantial number of people. As such, impacts would be less than significant, and mitigation would not be required.

Operational Odors

The SCAQMD *CEQA Air Quality Handbook* identifies certain land uses as sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding.[25] Build out of the proposed Project would consist of retail and residential uses, which are not associated with any odors. The Project would not include any of the land uses that have been identified by the SCAQMD as significant odor sources nor any land use that would reasonably be expected to cause noticeable odors. Therefore, Project implementation would not create objectionable odors, and associated impacts would be less than significant, and mitigation would not be required.

Cumulative Impacts

Conflict with Applicable Air Quality Plan

Implementation of the proposed Project does not encourage or promote growth beyond the SCAG forecasts of regional growth. Additionally, implementation of the proposed project would not conflict with the implementation of AQMP TCMs and would reduce air pollutant emissions through the reduction of daily trips and VMT. Therefore, implementation of the proposed project would not conflict with the growth assumptions used in the development of the AQMP. Like direct air quality impacts, cumulative air quality impacts would be less than significant.

Increase of Criteria Pollutants

Cumulative development could violate an air quality standard or contribute to an existing or projected air quality violation because the SoCAB is currently in nonattainment for O_3, PM10, and PM2.5. Regarding daily emissions and the cumulative net increase of any criteria pollutant for

[25] South Coast Air Quality Management District, CEQA Air Quality Handbook, 1993.

which the region is in nonattainment, implementation of the proposed project would not result in a cumulatively considerable increase to nonattainment of O_3, PM10, and PM2.5 standards in the SoCAB. Regarding the contribution from implementation of the proposed project, the SCAQMD has recommended methods to determine the cumulative significance of new land use projects. The SCAQMD methods are based on performance standards and emission reduction targets necessary to attain NAAQSs and CAAQSs as predicted in the AQMP. As shown in the analysis above, buildout of the Project would not result criteria pollutant emissions exceed applicable SCAQMD thresholds. Therefore, the contribution of daily construction and operational emissions from implementation of the proposed Project is considered less than significant.

Exposure of Sensitive Receptors to Substantial Pollutant Concentrations

Cumulative development has the potential to expose sensitive receptors to substantial pollutant concentrations. However, future projects under implementation of the proposed project would be subject to regulations regarding emissions in effect at the time of entitlement application for future development projects. Current models and methodologies for conducting health risk assessments are associated with longer-term exposure periods of 9, 30, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities. Furthermore, SCAQMD's MATES V shows that carcinogenic risk from air toxics in the SoCAB, based on the average concentrations at the 10 monitoring sites, is approximately 40 percent lower than the monitored average in MATES IV and 84 percent lower than the average in MATES II.[26] The results of SCAQMD's ongoing research in air toxics shows that risk levels are decreasing despite development and vehicle traffic growth. This trend is expected to continue with the implementation of the various statewide policies focused on reducing mobile source emissions.

Furthermore, future development projects would be subject to discretionary review. Additionally, future development projects would also be required to implement existing and proposed standard conditions pertaining to air quality. Therefore, implementation of the proposed Project would result in a less-than-significant cumulative impact associated with the exposure of sensitive receptors to substantial pollutant concentrations.

Objectionable Odors

Current projects anticipated for construction under implementation of the proposed Project involve residential and retail developments. Odors resulting from the construction of projects under implementation of the proposed Project are not likely to affect a substantial number of people, given that construction activities are localized, and odors would cease upon completion of construction. Other odor impacts resulting from these projects are also not expected to affect a substantial amount of people, as solid waste from these projects would be stored in areas and in containers as required by the City. Therefore, construction and operation activities associated with implementation of the proposed Project would result in a less than significant cumulative impact related to objectionable odors affecting a substantial number of people.

[26] South Coast Air Quality Management District, MATES V Final Report, page ES-16, 2021. http://www.aqmd.gov/docs/default-source/planning/mates-v/mates-v-final-report-9-24-21.pdf?sfvrsn=6

4.4 Biological Resources

Environmental Issue	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 Game or U.S. Fish and Wildlife Service?		X		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
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?				X
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?			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
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?				X

Impact Analysis

4.4a Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Less Than Significant Impact With Mitigation Incorporated. The Project Site is located in an urban area and consists of residential development, commercial uses, open space, multiple surface parking lots, and vacant parcels.

A review of the California Department of Fish and Wildlife (CDFW) California Natural Biodiversity Database (CNDDB) QuickView Tool found seven threatened or endangered wildlife species in the

South Gate Quadrangle, which is the Project Site's quadrangle.[27] The seven species include the following listed in **Table 4.4-1: Endangered and/or Threatened Species in the Vicinity of the Project Site** below.

Table 4.4-1: Endangered and/or Threatened Species in the Vicinity of the Project Site

Common Name	Scientific Name
Amphibians	
Western Spadefoot	*Spea hammondii*
Birds	
Western yellow-billed cuckoo	*Empidonax traillii*
Coastal California gnatcatcher	*Coccyzus americanus occidentalis*
Southwestern willow flycatcher	*Empidonax traillii extimus*
Least Bells vireo	*Vireo bellii pusillus*
Burrowing Owl	*Athene cunicularia*
Vascular Plants	
California Orcutt grass	Polioptila californica californica
Source: CDFW, CNDDB QuickView Tool, https://apps.wildlife.ca.gov/bios6/?tool=cnddbqv. Accessed January 5, 2026.	

There is currently no native habitat within or near the Project Site to support the listed species above. The Project Site is either out of range for these species or would not provide suitable habitat due to its highly disturbed nature. Trees located on the Project Site could provide potential breeding and foraging habitat for these species which are protected under the California Fish and Game Code (CFGC) Section 3503 and the Migratory Bird Treaty Act (MBTA).

All migratory nongame native bird species are protected by international treaty under the Federal MBTA of 1918 (50 CFR Section 10.13), and by Sections 3503, 3503.5 and 3513 of the CFGC, which prohibit take of all birds and their active nests, including raptors and other migratory nongame birds (as listed under the Federal MBTA). The City enforces the MBTA and State protections through precautionary and preventative measures to avoid or reduce the potential for disturbances to wildlife during construction. The Project would be required to comply with all applicable laws and regulations to ensure that no significant impacts to nesting birds would occur due to the Project's removal of the existing street trees. Compliance with mitigation measure **MM BIO-1** set forth below would avoid any potential impacts related to nesting birds during construction activities. Therefore, with adherence to the requirements of existing laws and regulations and **MM BIO-1**, the Project would have a less than significant impact on sensitive biological species or habitat, with mitigation incorporated.

Mitigation Measure

MM BIO-1 Proposed Project activities (including disturbances to native and non-native vegetation, structures, and substrates) should take place outside of the breeding bird season, which generally runs from March 1- August 31 (as early as February 1 for raptors), to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt,

[27] California Department of Fish and Wildlife (CDFW), California Natural Biodiversity Database QuickView Tool, 2023, https://apps.wildlife.ca.gov/bios6/?tool=cnddbqv. Accessed on January 6, 2026.

pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).

If Project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the project proponent shall:

- Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within 300 feet of the construction work area (within 500 feet for raptors) as access to adjacent areas allows. The surveys shall be conducted by a Qualified Biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.

- If a protected native bird is found, the project proponent shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species (within 500 feet for suitable raptor nesting habitat) until August 31.

- Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest (within 500 feet for raptor nests) or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.

- The project proponent shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the Project.

4.4b 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 Game or U.S. Fish and Wildlife Service?

4.4c 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. According to the United States Fish and Wildlife Service (USFWS) National Wetlands Inventory, no riparian habitats or wetlands are present on or adjacent to the Project Site.[28] The nearest identified wetland is a riverine located approximately 0.45-mile east of the Project Site,

[28] United States Fish and Wildlife Service, National Wetlands Inventory, 2021, https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/. Accessed on January 6, 2026.

identified as the Rio Hondo. Additionally, there is an existing nursery on the west edge of the Project Site, which produces plants and trees for sale; however, it does not provide habitat for any sensitive species. The Project would not involve construction or operational activities that would have potential to impact any nearby wetland or other sensitive natural community. Therefore, the Project would not have an adverse effect on riparian habitat or other sensitive natural community or on state or federally protected wetlands. No impact would occur in this regard, and mitigation would not be required.

4.4d Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less Than Significant Impact. The Project Site is not part of an established wildlife corridor. Project development would occur within the Project Site and would not impact the movement of any native wildlife species.

As previously stated under Response 4.4a, future development projects associated with the Project would be required to comply with the MBTA and CFGC, which would further protect migratory birds. Under MBTA provisions, it is unlawful "by any means or manner to pursue, hunt, take, capture (or) kill" any migratory birds except as permitted by regulations issued by the USFWS. The term "take" is defined by USFWS regulation to mean to "pursue, hunt, shoot, wound, kill, trap, capture or collect" any migratory bird or any part, nest or egg of any migratory bird covered by the conventions, or to attempt those activities. In addition, the CFGC extends protection to non-migratory birds identified as resident game birds (CFGC Section 3500) and any birds in the orders Falconiformes or Strigiformes (birds-of-prey) (CFGC Section 3503). Therefore, any future development projects associated with the Project that require removal and encroachment into trees could provide nesting habitat for migratory birds.

To address potential impacts to migratory birds, the future development projects would be subject to compliance with **RCM BIO-1**, which addresses construction activities during the nesting season. Therefore, with adherence to the requirements of existing laws and regulations, the Project would have a less than significant impact on sensitive biological species or habitat, and mitigation would not be required.

4.4e Would the project conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. The City does not have a tree preservation ordinance for trees on public or private property. Therefore, the Project would not conflict with any local policies or ordinances protecting biological resources. No impact would occur.

4.4f 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. No portions of the City are located within the boundaries of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or

State habitat conservation plan.[29,30] Therefore, the Project would not result in conflicts with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan, and no impact would occur, and mitigation would not be required.

[29] CDFW, NCCP Plan Summaries, 2023, https://wildlife.ca.gov/conservation/planning/nccp/plans. Accessed January 6, 2026.
[30] Data Basin, Habitat Conservation Plan, California, https://databasin.org/maps/new/#datasets=c116dd0d32df408cb44ece185d98731c. Accessed January 6, 2026.

4.5 Cultural Resources

This Section is based on the *Cultural and Paleontological Resources Inventory Report for the Transit Oriented Communities Specific Plan,* prepared by Kimley-Horn and Associates, and is included as **Appendix B: Cultural and Paleontological Resources Inventory Report** of this IS/MND.

Environmental Issue	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 Section 15064.5?		X		
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?		X		
c) Disturb any human remains, including those interred outside of dedicated cemeteries?		X		

Impact Analysis

4.5a Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

Less Than Significant With Mitigation Incorporated. CEQA Guidelines Section 15064.5(a) generally defines a historic resource as a resource that is: (1) listed in, or eligible for listing in the California Register of Historic Resources (CRHR); (2) listed in a local register of historical resources (as defined in Section 5020.1(k) of the PRC); (3) identified as significant in a historical resources survey meeting the criteria in Section 5024.1(g) of the PRC; and/or (4) determined to be a historical resource by a project's lead agency. Additionally, any object, building, structure, site, area, place, record, or manuscript which a Lead Agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered a historical resource, provided the Lead Agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource is considered by the Lead Agency to be historically significant if the resource meets the criteria for listing on the California Register.

The Project Site is located in the center of the City in an urban area consisting of residential development and commercial buildings such as retail shops, supermarkets, restaurants, vacant spaces, and surface parking lots. The *Cultural and Paleontological Resources Inventory Report* identified two previously recorded historical resources in the Project Site which consists of SCE infrastructure on the western side of the Project Site. One steel lattice type transmission tower, identified as P-19-190302 and known as the T-Mobile West LLC LA23633A/LA3633 SCE Florence Ave CS, was constructed in 1927 and was not considered to be eligible under any of the National Register of Historic Places (NRHP) criteria. However, the steel transmission tower has not been

evaluated for CRHR eligibility or local listing. Kimley-Horn also identified P-19-192309, the SCE Long Beach–Laguna Bell 60kV and 220kV Transmission Line, which were constructed in 1927-1928. Previous studies determined that P-19-192309 would be a historic resource eligible under NRHP criteria and therefore would be automatically eligible under CRHR criteria. Therefore, SP-19-192309 would be an eligible historic resource under CEQA.

Additionally, Kimley-Horn identified 29 unrecorded historic-period buildings (45 years or older in age) throughout the Project Site. The buildings consist of commercial and residential buildings construction between 1936 and 1980. The State-recommended threshold under which buildings may be considered historic resources is a construction age of 50 years. Therefore, P-19-192309 would be the only historical resource at the Project Site. As a programmatic planning document with no proposed development, the Project would not impact the historical resource P-19-192309. Future projects at the Project Site would require site-specific project reviews to determine if the proposed development would impact P-19-192309 and if any of the additional cultural resources are considered historical resources under CEQA, and/or to identify any additional historical resources not previously identified. Implementation of **MM CUL-1** would ensure that impacts related to historical resources would be reduced to less than significant.

Mitigation Measure

MM CUL-1 **Historic Resources Review**. Prior to any construction or demolition activities of a historic built environment resource (building or structure 45 years or older in age), the building or structure shall be evaluated for its eligibility for listing on the California Register of Historical Resources (CRHR) as well as its potential as a historical resource under CEQA. This shall be conducted by an architectural historian who meets the Secretary of the Interior's Professionally Qualified Standards (PQS) in architectural history. All final documentation prepared as a result of the evaluation shall be submitted to the City and the South Central Coastal Information Center (SCCIC).

4.5b Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less Than Significant Impact with Mitigation Incorporated. Kimley-Horn conducted an archaeological records search at the South Central Coastal Information Center (SCCIC) on October 9, 2025, to identify any previously recorded archaeological resources or previously conducted cultural resources studies within the record search area. The record search area was defined as the Project area plus a half-mile buffer. The SCCIC reported 23 previous studies and 4 cultural resources within the record search area. Out of the 23 previous studies, 4 studies were conducted within the Project area, resulting in the recordation of 2 cultural resources (P-19-190302 and P-19-192309) as discussed above. Archaeological resources are unlikely to be present on commercial and residential parcels given the extent of previous development within the Project Site. However, some parcels in the Project Site have not been developed or previously surveyed. As majority of the Project Site has not been surveyed, archaeological surveys would be required

for the undeveloped lots. Future projects at the Project Site would require site-specific reviews to identify any archaeological resources.

Kimley-Horn reviewed a database of historic maps and aerial imagery for the Project area. Historic aerial imagery is available for the Project area from 1952 through present, and historic topographic maps are available from 1896 through present. The earliest aerials show that the Project Site was developed with roads and numerous commercial and residential properties before the 1950s, while some individual lots within the Project Site were undeveloped. By 1988, the commercial sections of the Project Site were fully developed, with the western parcel remaining undeveloped. Little to no changes have occurred to the Project Site since that time.

In conclusion, the *Cultural and Paleontological Resources Inventory Report* did not identify any archaeological resources within the Project area. As such, no archaeological resources that meet the definition of "Historical Resources" or "Unique Archaeological Resources", as defined by CEQA, have been identified within the Project area. Archaeological resources are unlikely to be present on the surface or immediately subsurface given the extent of previous development. However, there is a moderate archaeological sensitivity and potential for buried prehistoric or historic-period archaeological resources past the depths of fill due to the alluvial fan topography, underlying Holocene-age geological deposits, proximity to water, and prehistoric and historic-era occupation in this region.

To mitigate such impacts, the Project would be required to implement **MM CUL-2** and **MM CUL-3** which would reduce Project impacts to archaeological resources to a less than significant level.

Mitigation Measures

MM CUL-2 **Archaeological Resources Assessment.** For projects that are proposed in areas that have not been previously graded or disturbed by development, or would extend below the area previously disturbed, an Archaeological Resources Assessment shall be prepared, during environmental review and prior to project approval, by an archaeologist who meets the Secretary of the Interior's Professionally Qualified Standards (PQS) in archaeology. The Assessment shall include a records search for the project area to determine if any archaeological resources have been previously recorded, evaluated, and/or listed, or recommended eligible for listing, in the National Register of Historic Places (NRHP), California Register of Historic Resources (CRHR), and/or any local registers. Following the records search, the qualified archaeologist or their designee shall conduct a reconnaissance-level and/or intensive-level survey in accordance with the California Office of Historic Preservation (OHP) guidelines to identify and record any previously unrecorded archaeological resources that may be potentially affected by the proposed project. Following recordation, the archaeologist shall evaluate any identified resources for eligibility for listing in the CRHR, as well as its potential as a historical resource and/or unique archaeological resource under CEQA. Final documentation shall be submitted to the City and the South Central Coastal Information Center (SCCIC).

MM CUL-3 **Treatment of Archaeological Resources.** If archaeological resources that are eligible for listing in the CRHR are identified within or adjacent to a proposed development, a qualified archaeologist shall consider the feasibility of avoidance, or preservation in place, of the resource. For resources that would be avoided and preserved in place, the site of the archaeological resource, plus a 50 foot buffer around the archaeological resource, shall be clearly flagged to identify the construction avoidance area and assure impacts to these resources are avoided during construction activities. Flagging may be completed using construction tape, caution tape, or installing fencing around the area, and off-limits signs may be placed near the area. Once areas are delineated, and prior to any ground disturbance, a qualified archaeologist shall verify that the flagging clearly delineates the avoidance area and construction limits. Since the location of some archaeological resources is confidential, these resources shall be flagged as environmentally sensitive areas. The qualified archaeologist or their designee shall be present to monitor any ground disturbing activity for any projects that have eligible archaeological resources. For any archaeological resources that cannot be avoided or preserved in place, the qualified archaeologist shall prepare a data recovery (i.e., excavation) plan that shall be submitted to the City for review and approval. The plan shall include methods for treatment of recovered resources, such as reburial or curation, that are appropriate for the specific project. Additionally, all treatment measures should be identified in consultation with Tribes that elect to consult on the Project under AB 52/CEQA.

4.5c Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

Less Than Significant Impact with Mitigation Incorporated. Given the Project Site has been subject to extensive disruption, the potential to disturb or impact any human remains is unlikely. However, there is a possibility that that human remains could be interred beneath the Project Site. To mitigate such impacts, the Project would be required to implement **MM CUL-4** which would reduce Project impacts to human remains to a less than significant level.

Mitigation Measure

MM CUL-4 **Inadvertent Discovery of Human Remains.** If human remains are encountered during construction of a proposed development, California State Health and Safety Code Section 7050.5 states that excavation shall stop and no further disturbance shall occur within 100 feet of the discovery until the County Coroner has made a determination of origin and disposition of the remains pursuant to Public Resources Code Section 5097.98. The County Coroner shall be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner shall notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD shall inspect the site of the discovery within 48 hours of notification. If the NAHC is unable to identify an MLD, the MLD fails to make a recommendation, or the landowner or his/her

authorized representative rejects the recommendation, the human remains and associated items shall be interred on the property with appropriate dignity in a location that will not be subject to future disturbance.

4.6 Energy

Environmental Issue	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?			x	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			x	

Regulatory Setting

Energy and Independence Security Act of 2007

The Energy Independence and Security Act (EISA; Public Law 110-140) was signed into law by former President George W. Bush on December 19, 2007. The purpose of the EISA is to achieve energy security in the United States by increasing renewable fuel production, improving energy efficiency and performance, protecting consumers, improving vehicle fuel economy, and promoting research on GHG capture and storage. Under the EISA, the Renewable Fuel Standard (RFS) program (RFS2) was expanded in several key ways:

- Expanded the RFS program to include diesel, in addition to gasoline;
- Increased the volume of renewable fuel required to be blended into transportation fuel;
- Established new categories of renewable fuel and set separate volume requirements for each; and
- Required the U.S. EPA to apply lifecycle GHG performance threshold standards to ensure that each category of renewable fuel emits fewer GHGs than the petroleum fuel it replaces.

RFS2 lays the foundation for achieving significant reductions of GHG emissions from the use of renewable fuels, reducing imported petroleum, and encouraging the development and expansion of our nation's renewable fuels sector.

The EISA also includes a variety of new standards for lighting and for residential and commercial appliance equipment. The equipment includes residential refrigerators, freezers, refrigerator-freezers, metal halide lamps, and commercial walk-in coolers and freezers.

On April 9, 2025, President Trump signed an executive order calling for the sunset of various environmental regulations. The order affects pieces of several keystone energy and environmental legislation, including the EISA of 2007.

Renewable Portfolio Standard Program[31, 32]

In 2002, California established its Renewable Portfolio Standard (RPS) program with the goal of increasing the annual percentage of renewable energy in the State's electricity mix by the equivalent of at least one percent of sales, with an aggregate total of 20 percent by 2017. The California Public Utilities Commission (CPUC) subsequently accelerated that goal to 2010 for retail sellers of electricity (Public Utilities Code §399.15(b)(1)). Governor Schwarzenegger signed Executive Order S-14-08 in 2008, increasing the target to 33 percent renewable energy by 2020. In September 2009, Governor Schwarzenegger continued California's commitment to the RPS by signing Executive Order S-21-09, which directs under its AB 32 authority to enact regulations to help the State meet its RPS goal of 33 percent renewable energy by 2020. In September 2010, CARB adopted its Renewable Electricity Standard regulations, which require all of the State's load-serving entities to meet this target. In October 2015, Governor Brown signed SB 350 into legislation, which requires retail sellers and publicly owned utilities to procure 50 percent of their electricity from eligible renewable energy resources by 2030. Signed in 2018, SB 100 revised the goal of the program to achieve the 50 percent renewable resources target by December 31, 2026, and to achieve a 60 percent target by December 31, 2030. SB 100 established a further goal to have an electric grid that is entirely powered by clean energy by 2045. Under SB 100, the State cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

California Building Energy Efficiency Standards: Title 24, Part 6

The California Energy Code (CCR Title 24, Part 6) was created by the California Building Standards Commission as part of the California Building Standards Code in 1978 to establish Statewide building energy efficiency standards and reduce Statewide energy use. The Energy Code requires the reduction of wasteful and unnecessary energy consumption in newly constructed and existing buildings. The California Energy Commission (CEC) updates the Energy Code every three years to allow for consideration and possible incorporation of new energy efficiency technologies and methods.

In December 2024, the 2025 Energy Code was approved by the California Building Standards Commission for inclusion into the California Building Standards Code. The 2025 Energy Code encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, strengthens ventilation standards, and more. Buildings whose permit applications are applied for on or after January 1, 2026, must comply with the 2025 Energy Code.

California Green Building Standards

The California Green Building Standards Code (CCR, Title 24, Part 11), commonly referred to as the CALGreen Code, is a Statewide mandatory construction code that was developed and

[31] California Public Utilities Commission, Renewable Portfolio Standard (RPS) Program, 2025, https://www.cpuc.ca.gov/rps/. Accessed September 14, 2025.

[32] The Renewable Portfolio Standard Program is a flexible, market-driven policy to ensure that the public benefits of wind, solar, biomass, and geothermal energy continue to be realized as electricity markets become more competitive. The policy ensures that a minimum amount of renewable energy is included in the portfolio of electricity resources serving a state or country.

adopted by the California Building Standards Commission and the California Department of Housing and Community Development. CALGreen standards require new residential and commercial buildings to comply with mandatory measures under five topical areas: planning and design; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality. CALGreen also provides voluntary measures (CALGreen Tier 1 and Tier 2) that local governments may adopt, which encourage or require additional measures in the five green building topics. The most recent update to the CALGreen Code was adopted in December 2024 (2025 CALGreen Code) and continues to improve upon the existing standards for new construction of, and additions and alterations to, residential and non-residential buildings. Buildings whose permit applications are applied for on or after January 1, 2026, must comply with the 2025 CALGreen Code.

CARB Scoping Plan

Adopted December 15, 2022, CARB's *2022 Scoping Plan for Achieving Carbon Neutrality* (2022 Scoping Plan) sets a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels by 2045 in accordance with AB 1279. To achieve the targets of AB 1279, the 2022 Scoping Plan relies on existing and emerging fossil fuel alternatives and clean technologies, as well as carbon capture and storage. Specifically, the 2022 Scoping Plan focuses on zero-emission transportation; phasing out use of fossil gas use for heating homes and buildings; reducing chemical and refrigerants with high global warming potential (GWP); providing communities with sustainable options for walking, biking, and public transit; displacement of fossil-fuel fired electrical generation through use of renewable energy alternatives (e.g., solar arrays and wind turbines); and scaling up new options such as green hydrogen.

The key elements of the 2022 CARB Scoping Plan focus on transportation. Specifically, the 2022 Scoping Plan aims to rapidly move towards zero-emission transportation (i.e., electrifying cars, buses, trains, and trucks), which constitutes California's single largest source of GHGs. The regulations that impact the transportation sector are adopted and enforced by CARB on vehicle manufacturers and are outside the jurisdiction and control of local governments. The 2022 Scoping Plan accelerates development of new regulations as well as amendments to strengthen regulations and programs already in place.

Impact Analysis

4.6a Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact.

The Project does not directly propose the development of specific construction activities within the City. Instead, the proposed project involves regulatory modifications which could facilitate land development in the future. Future developments would be required to comply with California's Energy Efficiency Standards established in CCR, Title 24, Part 6. These standards were first adopted in 1978 in response to a legislative mandate to reduce California's energy

consumption. The standards are updated by the California Energy Commission on an approximately three-year cycle to allow consideration and possible incorporation of new energy efficiency technologies and methods.

Part 11 of the Title 24 Building Standards Code is referred to as the CALGreen Code. The purpose of the CALGreen Code is to improve public health, safety and the general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) planning and design; (2) energy efficiency; (3) water efficiency and conservation; (4) material conservation and resource efficiency; and (5) environmental quality. The CALGreen Code establishes mandatory measures for new residential and non-residential buildings, which include requirements for energy efficiency, water conservation, material conservation, planning and design, and overall environmental quality.

All future developments would comply with the applicable Energy Efficiency Standards provisions (Part 6) of Title 24 and the CALGreen Code (Part 11) that are current at the time of permit approval by the City. Those standards would be no less stringent than the 2025 Building Energy Efficiency Standards, which apply to all building permit applications on or after January 1, 2026.[33]

Construction Energy Consumption

During construction, energy use would occur in two general categories: fuel use by vehicles used by workers commuting to and from the construction site, and fuel use by vehicles and other equipment to conduct construction activities. Fossil fuels used by construction vehicles and other energy-consuming equipment would be used during site clearing, grading, and construction. Fuel energy consumed during construction would be temporary and would not represent a significant demand on energy resources. In addition, some incidental energy conservation would occur during construction through compliance with State requirements which specify that equipment not in use for more than five minutes must be turned off (CCR Title 13, Section 2485). Project construction equipment would also be required to comply with the latest U.S. EPA and CARB engine emissions standards, which require highly efficient combustion systems that maximize fuel efficiency and reduce unnecessary fuel consumption. Due to increasing transportation costs and fuel prices, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction. There is also growing recognition among developers, retailers, and building owners that sustainable construction is not prohibitively expensive, and that there is significant cost-savings potential in green building practices and materials.

Substantial reductions in energy inputs for construction materials can be achieved by selecting building materials composed of recycled materials that require substantially less energy to produce than non-recycled materials. The incremental increase in the use of energy bound in construction materials such as asphalt, steel, concrete, pipes and manufacture of processed materials (e.g., lumber and gas) would not substantially increase demand for energy compared

[33] California Energy Commission, 2025 Building Energy Efficiency Standards, https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2025-building-energy-efficiency. Accessed December 22, 2025.

to overall local and regional demand for construction materials. It is reasonable to assume that production of building materials such as concrete, steel, etc., would employ all reasonable energy conservation practices in the interest in minimizing the cost of doing business.

It is too speculative to quantify the construction-related energy consumption of future development, either in total or by fuel type. Although the exact details of future developments are not known at this time, there are no known conditions in the City that would require nonstandard equipment or construction practices that would increase fuel-energy consumption above typical rates. It should also be noted that all construction equipment is subject to the CARB In-Use Off-Road Diesel-Fueled Fleets Regulation. This regulation, which applies to all off-road diesel vehicles 25 horsepower or greater, limits unnecessary idling to 5 minutes, requires all construction fleets to be labeled and reported to CARB, bans Tier 0 equipment and phases out Tier 1 and 2 equipment (thereby replacing fleets with cleaner equipment), and requires that fleets comply with Best Available Control Technology requirements, which would increase construction equipment fuel efficiency. In addition, Tier 3 vehicles can no longer be added to any fleet as of January 1, 2024. Therefore, future development would not result in the use of excessive amounts of fuel or other forms of energy during construction of future projects, and impacts would be less than significant.

Operational Energy Consumption

Energy consumption associated with Project operations would occur from building electricity use, water use, natural gas use, and transportation fuel use. As discussed in Section 4.17, buildout of the Project would result in a decrease in daily trips and VMT. Therefore, fuel consumption would be reduced and implementation of the Project would not create a land use pattern that would result in a wasteful, inefficient, or unnecessary use of transportation-related energy, and impacts would be less than significant.

As future development is implemented, new buildings would use electricity and natural gas to run appliances and equipment, including space and water heaters, air conditioners, ventilation equipment, lights, and numerous other devices. Generally, electricity use is higher in the warmer months due to increased air conditioning needs, and natural gas use is highest when the weather is colder as a result of high heating demand. Residential uses would likely see the most energy use in the evening as people return from work, while most nonresidential facilities would have high energy use during normal business hours and lower levels at other times. As the turnover of existing uses occurs, future development implemented under the Project would be required at a minimum to meet the mandatory energy requirements of CALGreen and the California Energy Code (Title 24, Part 6 of the CCR) in effect at the time of development, and would benefit from the efficiencies associated with these regulations as they relate to building heating, ventilating, and air conditioning mechanical systems, water heating systems, and lighting.

California's Energy Efficiency Standards for Residential and Non-Residential Buildings create uniform building codes to reduce California's energy use and provide energy efficiency standards for residential and non-residential buildings. These standards are incorporated within the California Building Code and are expected to substantially reduce the growth in electricity and natural use.

Regarding water energy conservation, implementation of the Project would incorporate drought-tolerant landscaping and water-efficient irrigation controls. Buildings would incorporate water-efficient fixtures and appliances, to comply with Title 24.

It should be noted that SCE is subject to California's RPS. The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase total procurement from eligible renewable energy resources target by December 31, 2026, and to achieve a 60 percent target by December 31, 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045. Renewable energy is generally defined as energy that comes from resources which are naturally replenished within a human timescale such as sunlight, wind, tides, waves, and geothermal heat.

Therefore, implementation of the Project would not create a land use pattern that would result in a wasteful, inefficient, or unnecessary use of building-related energy, and impacts would be less than significant, and mitigation would not be required.

4.6b Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact. The applicable State plans that address renewable energy and energy efficiency are CALGreen, the California Energy Code, and RPS. In addition, the City's Draft CAP includes specific goals applicable to private development include energy-efficient buildings, walkable neighborhoods, transition to electric vehicles, water efficient landscaping, and water efficiency in new buildings. As discussed above, future development implemented under the Project would be required at a minimum to meet the mandatory energy requirements of CALGreen and the California Energy Code in effect at the time of development and future development facilitated by the Project would be required to remain consistent with the goals of the Draft 2026 CAP. SCE, the electricity provider for the City, is currently meeting RPS goals and is on track to achieve future RPS goals. Thus, electricity provided to the City is increasingly coming from renewable sources. Implementation of the Project would not interfere with SCE's progress towards achieving RPS goals. Therefore, implementation of the Project would not conflict with or obstruct implementation of CALGreen and the California Energy Code, or with SCE's implementation of RPS, and impacts would be less than significant, and mitigation would not be required.

Cumulative Impacts

Construction and operation of future development projects under implementation of the Project would result in the use of energy, but not in a wasteful manner. The use of energy would not be substantial in comparison to existing electricity, natural gas, and fuel demand. SCE would review the estimated electricity consumption associated with implementation of future developments to ensure that the estimated power requirement would be part of the total load growth forecast for their service area and accounted for in the planned growth of the power system. It should be noted that the planning projections of SCE and SoCalGas consider planned development for their service areas and are in and of themselves providing for cumulative growth.

Transportation fuels are produced from crude oil, which can be domestic or imported from various regions around the world. Based on current proven reserves, current crude oil production would be sufficient to meet 50 years of worldwide consumption. As such, it is expected that existing and planned transportation fuel supplies would be sufficient to serve the construction and operational demand associated with implementation of the Project. New capacity or supplies or energy resources would be required.

New development under implementation of the Project and in the cumulative area would be required to comply with the Bell Gardens CAP (cumulative projects within the City of Bell Gardens) and California Energy Code, Title 24 requirements in place at the time of building permit issuance. Each update to the Energy Code has historically incorporated more stringent energy efficiency requirements, and the State is headed towards a net-zero energy goal for new development. Therefore, redevelopment would replace older, less energy efficient buildings with more energy efficiency buildings that meet current energy efficiency standards. Incorporating applicable energy standards into future development projects under implementation of the Project and in the cumulative area would ensure that energy would not be used in a wasteful manner and would help facilitate state and local goals for energy efficiency. Therefore, impacts would be less than significant, and mitigation would not be required.

4.7 Geology and Soils

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
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?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		

Impact Analysis

4.7a.i Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, or death involving the 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.

4.7a.ii Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, or death involving strong seismic ground shaking?

Less Than Significant Impact. The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. The Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Act requires the State Geologist to establish regulatory zones, known as Alquist Priolo Earthquake Fault Zones, around the surface traces of active faults and to issue appropriate maps.

According to the Department of Conservation California Geological Survey, the Project Site is not located within a designated Alquist Priolo Earthquake Fault Zone, and no active faults are present within the Project Site.[34] The nearest Alquist-Priolo Earthquake Fault Zone is the El Monte Alquist-Priolo Fault Zone, located approximately 6.3 miles north of the Project Site. The Project Site is within the Southern California region, a seismically active area, and thus, the Project is exposed to potential risk involving strong seismic ground shaking.

The Project would provide new housing, commercial uses, parks, and various safety and public realm improvements. Future projects would be subject to additional CEQA review if applicable. These projects would be required to comply with the most recently adopted California Building Code (CBC), City Building code, and engineering design standards. Through compliance with the CBC and any additional site-specific requirements, the Project would not directly or indirectly cause potential substantial adverse effects, including the risk, loss, injury, or death involving fault of a known earthquake fault. The Project would not cause potential substantial adverse effects involving strong seismic ground shaking, and impacts would be less than significant, and mitigation would not be required.

4.7a.iii Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, or death involving seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction is a seismic phenomenon in which loose, saturated, relatively uniform fine- to medium-grained clean cohesionless soils behave similarly to a fluid when subjected to high-intensity and long-duration ground shaking. Three criteria must be met for liquefaction to occur: 1) loose, clean granular soils, 2) shallow groundwater, and 3) strong, long-duration ground shaking. According to the Department of Conservation California

[34] Department of Conservation California Geological Survey, Earthquake Zones of Required Investigation, https://maps.conservation.ca.gov/cgs/informationwarehouse/eqzapp/. Accessed November 24, 2025.

Geological Survey, the Project Site is located in a liquefaction zone. [35] Furthermore, as discussed in the City of Bell Gardens General Plan Conservation Element, majority of the City is underlain by recent late Holocene alluvium consisting of silt, gravel, sand, and clay and is characterized by soils that were historically flooded and undifferentiated late Pleistocene alluvium consisting of well consolidated gravel, sand, silt, and clay.[36] These soils are susceptible to liquefaction. Therefore, as discussed in the General Plan, virtually all of the City can be found in an area of very high risk of liquefaction. Future development associated with the Project would be required to comply with the most recently adopted CBC, which includes seismic design criteria to reduce the potential for structural damage. In addition, geotechnical investigations would be required for each proposed development to identify site-specific liquefaction potential and requirements to reduce liquefaction hazards. Through compliance with the CBC and any additional City building code requirements, future discretionary actions would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, or death involving seismic-related ground failure, including liquefaction. Therefore, impacts would be less than significant, and mitigation would not be required.

4.7a.iv Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, or death involving landslides?

Less Than Significant Impact. Landslides are mass movements of the ground that include rock falls, relatively shallow slumping and sliding of soil, and deeper rotational or transitional movement of soil or rock. The City is relatively flat. According to the Department of Conservation California Geological Survey, no landslides are mapped or known to exist at the Project Site or vicinity.[37] The closest landslide zone is located approximately 4.8 miles north of the Project Site. Therefore, the potential for seismically-induced landslides to impact the Project Site is low, and the Project would not cause adverse effects involving landslides. Impacts would be less than significant, and mitigation would not be required.

4.7b Would the project result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. The Project would be a TOC Specific Plan that provides new housing, commercial uses, parks, and various safety and public health improvements while improving regional connectivity into nearby communities. Construction of future projects would likely require earthmoving activities associated with proposed demolition and construction activities which may have the potential to result in soil erosion or the loss of topsoil. Development of future development would be subject to local and State regulations for erosion control and grading during construction. For example, the Project would be required to comply with the Construction General Permit (CGP) issued by the State Water Resources Control Board (SWRCB), effective September 1, 2023, which regulates construction activities to minimize water pollution, including sediment risk from construction activities to receiving waters. Future developments

[35] Department of Conservation, California Geological Survey, CGS Liquefaction Zones, https://maps.conservation.ca.gov/cgs/informationwarehouse/eqzapp/. Accessed November 25, 2025.
[36] City of Bell Gardens, General Plan Conservation Element, page 5-9, https://www.bellgardens.org/home/showpublisheddocument/9144/638717797403670000. Accessed January 13, 2026.
[37] Department of Conservation, California Geological Survey, CGS Landslide Zones, https://maps.conservation.ca.gov/cgs/informationwarehouse/eqzapp/. Accessed November 25, 2025.

would be subject to the National Pollution Discharge Elimination System (NPDES) program, including the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP). Future developments would be required to prepare and implement a SWPPP and associated best management practices (BMPs) in compliance with the CGP during grading and construction activities. Typical construction BMPs include, but are not limited to, watering soil, soil cover of inactive areas, gravel bags, and fiber rolls. The City would be required to review all future developments on a case-by-case basis. Through compliance with all applicable requirements and regulations, the potential for erosion would be reduced. Therefore, the Project would not result in substantial soil erosion or the loss of topsoil, and impacts would be less than significant, and mitigation would not be required.

4.7c Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less Than Significant Impact. The Project Site would likely not be subject to seismically-induced landslides (see Response 4.7a.iv). For lateral spreading to occur, the liquefiable zone must be continuous, unconstrained laterally, and free to move along gently sloping ground toward an unconfined area. As discussed above, the Project Site is located in a liquefaction zone. However, future development associated with the Project would be required to comply with the most recently adopted CBC, which includes seismic design criteria to reduce the potential for structural damage. Earthquake-induced lateral spreading is also not considered a hazard at the Project Site. Therefore, there would be less than significant impact associated with lateral spreading.

Ground surface subsidence generally results from the extraction of fluids or gas from the subsurface, which can result in a gradual lowering of the ground level. The Project Site is not mapped in an area of subsidence by the U.S. Geological Survey.[38] Therefore, the potential for ground collapse and other adverse effects due to subsidence to occur on the Project site is considered low, and impacts associated with subsidence would be less than significant.

Regarding collapsible soils, future developments would be required to conduct a Geotechnical Investigation, indicating soil characteristics on a case-by-case basis. However, as described in the General Plan Conservation Element, the City of Bell Gardens does not contain significant sand and gravel resources as identified by the Department of Mines and Geology.[39] Therefore, the Project's potential for collapse is considered low, and impacts associated with collapse would be less than significant.

For the reasons substantiated above, Project development would not cause substantial hazards arising from unstable soils. Impacts would be less than significant, and mitigation would not be required.

[38] United States Geological Survey, Areas of Land Subsidence in California, https://ca.water.usgs.gov/land_subsidence/california-subsidence-areas.html. Accessed November 25, 2025.
[39] City of Bell Gardens, City of Bell Gardens General Plan Conservation Element, July 27, 1995, https://www.bellgardens.org/home/showpublisheddocument/9144/638717797403670000. Accessed November 25, 2025.

4.7d Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risk to life or property?

Less Than Significant Impact. Expansive soils are typically associated with fine-grained clayey soils that have the potential to shrink and swell with repeated changes in the moisture content. Future development could be located in areas underlain with expansive soils. Future developments under the Project would be required to undergo separate environmental reviews pursuant to CEQA and to analyze the potential of expansive soils through a geotechnical investigation report. In accordance with the most recently adopted CBC, the geotechnical investigations would recommend corrective actions to prevent structural damage for any development on expansive soils Therefore, the Project and any future development at the Project Site would not create substantial direct or indirect risks to life or property. Impacts would be less than significant, and mitigation would not be required.

4.7e Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. The Project is located within the City of Bell Gardens and is served by existing infrastructure. The Project does not propose using septic tanks or alternative wastewater disposal systems. Temporary sanitary systems could be brought in during construction of future developments but would be removed when future developments become operational. Therefore, no impact would occur in this regard, and mitigation would not be required.

4.7f Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact with Mitigation Incorporated. Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. These resources are valued for the information they yield about the earth's history and its past ecological settings. The potential for fossil occurrence depends on the rock type exposed at the surface in a given area. According to the *Cultural and Paleontological Resources Inventory Report*, prepared by Kimley-Horn (Appendix B), Kimley-Horn did not identify any previously recorded paleontological resources within the Project Site. The paleontological sensitivity of the Project Site is considered low due to the Holocene-age (i.e., young) geological deposits underlying the Project Site and lack of recorded fossil localities in similar sedimentary deposits in the vicinity. Future projects would be subject to additional CEQA review and would require a site-specific geotechnical investigation to evaluate the potential for paleontological resources, and if required identify measures to reduce impacts on paleontological resources. Therefore, to mitigate such impacts, the Project would be required to implement **MM GEO-1**. Impacts would be less than significant with mitigation incorporated.

MM GEO-1 **Inadvertent Discovery of Paleontological Resources.** Should paleontological resources be inadvertently encountered during construction of a proposed development, construction activities shall be temporarily halted within 50 feet of the find so that the resource can be evaluated by a qualified professional

paleontologist meeting the Society of Vertebrate Paleontology (SVP) professional qualifications (Project Paleontologist). The Project Paleontologist shall temporarily divert or redirect grading and excavation activities in the area of the exposed material to facilitate evaluation and, if necessary, salvage. The Project Paleontologist shall then assess the discovered material(s) and prepare a memorandum evaluating the impact. The Project proponent shall then comply with the recommendations of the Project Paleontologist, and a copy of the report shall be submitted to the Natural History Museum of Los Angeles County. Ground disturbing activities may resume once the Project Paleontologist's recommendations have been implemented.

4.8 Greenhouse Gas Emissions

This Section is based on the *Greenhouse Gas Emissions Modeling* conducted by Kimley-Horn, which is included in **Appendix A: Air Quality and Greenhouse Gas Emissions Modeling Data**.

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

Regulatory Setting

Federal

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 (December 2007), among other key measures, requires the following, which would aid in the reduction of national GHG emissions:

- Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel in 2022.
- Set a target of 35 miles per gallon for the combined fleet of cars and light trucks by model year 2020 and direct the National Highway Traffic Safety Administration (NHTSA) to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for work trucks.
- Prescribe or revise standards affecting regional efficiency for heating and cooling products and procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.

On April 9, 2025, President Trump signed an executive order calling for the sunset of various environmental regulations. The order affects pieces of several keystone energy and environmental legislation, including the Energy Independence and Security Act of 2007.

U.S. Environmental Protection Agency Endangerment Finding

The U.S. EPA authority to regulate GHG emissions stems from the U.S. Supreme Court decision in *Massachusetts v. EPA* (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing FCAA and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court's ruling, the U.S. EPA finalized an endangerment finding in December 2009. Based on scientific evidence it found that six GHGs (CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6) constitute a threat to public health and welfare.

Thus, it is the Supreme Court's interpretation of the existing FCAA and the U.S. EPA's assessment of the scientific evidence that form the basis for the U.S. EPA's regulatory actions.

In response to President Trump's "Unleashing American Energy" Executive Order, published on January 20, 2025, the U.S. EPA announced its intention to reconsider regulations and actions that rely on the 2009 Greenhouse Gas Endangerment Finding (Endangerment Finding) on March 12, 2025. The March 12 announcement specifically targets the following:

- Advanced Clean Trucks Plan, including:
    - Control of Air Pollution from New Motor Vehicles: Heavy-Duty Engine and Vehicle Standards
    - Multi-Pollutant Emissions Standards for Model Years 2027 and Later Light- and Medium-Duty Vehicles
    - Greenhouse Gas Emissions Standards for Heavy-Duty Vehicles – Phase 3.
- Corporate Average Fuel Economy (CAFE) Standards

Federal Vehicle Standards

In response to the United States Supreme Court ruling discussed above, Executive Order 13432 was issued in 2007 directing the U.S. EPA, the Department of Transportation, and the Department of Energy to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008. In 2009, the NHTSA issued a final rule regulating fuel efficiency and GHG emissions from cars and light-duty trucks for model year 2011, and in 2010, the U.S. EPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012 through 2016.

In 2010, an Executive Memorandum was issued directing the Department of Transportation, Department of Energy, U.S. EPA, and NHTSA to establish additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, the U.S. EPA and NHTSA proposed stringent, coordinated federal GHG and fuel economy standards for model years 2017 through 2025 light-duty vehicles. The proposed standard is projected to achieve 163 grams per mile of CO_2 in model year 2025, on an average industry fleet-wide basis, which is equivalent to 54.5 mpg if this level were achieved solely through fuel efficiency. The final rule was adopted in 2012 for model years 2017 through 2021.

On January 12, 2017, the U.S. EPA finalized its decision to maintain the current GHG emissions standards for model years 2022 through 2025 cars and light trucks. In addition to the regulations applicable to cars and light-duty trucks described above, in 2011, the U.S. EPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014 through 2018. The standards for CO_2 emissions and fuel consumption are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles. According to the U.S. EPA, this regulatory program will reduce GHG emissions and fuel consumption for the affected vehicles by six to 23 percent over the 2010 baselines.

In August 2016, the U.S. EPA and NHTSA announced the adoption of the phase two program related to the fuel economy and GHG standards for medium- and heavy-duty trucks. The phase two program will apply to vehicles with model year 2018 through 2027 for certain trailers, and model years 2021 through 2027 for semi-trucks, large pickup trucks, vans, and all types and sizes of buses and work trucks. The final standards are expected to lower CO_2 emissions by approximately 1.1 billion metric tons and reduce oil consumption by up to 2 billion barrels over the lifetime of the vehicles sold under the program.

In 2018, the President and the U.S. EPA stated their intent to halt various federal regulatory activities to reduce GHG emissions, including the phase two program. California and other states have stated their intent to challenge federal actions that would delay or eliminate GHG reduction measures and have committed to cooperating with other countries to implement global climate change initiatives.

On September 27, 2019, the U.S. EPA and the NHTSA published the "Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program." (84 Fed. Reg. 51,310 (September 27, 2019.) The Part One Rule revokes California's authority to set its own GHG emissions standards and set zero-emission vehicle (ZEV) mandates in California.

On March 31, 2020, the U.S. EPA and NHTSA finalized rulemaking for SAFE Part Two which sets CO_2 emissions standards and CAFE standards for passenger vehicles and light duty trucks, covering model years 2021 through 2026. The U.S. EPA repealed SAFE Rule Part One, effective January 28, 2022, and is reconsidering Part Two.

In December 2021, the U.S. EPA finalized federal GHG emissions standards for passenger cars and light trucks for model years 2023 through 2026. These standards are the strongest vehicle emissions standards ever established for the light-duty vehicle sector and are based on an assessment of current and future technologies. The updated standards will result in avoiding more than 3 billion tons of GHG emissions through 2050[40] and are on track for the launch of U.S. EPA's next phase of standards for model years 2027 and beyond.

As of April 1, 2022, the CAFE standards require an industry-wide fleet average of approximately 49 mpg for passenger cars and light trucks in model year 2026. The new CAFE standards for model year 2024 through 2026 reduces fuel use by more than 200 billion gallons through 2050, as compared to continuing under the old standards.[41]

On June 7, 2024, the NHTSA announced the final rule for passenger cars and light trucks for model years 2027 through 2031, which strengthened previous emission standards and proposed an industry-wide fleet average of approximately 50.4 mpg in model year 2031. The new CAFE

[40] United States Environmental Protection Agency, Final Rule to Revise Existing National GHG Emissions Standards for Passenger Cars and Light Trucks Through Model Year 2026, 2021, https://www.epa.gov/regulations-emissions-vehicles-and-engines/final-rule-revise-existing-national-ghg-emissions. Accessed August 24, 2025.

[41] National Highway Traffic Safety Administration, USDOT Announces New Vehicle Fuel Economy Standards for Model Year 2024-2026, https://www.nhtsa.gov/press-releases/usdot-announces-new-vehicle-fuel-economy-standards-model-year-2024-2026. Accessed August 24, 2025.

standards for model years 2027 through 2031 would reduce fuel use by 70 billion gallons through 2050.[42]

In response to President Trump's "Unleashing American Energy" Executive Order, published on January 20, 2025, the U.S. EPA announced its intention to reconsider regulations and actions that rely on the Endangerment Finding on March 12, 2025. This includes the CAFE standards. On June 6, 2025, the NHTSA published an interpretive rule that establishes the NHTSA's authority to revise the CAFE standards without consideration of electrical vehicles. Therefore, implementation of these standards remains uncertain.

State

California Air Resources Board

The California Air Resources Board (CARB) is responsible for the coordination and oversight of State and local air pollution control programs in California. Various statewide and local initiatives to reduce California's contribution to GHG emissions have raised awareness about climate change and its potential for severe long-term adverse environmental, social, and economic effects. California is a significant emitter of CO_2e in the world and produced 371.1 gross $MMTCO_2e$ in 2022.[43] In the State, the transportation sector is the largest emitter of GHGs, followed by industrial operations such as manufacturing and oil and gas extraction.

The State of California legislature has enacted a series of bills that constitute the most aggressive program to reduce GHGs of any state in the nation. Some legislation, such as the landmark Assembly Bill (AB) 32, *California Global Warming Solutions Act of 2006*, was specifically enacted to address GHG emissions. Other legislation, such as Title 24 Building Energy Efficiency Standards and Title 20 Appliance Energy Standards, were originally adopted for other purposes such as energy and water conservation, but also provide GHG reductions.

Assembly Bill 32 (California Global Warming Solutions Act of 2006)

AB 32, the California Global Warming Solutions Act of 2006, instructed CARB to develop and enforce regulations for the reporting and verification of statewide GHG emissions and established a State goal of reducing GHG emissions to 1990 levels by the year 2020. AB 32 additionally established a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner. The Scoping Plan was first approved by CARB in 2008 and is updated every five years.

Climate Change Scoping Plan

The Scoping Plan is a GHG emission reduction roadmap developed and updated by the 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 *Final 2022 Scoping Plan for Achieving Carbon Neutrality* (2022 Scoping Plan) in November 2022, as the third update to the initial plan that was adopted in 2008. The initial 2008 Scoping

[42] National Highway Traffic Safety Administration, NHTSA Announces Final Rule for CAFE and HDPUV Standards, https://www.nhtsa.gov/laws-regulations/corporate-average-fuel-economy. Accessed August 24, 2025.
[43] California Air Resources Board (CARB), Current California GHG Emissions Inventory Data, 2024, https://ww2.arb.ca.gov/ghg-inventory-data. Accessed September 11, 2025.

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.[44] 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 (adopted in 2014) assessed progress toward achieving the 2020 target and made the case for addressing short-lived climate pollutants.[45] The 2017 Scoping Plan,[46] shifted focus to the newer SB 32 goal of a 40 percent reduction below 1990 levels by 2030 by laying out a detailed cost-effective and technologically feasible path to this target, and also assessed progress towards achieving the AB 32 goal of returning to 1990 GHG levels by 2020. The 2020 goal was ultimately reached in 2016, four years ahead of the schedule called for under AB 32.

The 2022 Scoping Plan is the most comprehensive and far-reaching Scoping Plan developed to date. It identifies a technologically feasible, cost-effective, and equity-focused path to achieve new targets for carbon neutrality by 2045 and to reduce anthropogenic GHG emissions to at least 85 percent below 1990 levels, while also assessing the progress California is making toward reducing its GHG emissions by at least 40 percent below 1990 levels by 2030, as called for in SB 32 and laid out in the 2017 Scoping Plan. According to the 2022 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 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.

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

[44] CARB, Climate Change Scoping Plan, 2008, ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/document/adopted_scoping_plan.pdf. Accessed August 24, 2025.
[45] CARB, First Update to the Climate Change Scoping Plan, 2014, ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/2013_update/first_update_climate_change_scoping_plan.pdf. Accessed August 24, 2025.
[46] CARB, California's 2017 Climate Change Scoping Plan, 2017, ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/scoping_plan_2017.pdf. Accessed August 24, 2025.

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 and 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 the 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 are 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.

Title 20 Appliance Efficiency Regulations

The appliance efficiency regulations (CCR Title 20, Sections 1601-1608) include standards for new appliances. Twenty-three categories of appliances are included in the scope of these regulations.

These standards include minimum levels of operating efficiency, and other cost-effective measures, to promote the use of energy- and water-efficient appliances.

Title 24 Building Energy Efficiency Standards

California's Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR Title 24, Part 6) was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions.

In December 2024, the 2025 Energy Code was approved by the California Building Standards Commission for inclusion into the California Building Standards Code. The 2025 Energy Code encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, strengthens ventilation standards, and more. Buildings whose permit applications are applied for on or after January 1, 2026, must comply with the 2025 Energy Code.[47]

Title 24 California Green Building Standards Code

The California Green Building Standards Code (CCR Title 24, Part 11 code) commonly referred to as the CALGreen Code, is a statewide mandatory construction code developed and adopted by the California Building Standards Commission and the Department of Housing and Community Development. The CALGreen standards require new residential and commercial buildings to comply with mandatory measures under the topics of planning and design, energy efficiency, water efficiency/conservation, material conservation and resource efficiency, and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt that encourage or require additional measures in the five green building topics: planning and design; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt that encourage or require additional measures in the five green building topics. The most recent update to the CALGreen Code was adopted in December 2024 (2025 CALGreen Code) and continues to improve upon the existing standards for new construction of, and additions and alterations to, residential and non-residential buildings. Buildings whose permit applications are applied for on or after January 1, 2026, must comply with the 2025 CALGreen Code.[48]

Regional

South Coast Air Quality Management District Thresholds

The SCAQMD is the air pollution control agency for Orange County and the urban portions of Los Angeles, Riverside, and San Bernardino Counties. The agency's primary responsibility is ensuring

[47] California Energy Commission, 2025 Building Energy Efficiency Standards, 2025, https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2025-building-energy-efficiency. Accessed September 15, 2025.
[48] California Energy Commission, 2025 California Green Building Standards Code (CALGreen), 2025, https://www.energy.ca.gov/proceeding/2025-california-green-building-standards-code-calgreen. Accessed September 15, 2025.

that CAAQS and NAAQS are attained and maintained in the SoCAB. The SCAQMD is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, conducting public education campaigns, and many other activities. All projects are subject to applicable SCAQMD rules and regulations in effect at the time of construction and operation. The following is the SCAQMD rule relevant to GHG:

- **Rule 1415 (Reduction of Refrigerant Emissions from Stationary Air Conditioning Systems)** – The purpose of this rule is to reduce emissions of high-global warming potential refrigerants from stationary air conditioning systems by requiring projects to reclaim, recover, or recycle refrigerant and minimize leakage.

Southern California Association of Governments

SCAG updates Connect SoCal, the RTP/SCS, every four years. The most recent Connect SoCal (2024-2050 RTP/SCS) is a long-range vision plan for a more resilient and equitable future and contains policies and strategies for achieving the region's shared goals through 2050.[49] The RTP/SCS is a long-range vision plan that balances future mobility and housing needs with economic, environmental, and public health goals so that the region can grow smartly and sustainably. The strategy 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 SCAG region must achieve specific federal air quality standards and is required by state law to lower regional GHG emissions. Per SB 375, CARB has set GHG reduction targets at 8 percent below 2005 per capita emissions levels by 2020, and 19 percent below 2005 per capita emissions levels by 2035.

Significance Criteria

Addressing GHG emissions generation impacts under CEQA requires an agency to determine what constitutes a significant impact. The amendments to the CEQA Guidelines specifically allow lead agencies to determine thresholds of significance that illustrate the extent of the potential impact, which in turn provides the basis to assess and, if required to address significant impacts, to apply mitigation measures.[50] This means that each agency is left to determine whether a project's GHG emissions will have a "significant" impact on the environment and to support that determination with substantial evidence in the record. Regardless of the manner in which an agency determines the significance of GHG emissions impacts in accordance with CEQA, the CEQA Guidelines direct that agencies are to use "careful judgment" and "make a good-faith

[49] SCAG, Connect SoCal (2024 – 2050 Regional Transportation Plan/Sustainable Communities Strategy), 2024.
[50] California Governor's Office of Planning and Research, Proposed Updates to the CEQA Guidelines – Final, page 84, 2017, https://lci.ca.gov/ceqa/docs/20171127_Comprehensive_CEQA_Guidelines_Package_Nov_2017.pdf. Accessed December 1, 2025.

effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate" the project's GHG emissions.[51]

Lead agencies quantify GHG emissions of projects and consider several factors when determining the significance of GHG emissions from a project: the extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting; whether the project exceeds an applicable significance threshold; and 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. CCR Section 15064.4 does not establish a threshold of significance; rather, lead agencies are granted discretion to establish significance thresholds for their respective jurisdictions and for individual projects, including by using 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 City has not adopted a numeric threshold for the analysis of GHG impacts. Rather, CEQA Guidelines Section 15064.4(b)(3) allows a lead agency to make a finding of non-significance for GHG emissions if a project complies with adopted programs, plans, policies, and/or other regulatory strategies to reduce GHG emissions. Accordingly, the threshold of significance applied here is whether the Project complies with applicable plans, policies, regulations, and requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. Nonetheless, the Project's estimated quantitative emissions are also included below for informational purposes.

Impact Analysis

4.8a Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact.

Construction Emissions

The Project does not directly propose the development of specific construction activities within the City. Instead, the Project involves regulatory modifications which could facilitate land development in the future. Growth would require construction emissions and result in operation from sources that would generate air quality emissions. Construction activities associated with future development would occur in incremental phases over time based upon numerous factors, including market demand and economic and planning considerations. Construction activities could include grading, demolition, excavation, cut-and-fill, paving, building construction, and application of architectural coatings. In addition, construction worker vehicle trips, building material deliveries, soil hauling, etc. would occur during construction. Construction-related emissions are typically site-specific and depend upon multiple variables. Quantifying individual future developments' air emissions from short-term, temporary construction-related activities is not possible due to project-level variability and uncertainties concerning detailed site plans,

[51] 14 California Code of Regulations, § 15064.4a.

construction schedules/duration, equipment requirements, etc., among other factors, which are presently unknown. Since these parameters can vary widely and individual project-related construction activities would occur over time which is dependent upon numerous factors, quantifying precise construction-related emissions and impacts would be impractical and speculative.

To provide a reference of GHG emissions during construction activities, modeling was conducted assuming the construction of each Development District in its entirety. The construction emission estimates do not assume the overlap of construction phases (except for building construction and architectural coating).

Table 4.8-1: Construction Greenhouse Gas Emissions

Construction Year	$MTCO_2e$
District 1 – Mercado District	
Construction Year 1	353
Construction Year 2	247
Total Construction Emissions	600
30-Year Amortized Annual Construction	20
District 2 – Paseo District	
Construction Year 1	278
Construction Year 2	143
Total Construction Emissions	421
30-Year Amortized Annual Construction	14
District 3 – North of Florence Place	
Construction Year 1	251
Construction Year 2	172
Total Construction Emissions	422
30-Year Amortized Annual Construction	14
District 4 – South of Florence Avenue	
Construction Year 1	170
Construction Year 2	83
Total Construction Emissions	254
30-Year Amortized Annual Construction	8
District 5 – Corazon / Triangle Parcel	
Construction Year 1	155
Construction Year 2	77
Total Construction Emissions	232
30-Year Amortized Annual Construction	8

Source: CalEEMod version 2022. Refer to Appendix A for model data outputs.

Operational Emissions

Operational or long-term emissions would occur over the life of the Project. Operational GHG emissions would result from direct sources, such as Project-generated vehicular traffic, natural gas combustion, and area source usage (consumer products, architectural coatings, and landscape maintenance equipment). Operational GHG emissions would also result from indirect

sources, such as electrical power generation, water supply and wastewater treatment, solid waste generation, and fugitive refrigerants from air conditioning or refrigerators. Future development under implementation of the proposed project would occur as market conditions and economic factors allow. To provide screening for some future projects, emissions associated with buildout of each individual Development District has been estimated. **Table 4.8-2: Annual Greenhouse Gas Emissions** summarizes the total GHG emissions (both amortized construction and operations) associated with the proposed Project. As shown, accounting for the removal of existing emissions, buildout of the Project would result in decreased annual emissions.

Table 4.8-2: Annual Greenhouse Gas Emissions	
Source	**$MTCO_2e$**
District 1 – Mercado District	
Amortized Construction	20
Mobile	3,953
Area	50
Energy	648
Water	38
Waste	114
Refrigerants	1,322
District 1 Total	*6,144*
Existing Uses to be Removed	*-6,916*
Net District 1 Emissions	**-772**
District 2 – Paseo District	
Amortized Construction	14
Mobile	1,174
Area	42
Energy	262
Water	18
Waste	35
Refrigerants	<1
District 2 Total	*1,544*
Existing Uses to be Removed	*-2,991*
Net District 2 Emissions	**-1,448**
District 3 – North of Florence Place	
Amortized Construction	14
Mobile	418
Area	25
Energy	162
Water	13
Waste	24
Refrigerants	<1
District 3 Total	*655*
Existing Uses to be Removed	*-2,265*
Net District 3 Emissions	**-1,610**
District 4 – South of Florence Avenue	
Amortized Construction	8

Table 4.8-2: Annual Greenhouse Gas Emissions	
Source	**$MTCO_2e$**
Mobile	673
Area	6
Energy	65
Water	4
Waste	7
Refrigerants	<1
District 4 Total	*763*
Existing Uses to be Removed	*-1,285*
Net District 4 Emissions	**-522**
District 5 – Corazon / Triangle Parcel	
Amortized Construction	8
Mobile	802
Area	<1
Energy	47
Water	4
Waste	6
Refrigerants	<1
District 5 Total	*867*
Existing Uses to be Removed	*-2,808*
Net District 5 Emissions	**-1,941**
Total Project Buildout	
Total Project Buildout	9,973
Existing Uses to be Removed	-16,265
Net Project Emissions	-6,292
Source: CalEEMod version 2022. Refer to Appendix A for model data outputs.	

4.8b Would the project conflict with applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. As mentioned above, in the absence of any adopted quantitative threshold, the significance of the Project's GHG emissions is evaluated consistent with State CEQA Guidelines Section 15064.4(b)(3) by considering whether the Project complies with applicable plans, policies, regulations, and requirements adopted for the purpose of reducing the emissions of GHGs. Specifically, this analysis evaluates the Project's compliance with State (the 2022 Scoping Plan) and regional (SCAG's 2024-2050 RTP/SCS) plans.

CARB 2022 Scoping Plan

The 2022 Scoping Plan sets a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions to 85 percent below 1990 levels by 2045 in accordance with AB 1279.[52] The State's largest GHG contributors are the transportation, industrial, and electricity

[52] California Air Resources Board, 2022 Scoping Plan Documents, https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan/2022-scoping-plan-documents. Accessed December 1, 2025.

sectors.[53] The 2022 Scoping Plan intends to achieve the AB 1279 targets primarily through zero-emission transportation (e.g., electrifying cars, buses, trains, and trucks). The future development under implementation of the Project would be required to comply with applicable current and future regulatory requirements promulgated through the 2022 Scoping Plan.

Statewide strategies to reduce GHG emissions in the latest 2022 Scoping Plan include implementing SB 100, which would achieve 100 percent clean electricity by 2045; achieving 100 percent ZEV sales in 2035 through Advanced Clean Car II[54]; and implementing the Advanced Clean Fleets[55] to deploy ZEV buses and trucks. Additional transportation policies include the Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, In-use Off-Road Diesel-Fueled Fleets Regulation, Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, and Amendments to the In-use Off-Road Diesel-Fueled Fleets Regulation. The 2022 Scoping Plan would continue to implement SB 375. GHGs would be further reduced through the Cap-and-Trade Program carbon pricing and SB 905. SB 905 requires CARB to create the Carbon Capture, Removal, Utilization, and Storage Program to evaluate, demonstrate, and regulate carbon dioxide removal projects and technology.

As indicated in **Table 4.8-2**, approximately 82 percent of the Project's GHG emissions are from energy and mobile sources, which would be reduced by the 2022 Scoping Plan measures described above. The City has no control over vehicle emissions (approximately 70 percent of the Project's total emissions). However, these emissions would decline in the future due to Statewide measures, as well as cleaner technology and fleet turnover. Furthermore, the Project would not obstruct or interfere with efforts to increase ZEVs or State efforts to improve system efficiency. Compliance with applicable State standards (e.g., continuation of the Cap-and-Trade regulation; CARB's Mobile Source Strategy, and Sustainable Freight Action Plan; EO N-79-20; SB 100 [renewable electricity portfolio improvements that require 60 percent renewable electricity by 2030 and 100 percent renewable by 2045]; etc.) would ensure consistency with State and regional GHG reduction planning efforts. The future development would additionally comply, as applicable, with the Energy Code and CALGreen Code, which require energy conservation features in new construction (e.g., high-efficiency lighting, high-efficiency HVAC systems, thermal insulation, double-glazed windows, and water conserving plumbing fixtures). Conserving energy usage would indirectly regulate and reduce GHG emissions.

Project implementation would not obstruct or interfere with the State's progress towards carbon neutrality under the 2022 Scoping Plan. Project implementation would not convert any NWL and/or decrease the State's urban forest carbon stock, which are areas of emphasis in the 2022 Scoping Plan. Furthermore, Project buildout would result in decreased GHG emissions, as shown

[53] California Air Resources Board, Current California GHG Emissions Inventory Data, 2025, https://ww2.arb.ca.gov/ghg-inventory-data. Accessed December 1, 2025.

[54] On May 22, 2025, the United States Senate voted to revoke the waiver granted by the Biden administration for the ACC II program. On June 12, 2025, the Trump Administration formally nullified the ACC II program. Pursuant to CARB's Emergency Vehicle Emissions Regulation (adopted October 2, 2025), certain antecedent regulations (displaced by ACC II and Omnibus) remain operative (as previously adopted) with the caveat that CARB may enforce ACC II and Omnibus, to the extent permitted by law, in the event a court of law holds invalid the resolution purporting to disapprove those waivers.

[55] On January 13, 2025, CARB withdrew their requests for Federal CAA waivers from the U.S. EPA needed to support the ACF Regulations. As such, implementation of the ACF is currently unknown.

in **Table 4.8-2**. As such, the Project would not conflict with the 2022 Scoping Plan and impacts would be less than significant, and mitigation would not be required.

SCAG RTP/SCS Consistency

Under SB 375, SCAG's 2024 RTP/SCS establishes GHG emissions goals to reduce GHG emissions in the region by eight percent from 2005 levels by 2020 and 19 percent below 2005 levels by 2035.[56] RTP/SCS is a long-range vision plan that balances future mobility and housing needs with economic, environmental, and public health goals.

SCAG plays a critical role in project selection, programming, and administration of federal funds available to the region. The RTP/SCS invests $751.7 billion in the transportation system, primarily in operations and maintenance, to ensure the continued performance of the entire current transportation network.[57] Implementation of the 2024 RTP/SCS would add 181,200 new miles of transit revenue service, 4,000 new miles of bike lanes, and 869 new miles to the Regional Express Lane Network.[58] Strategic investments in infrastructure and transportation would improve access to employment centers and stimulate regional economic growth and opportunity in historically underserved areas. The 2024 RTP/SCS is an important planning document for the region, allowing public agencies to implement transportation projects in a coordinated manner while qualifying for federal and state funding. The 2024 RTP/SCS also supports local jurisdictions in making informed land use planning and housing development decisions that promote the key goals of the plan to reduce VMT and GHG emissions.

The 2024 RTP/SCS accounts for operations and maintenance costs to ensure reliability, longevity, and cost effectiveness of the existing transportation system. The 2024 RTP/SCS is also supported by a combination of transportation and land use strategies that help the region achieve State GHG emissions reduction goals, Federal CAA requirements, increased housing production, improved equity and resilience, the preservation of natural lands, improvement of public health, increased transportation safety, support for the region's vital goods movement industries and more efficient use of resources. The majority of GHG emissions associated with new development consists of mobile sources[59], and therefore an analysis of the Project's compatibility with the RTP/SCS is an appropriate indicator of whether the Project would inhibit the post-2020 GHG reduction goals promulgated by the State. The Project's consistency with the relevant goals of the 2024 RTP/SCS is analyzed in detail in **Table 4.8-3: 2024 Regional Transportation Plan/Sustainable Communities Strategy Consistency**. As shown in **Table 4.8-3**, many RTP/SCS strategies are not directly applicable to the proposed Project. Nonetheless, the

[56] Southern California Association of Governments, Connect SoCal (2024 – 2050 Regional Transportation Plan/Sustainable Communities Strategy), page 97, 2024, https://www.scag.ca.gov/sites/default/files/2024-05/23-2987-connect-socal-2024-final-complete-040424.pdf. Accessed December 1, 2025.

[57] Southern California Association of Governments, Connect SoCal (2024 – 2050 Regional Transportation Plan/Sustainable Communities Strategy), page 12, 2024, https://www.scag.ca.gov/sites/default/files/2024-05/23-2987-connect-socal-2024-final-complete-040424.pdf. Accessed December 1, 2025.

[58] Southern California Association of Governments, Connect SoCal (2024 – 2050 Regional Transportation Plan/Sustainable Communities Strategy), page 12, 2024, https://www.scag.ca.gov/sites/default/files/2024-05/23-2987-connect-socal-2024-final-complete-040424.pdf. Accessed December 1, 2025.

[59] California Air Resources Board, Current California GHG Emissions Inventory Data, 2025, https://ww2.arb.ca.gov/ghg-inventory-data. Accessed December 1, 2025.

proposed Project would not conflict with implementation of any of the strategies of the RTP/SCS. Therefore, the proposed Project would not result in any significant impacts or interfere with SCAG's ability to achieve the region's mobile source GHG reduction targets.

Table 4.8-3: 2024 Regional Transportation Plan/Sustainable Communities Strategy Consistency

SCAG Goals	Project Consistency Analysis
Mobility: Build and maintain an integrated multimodal transportation network.	
Support investments that are well-maintained and operated, coordinated, resilient and result in improved safety, improved air quality and minimized greenhouse gas emissions.	**No Conflict.** While this measure is to be taken at the regional level, Project implementation would not conflict with its implementation. The Project would support improved air quality and would minimize GHG emissions by facilitating infill development that would, at buildout, result in reduced air quality (see Table 4.3-4) and GHG emissions (see Table 4.8-2) compared to existing conditions. All future development facilitated by Project implementation would comply, as applicable, with the Green Building Code, which requires the use of numerous conservation measures, beyond those required by CCR Title 24, Part 6. The CALGreen Code contains both mandatory and voluntary green building measures to conserve energy.
Ensure that reliable, accessible, affordable, and appealing travel options are readily available, while striving to enhance equity in the offerings in high-need communities.	**No Conflict**. Although this goal applies at a regional level, the Project would support this goal. The Project would facilitate infill development and mobility and pedestrian improvements within an existing urban area with an established and extensive transit system.
Support planning for people of all ages, abilities, and backgrounds.	**No Conflict.** The Project would facilitate infill development, mobility and pedestrian improvements within an existing urban area with an established transportation network of roads, freeways, and transit that provides local and regional access to the area, including the Project Site. The Project would facilitate residential and retail development. Therefore, the Project would not conflict with this goal.
Communities: Develop, connect, and sustain communities that are livable and thriving.	
Create human-centered communities in urban, suburban, and rural settings to increase mobility options and reduce travel distances.	**No Conflict.** Although this goal applies at a regional level, the Project would facilitate infill development, including new housing, open space, new commercial uses and mobility and pedestrian improvements within an existing urban area. As described above, the Project would be located in proximity to several transit options and would

Table 4.8-3: 2024 Regional Transportation Plan/Sustainable Communities Strategy Consistency	
SCAG Goals	**Project Consistency Analysis**
	result in decreased daily trips and VMT. The Project will also add retail and housing options to the neighborhood such that residents will not have to travel as far for their storage needs. Therefore, the Project would not conflict with this goal.
Produce and preserve diverse housing types in an effort to improve affordability, accessibility, and opportunities for all households.	**No Conflict.** The Project would facilitate the future development of diverse housing types. Thus, the Project will indirectly support this goal.
Environment: Create a healthy region for the people of today and tomorrow.	
Develop communities that are resilient and can mitigate, adapt to, and respond to chronic and acute stresses and disruptions, such as climate change.	**No Conflict.** Although this goal applies at a regional level, the Project would support the development of resilient communities. Future developments facilitated by Project implementation would be designed to meet CALGreen and Title 24 Building Standards Code, as applicable. Further, as shown above, buildout of the Project would result in decreased GHG emissions compared to existing conditions.
Integrate the region's development pattern and transportation network to improve air quality, reduce greenhouse gas emissions and enable more sustainable use of energy and water.	**No Conflict.** While the Project is not a transportation improvement project, the location of the Project within a highly developed area and in close proximity to numerous public transit options would reduce trip lengths and VMT, which would reduce GHG and air quality emissions. Therefore, the Project would not conflict with this goal. The reduction of energy use, improvement of air quality, and promotion of more environmentally sustainable development are encouraged and other energy-reducing techniques, such as compliance with the applicable provisions of the California Building Energy Efficiency Standards.
Conserve the region's resources.	**No Conflict.** Although this goal applies at the regional level, the Project would not conflict with its implementation. The Project would facilitate future infill development and mobility improvements within an urban area. It is not located on land designated for agricultural uses, natural resources, or conservation, nor are there any such resources in the vicinity that could be impacted by the Project.
Economy: Support a sustainable, efficient, and productive regional economic environment that provides opportunities for all people in the region.	

Table 4.8-3: 2024 Regional Transportation Plan/Sustainable Communities Strategy Consistency	
SCAG Goals	**Project Consistency Analysis**
Improve access to jobs and educational resources.	**No Conflict**. The Project would provide new employment opportunities near residential uses, employment centers, and public transit services. Therefore, the Project would not conflict with this goal.
Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air and quality of life for our communities.	**Not Applicable**. The Project would not include logistics or goods movement. Therefore, this measure is not applicable to the Project.
Source: Southern California Association of Governments, Connect SoCal (2024 – 2050 Regional Transportation Plan/Sustainable Communities Strategy), 2024.	

Draft City of Bell Gardens Climate Action Plan

The City drafted and circulated a Draft Climate Action Plan (CAP) in December 2025. The CEQA document is currently under public review. The Draft CAP aligns with California's statewide climate goals, including reduction GHG emissions 40 percent below 1990 levels by 2030 and achieving carbon neutrality by 2045. The Draft CAP focuses on five core areas: Buildings and Energy, Transportation and Mobility, Resource Conservation, Green Community, and Resilience and Adaptation.[60] Specific goals applicable to private development include energy-efficient buildings, walkable neighborhoods, transition to electric vehicles, water efficient landscaping, and water efficiency in new buildings. Future development facilitated by the Project would be consistent with the goals of the Draft 2026 CAP and impacts would be less than significant.

Conclusion

The consistency analysis above demonstrates that the Project complies with the applicable GHG reduction actions/strategies at the state, regional, and local levels. Thus, pursuant to CEQA Guidelines Section 15064.4(b)(3), the Project's impacts on GHG emissions are less than significant, and mitigation would not be required.

Cumulative Impacts

Climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and TACs, which are pollutants of regional and local concern. Pollutants with localized air quality effects have relatively short atmospheric lifetimes (about one day), whereas GHGs have much longer atmospheric lifetimes of one year to several thousand years, which allow GHGs to be dispersed fairly evenly in Earth's atmosphere around the globe.

The CEQA Guidelines 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 State CEQA Guidelines Section 15064.4). As a note, the CEQA Guidelines were amended in response to SB 97.

60 City of Bell Gardens, Draft 2026 Climate Action Plan, 2025

In particular, the CEQA Guidelines were amended to specify that compliance with a GHG emissions reduction plan renders a cumulative impact insignificant.[61] 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.[62]

As a general matter, an individual project of this size and nature is of insufficient magnitude by itself to influence climate change or result in a cumulatively consideration contribution to the global phenomenon of climate change.[63] As the California Supreme Court explained, "because of the global scale of climate change, any one project's contribution is unlikely to be significant by itself".[64] As such, GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective. In other words, the analysis herein is inherently a cumulative impact analysis. The additive effect of Project-related GHGs would not result in a reasonably foreseeable cumulatively considerable contribution to global climate change. As discussed above, the Project is consistent with and would not interfere with the implementation of the applicable State, regional, and local regulations, plans, and policies. In addition, the Project, as well as the other cumulative Related Projects, would be subject to all applicable regulatory requirements mentioned above that would reduce GHG emissions. As such, the Project would not result in a significant cumulative GHG impact.

[61] California Governor's Office of Planning and Research, Proposed Updates to the CEQA Guidelines – Final, page 84, 2017, https://lci.ca.gov/ceqa/docs/20171127_Comprehensive_CEQA_Guidelines_Package_Nov_2017.pdf. Accessed December 1, 2025.
[62] 14 California Code of Regulations, § 15064(h)(3)
[63] California Air Pollution Control Officers Association, CEQA and Climate Change White Paper, page 27, 2008, https://www.ncuaqmd.org/files/1997c676d/CAPCOA-White-Paper_CEQA_Climate_Change.pdf. Accessed December 1, 2025.
[64] Cleveland National Forest Foundation v. San Diego Assn. of Governments (2017) 3 Cal.5th 497, 512.

4.9 Hazards and Hazardous Materials

Environmental Issue	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?			X	
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?		X		
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
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?		X		
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?				X
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X

Impact Analysis

4.9a 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. As described in Section 2.4, *Project Characteristics*, the Project is a comprehensive plan that would introduce five development Districts as well as mobility and access improvements for pedestrians, bicyclists, and public transit riders within the Project Site. During the temporary construction phase of future projects, the Project would have the potential to create reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment (See Response 4.9b, below). However, the Project would retain existing commercial, residential, and open space land uses within the TOC Specific Plan area, and thus would not introduce any new development projects that typically involve

using, storing, or transporting acutely hazardous materials or large quantities of petroleum products. Future project operations may require small quantities of hazardous materials associated with routine maintenance activities, such as janitorial supplies for cleaning purposes and/or herbicides and pesticides for landscaping. Construction contractors are required to handle potentially hazardous waste in a manner that complies with applicable federal, State, and local regulations. Therefore, potential impacts to the public or the environment due to the routine use, transportation, and disposal of hazardous materials are considered less than significant, and mitigation would not be required.

4.9b Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant Impact With Mitigation Incorporated.

Construction

The construction phase of future projects would involve the use of equipment and limited quantities of hazardous materials that are typical for construction projects, such as fuels, oils, lubricants, degreasers, solvents, cleaners, cements, adhesives, paints, and thinners. The proposed construction activities would be short-term and require a small workforce that would utilize small- to medium- duty equipment. As such, the potential for petroleum products and other hazardous substances to be released in substantial quantities during Project construction is considered low. Nonetheless, there is the potential for hazardous materials to be encountered and released from existing buildings and structures during demolition. Additionally, during ground disturbance activities, there is the potential for hazardous materials to be transported off-site in stormwater runoff.

Impacts related to the accidental release of hazardous materials would be less than significant through compliance with applicable regulations requiring hazardous materials to be removed and transported safely (**MM HAZ-1** and **MM HAZ-2**). Additionally, projects involving more than one acre of ground disturbance are required to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) Construction General Permit. Where applicable, Project construction contractors are required implement a Stormwater Pollution and Prevention Plan (SWPPP) to minimize the potential for mishandling and/or accidental release of hazardous materials. The SWPPP would list the hazardous materials and petroleum products that will be used during construction and require routine equipment maintenance; avoiding overtopping construction equipment and fuel tanks, protocols for responding immediately to spills; and describe best management practices (BMPs) for controlling site stormwater run-off and ensure that hazardous materials are appropriately managed and disposed of. Therefore, impacts related to reasonably foreseeable upset and accident conditions would be less than significant with mitigation incorporated.

Operation

As discussed under Response 4.9a, since the Project would establish plans for commercial, multi-family residential, and mixed-use development projects, and pedestrian, bicycle, and transit

improvements, the operational phase is not anticipated to involve using, storing, or transporting acutely hazardous materials or large quantities of petroleum products, and potential upset and accident conditions would mostly be limited to the Project construction phase. Operation and maintenance of future development projects are anticipated to use limited quantities of hazardous materials, such as cleaning products and pesticides/herbicides for landscaping. Construction contractors are required to handle all hazardous materials in accordance with manufacturers' recommendations and applicable federal, State, and local regulations. Therefore, impacts related to reasonably foreseeable upset and accident conditions are considered less than significant with mitigation incorporated.

MM HAZ-1: Project construction activities may require demolition of older structures or equipment containing asbestos containing materials (ACM), lead-based paint (LBP), or polychlorinated biphenyls (PCBs). All Project construction activities are required to comply with applicable federal, state, and local regulations to ensure proper handling, storage, and disposal of hazard materials (e.g., California Code of Regulations (CCR) Title 8, Section 1529 and 5208 regulating ACM removal; Title 8 CCR Section 1532.1 for LBP removal; and Title 22 CCR Section 66261.24 for removal of materials containing PCBs). All ACM, LBP, and PCBs encountered on the Project Site would be removed prior to the start of demolition activities by appropriately trained and certified personnel, and relevant regulatory agencies would be notified. Furthermore, any hazardous materials required for construction or operation of the Project would be handled, stored, and disposed of in accordance with manufacturers' instructions.

MM HAZ-2 : Construction projects involving more than one acre of ground disturbance are required to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) Construction General Permit. Where applicable, Project construction contractors would implement a Stormwater Pollution and Prevention Plan (SWPPP) to minimize the potential for mishandling and/or accidental release of hazardous materials. The SWPPP would list the hazardous materials and petroleum products that will be used during construction and require routine equipment maintenance; avoiding overtopping construction equipment and fuel tanks, protocols for responding immediately to spills; and describe best management practices (BMPs) for controlling site stormwater run-off. The SWPPP would be submitted to the Los Angeles Regional Water Quality Control Board (LARWQCB) and be reviewed for compliance with the Construction General Permit.

4.9c 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. As described in Section 2.3.3, *Surrounding Land Uses*, the Project Site is in proximity to several major civic and community amenities, with Garfield Elementary School located approximately 405 feet south of the Project Site. As discussed in the previous

impact analyses, construction and operation of the Project would not involve using substantial quantities hazardous materials or hazardous materials that are acutely hazardous. Any hazardous materials required for Project construction or operation, or that are encountered during demolition of buildings, would be handled and disposed of in accordance with applicable laws, regulations, and manufacturers' instructions.

Therefore, construction and operation of the Project would not result in hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste that would create a significant risk to a nearby school. Impacts are considered less than significant, and mitigation would not be required.

4.9d Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Less than Significant Impact With Mitigation Incorporated. Government Code Section 65962.5 refers to the Hazardous Waste and Substances Site List, commonly known as the Cortese List, maintained by the California Department of Toxic Substances (DTSC). The Cortese list contains hazardous waste and substance sites including public drinking water wells with detectable levels of contamination, sites with known USTs having a reportable release, solid waste disposal facilities from which there is a known migration, hazardous substance sites selected for remedial action, historic Cortese sites, and sites with known toxic material identified through the abandoned site assessment program.

The Project Site is not identified on a compiled hazardous materials site list pursuant to California Government Code Section 65962.5.[65] Based on review of the SWRCB GeoTracker database, there are three former leaking underground storage tank (LUST) sites listed within the Project Site boundary, which include: 6355 Florence Avenue, Bell Gardens, CA; Tosco/76 Station #3698 at 6355 Florence Avenue, E, Bell Gardens, CA; and Shell #204-0580-0200 at 6350 Florence Avenue, Bell Gardens, CA. All three former LUST sites are listed with a "Completed/Case Closed" status indicating that previous hazardous materials releases have been inspected and remediated to the satisfaction of the relevant regulatory agencies, and no longer present a substantial risk to the public or the environment. **MM HAZ-1** and **MM HAZ-2** are required and would ensure potential hazardous materials are removed in accordance with applicable regulations before construction begins and that construction BMPs are implemented during ground disturbance. If new listed sites or hazardous materials conditions are identified prior to implementation of future projects, site-specific investigations may be required to characterize the suspect contaminants. Through implementation of **MM HAZ-1** and **MM-HAZ-2**, Project impacts related to creating a significant hazard to the public or the environment would be less than significant, with mitigation incorporated.

[65] California Department of Toxic Substances Control, Hazardous Waste and Substances Site List (Cortese), https://www.envirostor.dtsc.ca.gov/public/search?cmd=search&reporttype=CORTESE&site_type=CSITES,FUDS&status=ACT,BKLG,COM&reporttitle=HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST+%28CORTESE%29. Accessed January 11, 2026.

4.9e For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. The Project Site is in the City of Bell Gardens and is not located within two miles of a public airport or public use airport. Therefore, the Project would not result in an airport-related safety hazard or excessive noise for people working in the Project area. No impact would occur.

4.9f Would the project impair implementation of or physically interfere with an emergency response plan or emergency evacuation plan?

Less Than Significant Impact. The Project Site is located in an established urban area that is well-served by an existing roadway network. According to the Los Angeles County Department of Public Works, I-710, located approximately 0.6 miles west of the Project Site, is designated as a freeway disaster route. Florence Avenue and Garfield Avenue which run north to south and east to west within the Project Site are designated disaster routes.[66]

These disaster routes would not be subject to any lane closures as a result of the Project. Future development projects associated with the Project could encroach adjacent roadways and may require temporary and intermittent closure of lanes. Nonetheless, while such closures may cause temporary inconvenience, they would not be expected to substantially interfere with emergency response or evacuation plans, including the Los Angeles County Operational Area Emergency Operations Plan.[67] Furthermore, future development projects located in the Project Site would be designed according to applicable fire code standards and would provide adequate circulation and access to facilitate emergency response. Project design and access would be reviewed by LACFD to ensure that emergency access would be maintained. Therefore, the Project would not conflict with the City's adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant, and mitigation would not be required.

4.9g Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. The Project Site is in a fully urbanized area and it is not adjacent to any wildland. Additionally, according to the California Department of Forestry and Fire Protection (CAL FIRE), the Project Site is not within or near a State Responsibility Area (SRA) or a very high fire hazard severity zone (VHFHSZ); see Section 4.20: Wildfire. Therefore, the Project would not expose people or structures to a significant risk involving wildland fires. No impact would occur.

[66] Los Angeles County Department of Public Works, City of Bell Gardens, 2008, http://dpw.lacounty.gov/dsg/disasterroutes/map/Bell%20Gardens.pdf. Accessed January 8, 2026,

[67] Los Angeles County, Operational Area Emergency Operations Plan, 2023, https://ceo.lacounty.gov/wp-content/uploads/2023/11/County-of-Los-Angeles-OAEOP-2023-Final-for-Website.pdf. Accessed January 8, 2026.

4.10 Hydrology and Water Quality

Environmental Issue	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 groundwater quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the projects may impede sustainable groundwater management of the basin?			X	
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.			X	
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;			X	
(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			X	
iv) Impede or redirect flood flows?			X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

Impact Analysis

4.10a Would the project violate water quality or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Less Than Significant Impact.

Construction

The Project is would provide new development opportunities such as new housing, commercial uses, parks, and various safety and public realm improvements. Future projects associated with

the Project would include construction-related activities such as demolition, excavation, grading, and trenching, which would displace soils and temporarily increase the potential for soils to be subject to wind and water erosion and may allow eroded soils and other pollutants to enter the storm drain system. Each future development proposal occurring within the Project Site would be assessed individually to ensure compliance with applicable NPDES requirements. Construction projects of one acre or more are regulated under the CGP, Order No. 2022-0057-DWQ, issued by the SWRCB. Projects obtain coverage by developing and implementing a Stormwater Prevention Plan (SWPPP) estimating sediment risk from construction activities to receiving waters and specifying BMPs that would be used to minimize pollution of stormwater. Future contractors would be required to prepare and implement a SWPPP and associated BMPs in compliance with the CGP during grading and construction activities. Typical construction BMPs include, but are not limited to, watering soil, soil cover of inactive areas, gravel bags, and fiber rolls.

Future projects associated with the Project would also be required to adhere to the BGMC, Chapter 13.08, Stormwater and Urban Runoff Control, which prohibits the discharge into the storm drain system unless authorized by an NPDES permit or fully complies with a city-approved stormwater pollution prevention plan.

Adherence to these provisions would reduce or avoid contamination of stormwater with sediment and other pollutants such as trash and debris; oil, grease, fuels, and other toxic chemicals; paint, concrete asphalt, etc.; and nutrients. Therefore, water quality and waste discharge impacts from Project demolition, grading, and construction activities would be less than significant, and mitigation would not be required.

Operation

During operations of the Project, there is the potential for future projects to generate pollutants that could adversely affect the water quality of downstream receiving waters if effective measures are not used to keep pollutants out of and remove pollutants from urban runoff. The City of Bell Gardens is subject to the LARWQCB water quality regulations. The LARWQCB adopted the Water Quality Control Plan (Basin Plan) for the Los Angeles region, which establishes water quality standards for the ground and surface waters of the region.

Requirements for waste discharges to stormwater from operation of developed land uses within the coastal watersheds of Los Angeles and Ventura Counties are in the Regional Phase I Municipal Separate Storm Sewer System NPDES Permit (MS4 Permit), Order NO. R4-2021-0105, issued by the LARWQCB in 2021. Los Angeles County has a LID Standards Manual on developing water quality management plans for projects and selecting stormwater control and source control BMPs in addition to other LID strategies. To meet the local MS4 permit and LID requirements consistent with the County's LID Ordinance and LID Standards Manual, stormwater management strategies would be implemented by future developments individually throughout the Project Site. Therefore, water quality and waste discharge impacts from Project operation would be less than significant and mitigation would not be required.

4.10b 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. The City overlies the Central Subbasin of the Los Angeles Coastal Plain Groundwater Basin. The Central Basin is divided into three sections: the Los Angeles Forebay, the Montebello Forebay, and the Whittier Area. The two forebays represent areas of unconfined aquifers that allow percolation of surface water down into the deeper aquifers to replenish the basins. The Whittier Area is a confined aquifer system that is replenished primarily from the upgradient forebays and adjacent groundwater basins.

According to the General Plan, the main aquifers in the area are the Hollydale, Jefferson, Lynwood, Silverado, and Sunnyside Aquifers. They are the principal aquifers used for domestic water in the Los Angeles area. Water in the City is derived from local groundwater wells and pumping.[68] The Project would not include any groundwater pumping and would instead rely on the local water purveyor for water. The City is located within the Metropolitan Water District's service area (MWA) and is served by the Liberty Utilities and Golden State Water Company.[69] Future development projects would be required to complete their own project-specific water supply assessment to ensure that the Project would not substantially degrade existing groundwater supplies. Therefore, the Project would not substantially deplete groundwater supplies nor interfere substantially with groundwater recharge such that the Project would impede the basins' sustainable groundwater management, and impacts would be less than significant and mitigation would not be required.

4.10c.i Would the project substantially alter the existing drainage pattern of the site or area, including through the alterations of the course of 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. The construction contractor for individual future developments would be responsible for preparation and implementation of a SWPPP in compliance with LARWQCB's CGP. This includes maintenance of BMPs during the life of the Project and submittal of the annual reports.

Water runoff would be minimized to the extent possible, and future projects associated with the Project would comply with the requirements of the MS4 Permit. The Project would be designed to meet local, State, and federal water quality standards and to ensure that stormwater flows do not result in substantial erosion or siltation.

Therefore, post-development runoff would be adequately handled by each individual future project and their detention BMPs and would not exceed the capacity of existing or planned stormwater drainage systems or substantially alter the existing drainage pattern of the Project

[68] City of Bell Gardens, General Plan Conservation Element, July 27, 1995, https://www.bellgardens.org/home/showpublisheddocument/9144/638717797403670000. Accessed December 1, 2025.
[69] City of Bell Gardens, Water Shortage Contingency Plan for the City of Bell Gardens, January 1, 2025, https://www.bellgardens.org/home/showpublisheddocument/8822/638670013772900000. Accessed December 2, 2025.

Site or area in a manner that would result in flooding on- or off-site. Therefore, Project impacts would be less than significant, and mitigation would not be required.

4.10c.ii Would the project substantially alter the existing drainage pattern of the site or area, including through the alterations of the course of 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. The Project could result in an increase in impervious surfaces due to future development. Future development would be required to comply with the requirements of the MS4 Permit, which requires implementation of post-construction BMPs that would reduce potential stormwater pollution. Therefore, post-development runoff would be adequately handled by the Project's drainage system and would not exceed the capacity of existing or planned stormwater drainage systems or substantially alter the existing drainage pattern of the Project Site or area in a manner that would result in flooding on- or off-site, and impacts would be less than significant, and mitigation would not be required.

4.10c.iii Would the project substantially alter the existing drainage pattern of the site or area, including through the alterations of the course of 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. As previously discussed, future developments associated with the Project must comply with the requirements of the NPDES Permit. Furthermore, all future projects on the Project Site would be required to comply with water requirements mandated by the LARWQCB. Compliance with these provisions would ensure that Project impacts on the capacity of storm drainage systems and stormwater pollution would be less than significant, and mitigation would not be required.

4.10c.iv Would the project substantially alter the existing drainage pattern of the site or area, including through the alterations of the course of stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?

Less Than Significant Impact. The Project Site is located within a flood hazard area identified by the Federal Emergency Management Agency (FEMA) as Zone X[70], which is defined as an area outside of the 0.2 percent (500-year) annual chance floodplain. Furthermore, the Project Site is located approximately 16.4 miles east of the Pacific Ocean. The Whittier Narrows Dam is located approximately 5.45 miles northeast of the Project Site. The Los Angeles River and Rio Hondo are located 0.9 west and east, respectively. Therefore, the Project would not impede or redirect flood flows. Impacts would be less than significant, and mitigation would not be required.

[70] FEMA, National Flood Hazard Layer FIRMette https://msc.fema.gov/portal/search?AddressQuery=Florence%20Avenue%20and%20Garfield%20Bell%20Gardens. Accessed December 1, 2025.

4.10d Would the project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less Than Significant Impact. As noted in Response 4.10c.iv, the Project Site is in an area of minimal flood hazard. The Project Site is located approximately 16.4 miles inland from Pacific Ocean. Tsunamis and seiches do not pose hazards due to the Project site's inland location. The Project is not within a flood hazard, tsunami, or seiche zone and, thus, potential impacts associated with inundation by flood hazard, tsunami, or seiche would be less than significant, and mitigation would not be required.

4.10e Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact. As substantiated in Response 4.10a, through compliance with pertinent existing laws and regulations, the Project would not violate any water quality standards and therefore would not obstruct the implementation of a water quality control plan. Therefore, impacts would be less than significant, and mitigation would not be required.

4.11 Land Use and Planning

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?				X
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?			X	

Impact Analysis

4.11a Would the project physically divide an established community?

No Impact. The TOC Specific Plan area (Project Site) is an approximately 23-acre district located at the center of the City and existing uses in the area include commercial storefronts, open space, and some residential uses and is characterized by a range of local-serving destinations, including a Super A grocery store, ABC Plant Nursery, small-scale restaurants, laundromats, a dental clinic, and a gas station.

The Project would introduce new housing, commercial uses, various pedestrian amenities and safety improvements such as pedestrian scaled lighting, improved bus shelters, crosswalks, pedestrian signals, bikeshare hub, wayfinding elements, trash receptacles, and street furniture.

No physical barriers which could physically divide an established community are proposed. Access to the existing residential neighborhoods would not be impeded or cut off as a result of Project development. Therefore, the Project would not physically divide an established community. No impact would occur in this regard.

4.11b Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact.

The Project Site has three General Plan land use designations, including O-S, GC, and HDR. The primary uses allowed within the O-S designation include public parks and private land reserved for open space. The GC land use designation allows a combination of commercial and residential uses with a FAR of 4.0. The HDR designation allows single- and multi-family units with a density of 20 to 30 dwelling units per acre.[71] The Project would require a General Plan Amendment.

The Project Site existing zoning is made up of three classifications: C-4, O-S, and R-3. The C-4 Zone has an existing height limit of 60 feet, a 5.0 FAR, and a 90 percent lot coverage. The R-3 Zone has an existing height limit of 35 feet and a 45 percent lot coverage. These zoning standards establish

[71] City of Bell Gardens, General Plan Land Use Element, https://www.bellgardens.org/home/showpublisheddocument/9140/638717793809770000. Accessed December 2, 2025.

a foundation for redevelopment but do not reflect the existing built form within the Project Site. See **Table 4.11-1: District Standards**, for the District's standards.

Table 4.11-1: District Standards

District	Acres	Max Units*	Density Range	Max Height
Mercado	2.89	164	30-60	6 stories/80 ft
Florence Place	1.81	82	30-45	4 stories/55 ft
Paseo North	2.24	91	18-25	3 stories/40 ft
Paseo South		45	30-45	
El Corazon	1.56	0	-	1 story/22 ft
South Florence	1.24	20	18-25	3 stories/40 ft

* The plan area shall not exceed 402 units

The Project will introduce a Specific Plan that supports increased density, permits a wider range of mixed-use and residential uses, and creates opportunities for more efficient land utilization. Land use patterns within Project are designed to support transit by concentrating higher intensity residential and mixed-use development near transit corridors and mobility hubs, while preserving stable neighborhoods and community serving uses. The Project includes the following vision statement and goals that provide the framework for shaping future development and public improvements.

Vision Statement: Transform the heart of Bell Gardens into a vibrant, people-first transit-oriented community where safe, intuitive, and connected mobility empowers residents of all ages and abilities. Centered around the Florence Boulevard and Garfield Avenue mobility hub and seamlessly linked to the future Metro Southeast Gateway Transit Corridor, the TOC area will offer a rich mix of diverse housing choices, neighborhood-serving retail, and welcoming public spaces. This vision advances a prosperous, accessible, and equitable transit village defined by its strong sense of place, resilient urban design, and commitment to improving quality of life for current and future generations.

Goal 1: Enhance multi-modal mobility infrastructure to create a safe, comfortable, and accessible environment for all users, including pedestrians, cyclists, transit riders, and drivers.

Goal 2: Diversify the mix of fiscally sustainable land uses that enable Bell Gardens residents to live, work, and thrive in the new TOC village.

Goal 3: Reduce regulatory, physical, and economic barriers to mixed-use, transit-oriented development and support the creation of a complete, connected community.

Goal 4: Anchor the TOC village with a unique sense of place and public realm improvements to create a new retail and mobility village for the City of Bell Gardens.

New multi-family housing, mixed-use housing would include a range of housing options that range from micro units, townhomes, apartments, small lot homes, and flexible live -work units. Mixed-use development would include retail shops and residential amenities on the ground floor.

The Project would include various pedestrian amenities and safety improvements such as pedestrian scaled lighting, improved bus shelters, crosswalks, pedestrian signals, bikeshare hub, wayfinding elements, trash receptacles, and street furniture. New open space, street trees and landscaping would be added.

The City of Bell Gardens Land Use Element includes the following policies:

> *Policy 1: The City of Bell Gardens decisionmakers shall maintain open communication with the community at all times and shall tirelessly seek input from the residents and property owners regarding the future of the City.*
>
> *Policy 2: The City shall promote compatible residential development, ensure safe housing, emphasize neighborhood identity, and increase pride in neighborhoods.*
>
> *Policy 3: The City shall promote compatible commercial development to emphasize commercial identity and to enhance the appearance, potential economic vitality, and revitalization of the commercial areas in the City.*
>
> *Policy 5: The City shall provide an environment to stimulate local employment, property values, community stability, and the economic vitality of existing local businesses.*

The proposed General Plan Amendment would be adopted concurrently with the approval of the Project and certification of the MND.

As discussed above, implementation of the Project would include a General Plan Amendment to amend the Land Use Element to include the TOC Specific Plan that will introduce increased density, permits a wider range of mixed-use and residential uses, and creates opportunities for more efficient land utilization. The Specific Plan would replace two of the three General Plan land use designations that currently exist on the Project Site General Commercial (GC), and High Density Residential. These land use designations would be replaced by the Specific Plan which includes five districts would include the Mercardo District, South Florence District, El Corazon District, Paseo District (North and South), and the Florence Place District, which are described below. These Districts have density ranges from 18 to 60 units and height limits from one to six stories depending on the District.

These new uses and the intent of the TOC Specific Plan would be consistent with the policies and intent of the Land Use Element. The Specific Plan would support the policies within the Land Use

Element that relate to a strong and compatible commercial sector; production of new housing; enhancement of commercial appearance; and revitalization.

The Specific Plan would increase population density within a transit-oriented area, which would facilitate transit use and minimize VMT. The Project would include various pedestrian amenities and safety improvements such as pedestrian scaled lighting, improved bus shelters, crosswalks, pedestrian signals, bikeshare hub, wayfinding elements, trash receptacles, and street furniture. New open space, street trees and landscaping would be added. In addition, the Project would provide new residential, mixed use and commercial uses, which would activate and enhance the street frontage for pedestrians.

The Project would include housing units in a variety of sizes and styles, supporting a range of housing choices in the City for various household types and income levels.

The Project's design, massing, and height are designed to be compatible nearby development while also providing a new high-quality housing and commercial uses. Thus, the Project would also indirectly support the City's Housing Element goals and policies and would directly assist the City in meeting its RHNA allocations by contributing to the overall supply of housing. Furthermore, the Project would provide these new units by redeveloping an urban infill site that is close to existing utilities, roadways, and transit options that serve the Project Site and the greater region. Accordingly, impacts with respect to consistency with the General Plan would be less than significant.

Zoning

The Project Site existing zoning is made up of three classifications: C-4, O-S, and R-3. The C-4 Zone has an existing height limit of 60 feet, a 5.0 FAR, and a 90 percent lot coverage. The R-3 Zone has an existing height limit of 35 feet and a 45 percent lot coverage. These zoning standards establish a foundation for redevelopment but do not reflect the existing built form within the Project Site.

The Project's Specific Plan would replace the existing zoning for select districts within the Project Site with the Specific Plan. These districts include the Mercardo District, South Florence District, El Corazon District, Paseo District (North and South), and the Florence Place District, which are described below. These Districts have density ranges from 18 to 60 units and height limits from one to six stories depending on the District. These Districts would enable development that supports increased density, permits a wider range of mixed-use and residential uses, and creates opportunities for more efficient land utilization near transit and other infrastructure consistent with good planning practices and help meet the housing needs of the City.

With approval of the requested discretionary actions including Zoning Amendment and General Plan Amendment, impacts with respect to the consistency with the zoning ordinance would be less than significant.

4.12 Mineral Resources

Environmental Issue	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?				X
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?				X

Impact Analysis

4.12a 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?

4.12b Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

No Impact. According to the Bell Gardens General Plan Conservation Element, the City of Bell Gardens does not contain significant sand and gravel resources as identified by the Department of Mines and Geology.[72] Therefore, no significant mineral resource deposits are present. Additionally, the Project Site and immediate vicinity currently do not contain any active mining or drilling operations.[73,74] There are no open areas remaining for mining; therefore, mining would not be feasible, and the City is not considered to be a potential future source for mineral resources. The Project would not result in the loss of availability of a known mineral resources or a locally important mineral resource recovery site. No impact would occur.

[72] City of Bell Gardens, General Plan Section 5 Conservation Element, July 27, 1995, https://www.bellgardens.org/home/showpublisheddocument/9144/638717797403670000. Accessed November 24, 2025.
[73] DOC, Well Finder, https://maps.conservation.ca.gov/doggr/wellfinder/. Accessed November 24, 2025.
[74] DOC, Mines Online, 2016, https://maps.conservation.ca.gov/mol/index.html. Accessed November 24, 2025.

4.13 Noise

This Section is based on the *Noise Data* prepared by Kimley-Horn, which is included in **Appendix C: Noise Data.**

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Generate 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?		X		
b) Generate of excessive ground borne vibration or groundborne noise levels?		X		
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?				X

Regulatory Setting

Federal

Federal Transit Administration Noise and Vibration Guidance

The Federal Transit Administration (FTA) published the Transit Noise and Vibration Impact Assessment Manual (FTA Transit Noise and Vibration Manual) to provide guidance on procedures for assessing impacts at different stages of transit project development. The report covers both construction and operational noise impacts and describes a range of measures for controlling excessive noise and vibration. In general, the primary concern regarding vibration relates to potential damage from construction. The guidance document establishes criteria for evaluating the potential for damage for various structural categories from vibration.

State

California Government Code

The State of California does not have standards for environmental noise, but the Governor's Office of Land Use and Climate Innovation (Governor's Office) has established general plan guidelines for evaluating the compatibility of various land uses as a function of community noise exposure. The purpose of these guidelines is to maintain acceptable noise levels in a community setting for different land use types. The guidelines rank noise land use compatibility in terms of "normally acceptable," "conditionally acceptable," "normally unacceptable," and "clearly unacceptable" noise levels for various land use types. In addition, California Government Code Section 65302(f) mandates that the legislative body of each county and city adopt a noise

element as part of its comprehensive general plan. The local noise element must recognize the land use compatibility guidelines established by the Governor's Office.

Title 24 – Building Code

The CCR, Title 24: Part 1, Building Standards Administrative Code, and Part 2, California Building Code, codify the State's noise insulation standards. These noise standards apply to new construction in California for the purpose of interior noise compatibility from exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residential buildings, schools, or hospitals, are located near major transportation noise sources, and where such noise sources create an exterior noise level of 65 dBA CNEL or higher. Acoustical studies that accompany building plans must demonstrate that the design of the structure would limit interior noise in habitable rooms to acceptable noise levels. For new residential buildings, schools, and hospitals, the acceptable interior noise limit for new construction is 45 dBA CNEL.

Local

City of Bell Gardens General Plan Noise Element

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

City of Bell Gardens Municipal Code

Construction within the City is regulated under the Bell Gardens Municipal Code (BGMC) Chapter 16.24 (Noise Regulation). Pursuant to Section 16.24.120 (Construction of buildings and projects – Restriction), is it unlawful "to operate equipment, or perform any outside construction or repair work on buildings, structures, or projects, or operate any pile driver, steam shovel, pneumatic hammer, derrick, steam or electric hoist, or other construction device in such a manner that a reasonable person of normal sensitiveness residing in the area is caused discomfort or annoyance" between the hours of 7:00 p.m. and 8:00 a.m. unless a permit is obtained. No permit shall be required to perform emergency work.

Pursuant to Chapter 9.18 of the BGMC, no new building shall be located nearer than 100 feet to a declared historical structure. This provision safeguards existing historical assets from potential vibration disturbances caused by future developments.

Existing Conditions

Existing Noise Sources

The Project Site is in an urbanized area that is developed with a diverse mix of land uses. The Project Site is impacted by various noise sources. Mobile sources of noise, including traffic along East Florence Avenue, Florence Place, and Garfield Avenue, are the most common and prominent existing sources of noise at the Project Site and in the surrounding area. Other ambient existing sources of noise within and near the Project area include parking lot noise, mechanical equipment noise (e.g., heating, ventilation, and air conditioning [HVAC] units), noise from existing nearby commercial, residential, and institutional uses, and other miscellaneous noise sources associated with typical urban activities (e.g., idling cars/trucks, pedestrians, car radios and music playing, dogs barking, etc.).

Noise Measurements

To establish baseline noise conditions at the Project Site and in the immediately surrounding area, Kimley-Horn conducted six short-term (15-minute) measurements and one long-term (24-hour) measurement. The 15-minute daytime measurements were taken between 9:45 a.m. and 12:04 p.m. on October 9, 2025. The 24-hour measurement was taken between 12:27 p.m. on October 9, 2025, and 12:27 p.m. on October 10, 2025. Measurements of L_{eq} are considered representative of the noise levels throughout the day. The average noise levels measured at each location are listed in **Table 4.13-1: Existing Noise Measurement Locations and Measurements**.

Table 4.13-1: Existing Noise Measurement Locations and Measurements

Site	Location	Measurement Period	Duration	Daytime Average Leq (dBA)	Nighttime Average Leq (dBA)	24-hour Average Leq (dBA)
ST-1	North of the intersection of Florence Place and Toler Avenue	9:45 a.m. – 10:00 a.m.	15 Minutes	60.8	-	-
ST-2	Southwest corner of Florence Place and Granger Avenue	10:15 a.m. – 10:30 a.m.	15 Minutes	61.1	-	-
ST-3	Alley intersection between Florence Avenue, Garfield Avenue, Granger Avenue, and Florence Place	10:38 a.m. – 10:53 a.m.	15 Minutes	57.8	-	-
ST-4	Corner of alley and Perry Avenue south of Florence Avenue	11:02 a.m. – 11:17 a.m.	15 Minutes	58.6	-	-
ST-5	Alley south of Toler Avenue and Florence Avenue	11:25 a.m. – 11:40 a.m.	15 Minutes	56.1	-	-
ST-6	Alley near southwest corner of Ira Avenue and Florence Avenue	11:49 a.m. – 12:04 p.m.	15 Minutes	58.4	-	-
LT-1	Median between Toler Avenue, Florence Avenue, and Florence Place	October 9, 2025 12:27 p.m. –	24 hours	70.6	66.3	73.6

Table 4.13-1: Existing Noise Measurement Locations and Measurements						
Site	**Location**	**Measurement Period**	**Duration**	**Daytime Average Leq (dBA)**	**Nighttime Average Leq (dBA)**	**24-hour Average Leq (dBA)**
		October 10, 2025 12:27 p.m.				
ST = short-term; LT = long-term Source: Short-term noise measurements were taken by Kimley-Horn and Associates, October 9, 2025. The long-term noise measurement was taken by Kimley-Horn and Associates, October 9, 2025 to October 10, 2025. See Appendix C for noise measurement results.						

Sensitive Receptors

Noise exposure standards and guidelines for various types of land uses reflect the varying noise sensitivities associated with each of these uses. The Noise Element defines sensitive receptors as residential areas, schools, hospitals, and libraries.[75]

Impact Analysis

4.13a Would the project result in generation a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact With Mitigation Incorporated.

Construction Noise

Future development implemented under the Project could result in a temporary ambient noise increase due to construction activities. Due to the developed nature of the Project area, there is a high likelihood that construction activities would take place adjacent to existing structures and that sensitive receptors would be located in proximity to construction activities. Future development would involve construction activities that would generate on-site noise from heavy construction equipment and off-site noise from heavy haul trucks and construction worker commutes. Construction activities associated with future development is anticipated to occur in incremental phases over time based on market demand and economic and planning considerations. As a result, construction-related noise would not be concentrated in any one portion of the Project area.

Construction activities typically involve the following construction sequences: (1) site preparation and/or demolition; (2) grading and utilities construction; (3) building construction; (4) paving; and (5) architectural coatings. Typical construction equipment would include backhoes, excavators, graders, loaders, compactors, cranes, trucks, pavers, pneumatic tools, generator sets, and air compressors. Typical noise levels generated by construction equipment at 25, 50, and 100 feet are shown in **Table 4.13-2: Typical Construction Equipment Noise Levels**. Operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of

[75] City of Bell Gardens. *General Plan, Noise Element,* page 7-2.

acoustical disturbance would be due to random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts).

Table 4.13-2: Typical Construction Equipment Noise Levels

Equipment	Typical Noise Level (dBA) at 25 feet from Source	Typical Noise Level (dBA) at 50 feet from Source	Typical Noise Level (dBA) at 100 feet from Source
Air Compressor	86	80	74
Backhoe	86	80	74
Compactor	88	82	76
Concrete Mixer	91	85	79
Concrete Pump	88	82	76
Concrete Vibrator	82	76	70
Crane, Mobile	89	83	77
Dozer	91	85	79
Generator	88	82	76
Grader	91	85	79
Impact Wrench	91	85	79
Jack Hammer	94	88	82
Loader	86	80	74
Paver	91	85	79
Pneumatic Tool	91	85	79
Pump	83	77	71
Roller	91	85	79
Saw	82	76	70
Scraper	91	85	79
Shovel	88	82	76
Truck	90	84	78

Source: FTA, 2018.

Because specific project-level information is inherently currently not available, it is not possible nor appropriate to quantify the construction noise impacts at specific sensitive receptors. Construction of future developments would potentially and temporarily increase the ambient noise environment in the vicinity of existing and future nearby sensitive uses. The nearest sensitive uses (e.g., residential uses) could be located within approximately 25 feet of future construction activities. As previously noted, intermittent construction equipment could reach or exceed 91 dBA. Nearby sensitive receptors may be exposed to elevated noise levels for the duration of construction. Because of the high degree of variability in construction noise, exposure to such sound level incursions could be brief, and the maximum noise levels at adjacent uses would lessen as the noisiest piece of construction equipment moves further away, reduces the necessary power setting, and/or changes the interaction with the work piece.

Mitigation Measures **MM NOI-1** through **MM NOI-5** would reduce construction noise impacts at sensitive receptors to the extent feasible. Mitigation Measure **MM NOI-1** requires that construction equipment be equipped with noise shielding and silencing devices; Mitigation Measure **MM NOI-2** prohibits the use of impact pile drivers; Mitigation Measure **MM NOI-3** requires that all outdoor mechanical equipment be enclosed or screened; Mitigation Measure

MM NOI-4 requires that construction staging areas be located as far from noise-sensitive uses as possible; and Mitigation Measure **MM NOI-5** requires the preparation of a project-specific construction noise study. Impacts would be less than significant with mitigation incorporated.

Operational Noise

Stationary Noise

Stationary sources of noise include activities associated with a given land use. The Project area includes multiple land uses, including residential and commercial. Various land uses contain on-site stationary noise sources, including rooftop HVAC equipment; mechanical equipment; parking lot activities; and loading dock operations. Stationary noise is considered a "point source" and attenuates over distances at a rate of 6 dBA for each doubling of distance. The exact location and nature of future stationary noise sources is not known at this time.

Operational stationary noise sources from residential and commercial land uses vary in duration and noise level. Operational noise associated with future development facilitated by the Project is likely to occur from stationary sources, such as HVAC units, water heaters, lawn maintenance equipment, and swimming pool pumps.

Quantifying long-term stationary noise impacts from the future development is not feasible due to the variability of future development. Furthermore, future developments would be required to comply with City, State, and federal guidelines concerning noise abatement and insulation standards. Because future development under implementation of the proposed Project may occur near noise-sensitive uses, Mitigation Measure **MM NOI-6**, requiring the preparation of an operational noise study, would has been implemented. Preparation of a project-specific operational noise study would require future developments to analyze project-specific stationary noise sources and implementation of site-specific mitigation. Therefore, impacts would be less than significant with mitigation incorporated.

Mobile Traffic Noise

Cumulative development through opening year 2030 would result in decreased daily trips. As shown in **Table 4.13-3: Opening Year and Opening Year Plus Project Traffic Noise Levels**, decreases in vehicle trips associated with proposed Project buildout under Opening Year 2030 conditions would result in decreased traffic noise levels. Therefore, impacts would be less than significant.

Table 4.13-3: Opening Year and Opening Year Plus Project Traffic Noise Levels

Roadway Segment	Opening Year		Opening Year + Project		Incremental Increase	Significant Impact?[2]
	ADT	dBA CNEL[1]	ADT	dBA CNEL[1]		
Garfield Avenue between Florence Avenue and Florence Place	22,034	67.6	19,300	67.0	-0.6	No
Florence Avenue between Toler Avenue and Garfield Avenue	31,009	71.3	29,300	71.1	-0.2	No

Table 4.13-3: Opening Year and Opening Year Plus Project Traffic Noise Levels

Roadway Segment	Opening Year		Opening Year + Project		Incremental Increase	Significant Impact?[2]
	ADT	dBA CNEL[1]	ADT	dBA CNEL[1]		
Florence Place between Toler Avenue and Garfield Avenue	9,593	62.9	7,000	61.5	-1.4	No
Florence Avenue between Darwell and Toler Avenue	40,018	72.4	36,900	72.1	-0.3	No

ADT = average daily trips; dBA = A-weighted decibels; CNEL= Community Noise Equivalent Noise Level
1. Traffic noise levels are at 50 feet from the roadway centerline.
Source: Based on traffic data provided by Kimley-Horn and Associates, Inc., January 2026 (see Appendix D). Refer to Appendix C for traffic noise modeling results.

Mitigation Measures

MM NOI-1 Power construction equipment (including combustion engines), fixed or mobile, shall be equipped with noise shielding and silencing devices consistent with manufacturer's standards or the Best Available Control Technology. Equipment shall be properly maintained, and the Project Applicant or Owner shall require any construction contractor to submit all construction equipment specification to the Bell Gardens Planning and Building Department prior to issuance of demolition permits. In addition, the contractor shall keep documentation on-site during any earthwork or construction activities demonstrating that the equipment has been maintained in accordance with manufacturer's specifications.

MM NOI-2 Driven (impact), sonic, or vibratory pile drivers shall not be used, except in locations where the underlying geology renders alternative methods infeasible, as determined by a soils or geotechnical engineer and documented in a soils report.

MM NOI-3 All outdoor mechanical equipment shall be enclosed or screened from off-site noise-sensitive uses. The equipment enclosure or screen shall be impermeable (i.e., solid material with minimum weight of 2 pours per square feet) and break the line-of-site from the equipment and off-site noise-sensitive uses. Prior to issuance of demolition permits, construction plans showing the location and specifications of enclosures and screens shall be submitted to the Bell Gardens Planning and Building Department.

MM NOI-4 Construction staging areas shall be located as far from noise-sensitive uses as reasonably possible and feasible in consideration of site boundaries, topography, intervening roads and uses, and operational constraints. Prior to issuance of demolition permits, construction plans showing the location of construction staging areas shall be submitted to the Bell Gardens Planning and Building Department.

MM NOI-5 For discretionary projects located within 500 feet of noise-sensitive land uses, a project-specific Construction Noise Study, prepared by a qualified noise expert to meet the requirements herein, shall be submitted to the Bell Gardens Planning Division for review and approval during the first demolition/grading/building permit. The Construction Noise Study shall characterize sources of construction noise, quantify noise levels at noise-sensitive uses (e.g., residences, transient lodgings, schools, libraries, churches [or other places of assembly], hospitals, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds, and parks), and identify measures to reduce noise exposure. The Construction Noise Study shall identify reasonably available noise reduction devices or techniques to reduce noise levels to acceptable levels and/or durations including through reliance on any relevant federal, state, or local standards or guidelines or accepted industry practices. Noise reduction devices or techniques may include but not be limited to mufflers, shields, sound barriers, and time and place restrictions on equipment and activities. Each measure in the Construction Noise Study shall identify anticipated noise reductions at noise-sensitive land uses.

MM NOI-6 For discretionary projects located within 500 feet of noise-sensitive land uses, a project-specific Operational Noise Study, prepared by a qualified noise expert to meet the requirements herein, shall be submitted to the Bell Gardens Planning Division for review and approval prior to issuance of a building permit. The Operational Noise Study shall characterize sources of operational noise, quantify noise levels at noise-sensitive uses (e.g., residences, transient lodgings, schools, libraries, churches [or other places of assembly], hospitals, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds, and parks), and identify measures to reduce noise exposure to not exceed a 5 dBA increase in ambient noise. If project noise would result in greater than 5 dBA increase in ambient noise levels, identification of mitigation measures to reduce noise to below a 5 dBA increase in ambient noise shall be implemented. Each mitigation measure in the Operational Noise Study shall identify anticipated noise reductions at noise-sensitive land uses.

4.13b Would the project generate excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact With Mitigation Incorporated.

Future construction activities for new development facilitated by the proposed project would require the use of heavy equipment, power tools, generators, and other vibration sources. Construction activities could result in groundborne vibration impacts at noise sensitive receptors depending on the site location, duration of construction activities, and equipment used at the construction site. Groundborne vibration would primarily impact vibration sensitive land uses located adjacent to or within the vicinity of individual development sites. Groundborne vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. The types of construction vibration impacts include human annoyance and building damage.

Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. For example, for a building that is constructed with reinforced concrete with no plaster, the FTA guidelines show that a vibration level of up to 0.20 in/sec is considered safe and would not result in any construction vibration damage.

Groundborne vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. **Table 4.13-4: Typical Vibration Levels for Construction Equipment** identifies anticipated vibration velocity levels (in/sec) for standard types of construction equipment based on distance from the receptor. As shown in **Table 4.13-4: Typical Vibration Levels for Construction Equipment**, vibration velocities from typical heavy construction equipment operations that would be used during construction from future development under implementation of the proposed project range from 0.003 to 0.644 in/sec PPV at 25 feet from the source of activity.

Table 4.13-4: Typical Vibration Levels for Construction Equipment

Equipment	PPV at 25 feet (in/sec)	PVV at 50 feet (in/sec)
Large bulldozer	0.089	0.031
Loaded Trucks	0.076	0.027
Small Bulldozer	0.003	0.001
Auger/drill rigs	0.089	0.031
Jackhammer	0.035	0.012
Pile Driver	0.644	0.228
Vibratory hammer	0.035	0.012

Source: FTA, 2018.
Notes:
1. Calculated using the following formula: PPV *equip* = PPV*ref* x $(25/D)^{1.5}$
where: PPV (equip) = the peak particle velocity in in/sec of the equipment adjusted for the distance,
PPV (ref) = the reference vibration level in in/sec from FTA *Transit Noise and Vibration Impact Assessment Manual,* Table 12-2, and
D = the distance from the equipment to the receiver.

Because specific project-level information is inherently currently not available, it is not possible nor appropriate to quantify the construction vibration impacts at specific sensitive receptors. Construction of future developments would generate temporary vibrations from the use of heavy-duty construction equipment. The nearest sensitive uses (e.g., residential uses) could be located within approximately 25 feet of future construction activities. As previously noted, construction equipment could generate vibration velocities of up to 0.644 in/sec at 25 feet. Nearby sensitive receptors may be exposed to vibration for the duration of construction. Because of the high degree of variability in construction vibration, exposure to such vibration levels could

be brief, and the maximum vibration levels at adjacent uses would lessen as the equipment moves further away.

Mitigation Measures **MM NOI-7** and **MM NOI-8** would reduce construction vibration impacts at sensitive receptors to the extent feasible by prohibiting impact pile drivers and requiring rubber-tired equipment where feasible. Mitigation Measure **MM NOI-9** requires future development projects to prepare project-specific construction vibration analyses and implement mitigation as appropriate. Impacts would be less than significant with mitigation incorporated.

Mitigation Measure

MM NOI-7 Impact pile drivers shall be avoided to eliminate excessive vibration levels when feasible. Drilled piles or similar methods are alternatives that shall be utilized where geological conditions permit their use. In the event that drilled piles are not feasible, the project applicant shall prepare and submit to the Planning Division and Public Works Department, prior to the issuance of grading permits, a geotechnical report providing substantial evidence that impact piles are required.

MM NOI-8 Construction activities shall involve rubber-tired equipment rather than metal-tracked equipment where feasible. In the event that rubber-tired equipment is not feasible, the project applicant shall prepare and submit to the Planning Division, prior to issuance of the respective permit, a memorandum providing substantial evidence that site conditions required metal-tracked equipment.

MM NOI-9 A project-specific construction vibration study, prepared by a qualified expert to meet the requirements herein, shall be submitted to the Bell Gardens Planning Division for review and approval prior to issuance of a demolition permit. The construction vibration study shall characterize sources of construction vibration and detail the vibration velocities at neighboring structures. Should vibration velocities exceed applicable thresholds as identified by the FTA or Caltrans, mitigation measures shall be implemented.

4.13c Would the project be 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 area is not located within two miles of a public or private use airport. Future development under implementation of the proposed Project would not be located within two miles of one of any private or public use airport. Implementation of the proposed Project would not increase air traffic or associated noise from aircraft overflights. Therefore, implementation of the proposed Project would not lead to excessive noise hazards.

4.14 Population and Housing

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

Impact Analysis

4.14a Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less Than Significant Impact. The Project consists of a 23-acre Project Site. The existing development in the Project Site consists of various land uses, including commercial storefronts, open space, and some residential uses. The Project is a programmatic document would not result in the approval of any physical improvements. Although the Project does not propose development projects itself, it defines Development Districts that would accommodate future growth. Growth within the TOC Specific Plan would include a net of 391 units. According to the 2023 American Community Survey, 5-Year estimates, the City had a population of approximately 38,661 and 9,957 households, with an average household size of 3.91.[76] Based on the City's average household size of 3.91, the net 391 units would result in a population increase of approximately 1,529 new residents.

Potential population growth impacts are also assessed based on a project's consistency with adopted plans that have addressed growth management from a local and regional standpoint. According to the 2024-2050 Connect SoCal RTP/SCS Demographics and Growth Forecast by SCAG, Los Angeles County has a projected population of 10,793,000 and 4,155,000 households in 2050, resulting in a population to household ratio in 2050 of 2.60:1.[77] As stated in Table 13 of the Demographics and Growth Forecast, the City is projected to have 10,500 households in 2050. Based on 10,500 households, the 2050 population for the City is projected to be 27,300 population, which would represent a population decrease from 2019.

[76] United States Census Bureau, 2023 ACS Demographics and Housing Estimates, https://data.census.gov/table/ACSDP5Y2023.DP05?q=Bell+Gardens. Accessed January 9, 2026.

[77] Southern California Association of Governments (SCAG), 2024, Demographics and Growth Forecast, https://www.scag.ca.gov/sites/default/files/2024-05/23-2987-tr-demographics-growth-forecast-final-040424.pdf. Accessed January 9, 2026.

The Project's anticipated population growth (1,529 persons) would represent approximately 5.6 percent of the City's anticipated 2050 population, and approximately 8 percent of the City's anticipated growth between 2019 and 2050. Thus, the Project's estimated population growth would be within regional growth projections of the City. Additionally, the Project does not propose the extension of new major infrastructure or uses that would indirectly induct substantial population growth. Therefore, impacts would be less than significant, and mitigation would not be required.

4.14b Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The Project is a TOC Specific Plan. No development would be proposed as part of the Project. There are currently 11 units existing on the Project Site. As part of the Project, future development projects could include 391 additional units at the Project Site that would be consistent with existing zoning and land use. Therefore, the Project would not substantially displace existing people or housing or require construction of replacement housing elsewhere. No impact would occur in this regard.

4.15 Public Services

Environmental Issue	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 physical 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?			X	
b) Police protection?			X	
c) Schools?			X	
d) Parks?			X	
e) Other public facilities?			X	

Impact Analysis

4.15a Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physical 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 fire protection?

Less Than Significant Impact. The City of Bell Gardens is a member of the Los Angeles County Fire Protection District. The Los Angeles County Fire Department (LACFD) provides the City with fire suppression and emergency medical services. The nearest fire station is the LACFD Station 39, located approximately 0.18 miles from the Project Site at 7000 Garfield Avenue within the City of Bell Gardens [78] According to the City's General Plan, LACFD Station 39 provides an approximately 3-minute response time for fire emergencies.[79] Based on the Project's proximity to existing fire stations, the Project would be adequately served by fire protection services, and no new or expanded unplanned facilities would be required. Future development projects within the Project Site would be reviewed by the City and LACFD and would be required to comply with all applicable code and ordinance requirements for construction, access, water mains, fire flow, and fire hydrants. [80]

Additionally, the future projects would be designed according to California Fire Code (CCR Title 24, Part 9) which regulates fire-resistant construction, emergency planning, fire protection system, and emergency access throughout the City. Future projects would be required to provide adequate circulation and access to facilitate emergency response during Project operation in

[78] County of Los Angeles Fire Department, Services Locator, https://locator.lacounty.gov/fire/Search?find=&near=6300+E+Florence+Ave+E%2C+Bell+Gardens%2C+90201&cat=&tag=&loc=&lat=33.96564034868168&lon=-118.15199502611094. Accessed December 2, 2025.
[79] City of Bell Gardens, General Plan Safety Element, July 27, 1995, https://www.bellgardens.org/home/showpublisheddocument/9146/638717797548670000. Accessed December 2, 2025.
[80] City of Bell Gardens, General Plan Safety Element, July 27, 1995, https://www.bellgardens.org/home/showpublisheddocument/9146/638717797548670000. Accessed December 2, 2025.

accordance with LACFD and City standards. Nevertheless, the future projects associated with the Project would comply with the LACFD and City standards and conditions as part of their review of the Project. Therefore, impacts related to fire protection services would be less than significant, and mitigation would not be required.

4.15b Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physical 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 police protection?

Less Than Significant Impact. Police protection services are provided by the City of Bell Gardens Police Department (BGPD). The BGPD is responsible for general law enforcement, traffic law enforcement, neighborhood watch programs, investigative and administrative support services, disaster planning, and special anti-drug and anti-gang programs.[81] The BGPD consists of 43 sworn officers, 26 professional staff, and 10 part-time staff.[82] The closest police station to the Project Site is Bell Gardens Police Department, approximately 460 feet northeast of the Project Site at 7100 South Garfield Avenue. Given the Project Site's proximity to the existing police station, the Project would be adequately served by existing police protection services. Furthermore, in accordance with BGMC Chapter 3.27, Development Impact Fees, to mitigate impacts of new development on law enforcement facilities, a law enforcement facilities fee would be imposed on all new projects.[83] Additionally, future projects would be required to comply with all applicable signage, lighting, and crime preventative measures to ensure safety standards. Therefore, impacts to police services would be less than significant and mitigation would not be required.

4.15c Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physical 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 schools?

Less Than Significant Impact. The Project Site is currently served by the Montebello Unified School District (MUSD). The City has four elementary schools, two intermediate schools, and one high school. MUSD also has two adult education centers in Bell Gardens. Under SB 50, the City would be required to mitigate school facilities' impacts as a condition of approving new development. School fees are administered and paid directly to the MUSD. Payment of required fees would ensure impacts to schools are less than significant, and mitigation would not be required.

[81] City of Bell Gardens, General Plan Safety Element, July 27, 1995, https://www.bellgardens.org/home/showpublisheddocument/9146/638717797548670000. Accessed December 2, 2025.
[82] City of Bell Gardens, Bell Gardens Police Department, https://www.bellgardens.org/government/public-safety/police-department. Accessed January 8, 2026,
[83] City of Bell Gardens Municipal Code (BGMC) Chapter 3.27, Development Impact Fees, https://www.codepublishing.com/CA/BellGardens/#!/html/BellGardens03/BellGardens0327.html. Accessed December 2, 2025.

4.15d Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physical 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 parks?

Less Than Significant Impact. According to the Los Angeles Countywide Comprehensive Parks and Recreation Needs Assessment, the City has approximately 56 park acres within the City boundaries.[84] The nearest park to the Project Site is the Bell Gardens Veterans Park located approximately 0.3 miles east of the Project Site's eastern boundary. The Project proposes open space improvements throughout the Project Site, including but not limited to community gardens and pocket parks featuring shade trees, lawn areas, and other recreational amenities. Furthermore, to mitigate impacts of new residential development on the availability of open space land and park and recreational facilities, a parks and recreation facilities fee and or a Quimby fee shall be imposed to all new residential development pursuant to BGMC Chapter 3.27, Development Impact Fees.[85] The City, at its discretion, may require dedication of land and/or payment of fees for the purpose of providing and preserving open space and recreational facilities and improvements in developing areas. With payment of the required Development Impact Fees, all future projects associated with the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered parks, impacts would be less than significant, and mitigation would not be required.

4.15e Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physical 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 other public facilities?

Less Than Significant Impact. The nearest library to the Project Site is the Bell Gardens library located at 7110 Garfield Avenue located adjacent to the Project Site. The County would continue to fund the Bell Gardens Library from taxes collected for that purpose. Overall, Project implementation 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 physical altered governmental facilities. Therefore, impacts would be less than significant, and mitigation would not be required.

[84] Los Angeles Countywide Comprehensive Park and Recreational Needs Assessment, City of Bell Gardens Study Area, https://lacountyparkneeds.org/wp-content/root/FinalReportAppendixA/StudyArea_114.pdf. Accessed December 2, 2025.

[85] City of Bell Gardens Municipal Code, Chapter 3.27 Development Impact Fees, https://www.codepublishing.com/CA/BellGardens/#!/html/BellGardens03/BellGardens0327.html. Accessed December 2, 2025.

4.16 Recreation

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) 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?			X	
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?			X	

Impact Analysis

4.16a 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?

4.16b 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. See Response 4.15.d above. The nearest park to the Project Site is the Bell Gardens Veterans Park located approximately 0.3 miles east of the Project Site's eastern boundary. The Project proposes open space improvements throughout the Project Site, including but not limited to community gardens and pocket parks featuring shade trees, lawn areas, and other recreational amenities. To mitigate impacts of new residential development on the availability of open space land and park and recreational facilities, a parks and recreation facilities fee and or a Quimby fee shall be imposed to all new residential development pursuant to BGMC Chapter 3.27, Development Impact Fees. With payment of the required Development Impact Fees, all future projects associated with the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered parks, and impacts would be less than significant, and mitigation would not be required.

4.17 Transportation

This Section is based on the *Vehicle Miles Traveled Analysis* prepared by Kimley-Horn and is included in **Appendix D Vehicle Miles Traveled Analysis.**

Environmental Issue	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, bicycles, and pedestrian facilities?				X
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?			X	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (for example, farm equipment)?			X	
d) Result in inadequate emergency access?			X	

Impact Analysis

4.17a Would the project conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

No Impact. The Project Site is situated approximately 0.6 miles from I-710, which provides vehicular connection to the City of Alhambra to the north and the City of Long Beach to the south. Connection to the I-710 freeway is facilitated along Florence Avenue which crosses both the Project Site and the City.

The Project Site is located within a transit priority area, which is defined as the area within one half-mile of a high-quality transit corridor or major transit stop, pursuant to PRC Section 21155. The LA Metro Bus Route 111 provides public transportation to the Project Site. Bus Route 111 travels east-west from LAX to Norwalk, stopping at five stops in the City along Florence Avenue at Eastern Avenue, El Selinda Avenue, Jaboneria Road, Emil Avenue, and Scout Avenue. Bus Route 111 primarily runs along Florence Avenue, in addition to Studebaker Road, La Brea Avenue, and Arbor Vitae Street.

The Project Site would be located near the Metro rail system with the arrival of the Southeast Gateway Line in the neighboring City of Huntington Park. The new Florence/Salt Lake Station would sit 2.8 miles west of the Project Site. The 14.5-mile light rail line would create a public transit link between the Project area and the surrounding cities of Huntington Park, South Gate, and Cudahy by 2035. Recreational amenities at the three rivers that flank the Specific Plan Area to the east and west also serve as regional connectors. The Los Angeles River, Rio Hondo River, and San Gabriel River have multi-use trails for walking, biking, and horseback riding which create non-motorized north-south connections to the surrounding region

There are existing pedestrian sidewalks along Florence Avenue, Garfield Avenue, and Florence Place. The Project would not impair existing pedestrian sidewalks or existing transit services. The Project would introduce pedestrian improvements such as street trees, pedestrian lighting, and enhanced pedestrian signal timing, crosswalks, and a network of paseos and pedestrian-only walk streets. As a comprehensive plan, the Project would not conflict with any adopted policies, plans or programs regarding alternative transportation. Therefore, the Project would not conflict with the General Plan. The Project would result in no impact in this regard.

4.17b Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Less Than Significant Impact. CEQA Guidelines Section 15064.3 codifies the change from level of service to VMT as a metric for transportation impact analysis. Pursuant to SB 743, VMT analysis is the primary method for determining CEQA impacts. According to CEQA Guidelines Section 15064.3(a), VMT refers to the amount and distance of automobile travel attributable to a project. According to the Appendix D, Vehicle Miles Traveled Analysis, a project located within a transit priority area, defined as the area within one half-mile of a high-quality transit corridor or major transit stop is presumed to have a less than significant VMT impact. The City has not adopted VMT guidelines; therefore, the Los Angeles County Transportation Impact Analysis Guidelines are used to determine the Project's potential for VMT impact. High quality transit corridors and major transit stops are defined in PRC Section 21155 as an existing or planned corridor with fixed route bus service with service intervals of no longer than 15 minutes during peak commute hours. As discussed in the *Vehicle Miles Traveled Analysis* included in Appendix D, LA Metro Bus Route 111 travels east-west from LAX to Norwalk, with five stops in the City. According to LA Metro published schedules for Bus Route 111, the service along Florence Avenue provides approximately 10-minute headway during the weekday peak periods of travel.

Future developments within the Project Site would be evaluated for consistency with the Project policies and demonstrate consistency with the County's transit screening criteria or perform a more detailed VMT analysis. Therefore, given the Project's consistency with LA County's transit screening criteria and given that the Project is within a transit priority area, the Project would screen out from further detailed VMT analysis and is presumed to have a less than significant impact on VMT.

4.17c Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact. The Project proposes a coordinated network of transit, pedestrian, bicycle, and vehicular enhancements along Florence Avenue, Florence Place, and Garfield Avenue. Together, these improvements would create a complete, safe, and multi-modal system designed to support future residents, visitors, transit riders, and active transportation users. Planned improvements are conceptual in nature and exact locations can change when considering future development, design, and placement of improvements within the Project Site. Future circulation improvements would be compatible with and enhance the existing circulation system with the surrounding existing and future land uses. Future development projects would

be required to comply with the City's requirements and obtain necessary permits that would maintain traffic flow and access. The Project's proposed circulation improvements would not include any sharp curves, create dangerous intersections, or design hazards. Furthermore, the Project does not propose incompatible land uses that would result in a potential significant traffic safety hazard. Therefore, potential impacts concerning design hazards would be less than significant, and mitigation would not be required.

4.17d Would the project result in inadequate emergency access?

Less Than Significant Impact. See Response 4.9f. Because the Project is programmatic in nature, the Project would not result in inadequate emergency access. Future projects would include circulation improvements and would be required to adhere to safety guidelines that do not obstruct emergency access to the site during construction and operations. Prior to any future project approval, all plans would be required to be reviewed by the fire department and city engineer to ensure all site access standards and emergency circulation required are included. As such, there would be no impact to existing emergency access route, and mitigation would not be required.

4.18 Tribal Cultural Resources

This Section is based on AB 52 communications initiated by the City; see **Appendix E: Tribal Cultural Resources Consultation Communications**.

Environmental Issue	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 tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k); or		X		
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (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.		X		

Impact Analysis

4.18a.i Would the project cause a substantial adverse change in the significance of a tribal cultural resource, 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)?

4.18a.ii Would the project cause a substantial adverse change in the significance of a tribal cultural resource- 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.

An archaeological records search at the South Central Coastal Information Center (SCCIC) was conducted on October 9, 2025, to identify any previously recorded archaeological resources. There were no precontact Native American archaeological resources identified in the Project Site or within a half-mile radius. Archaeological resources are unlikely to be present on commercial and residential parcels given the extent of previous development within the Project Site. However, there is a moderate archaeological sensitivity and potential for buried prehistoric archaeological resources past the depths of fill or on undeveloped parcels due to the alluvial fan topography, underlying Holocene-age geological deposits, proximity to water, and prehistoric occupation in this region. This is substantiated through a CHRIS records search, background research, and review of historical topographic and aerial imagery. The absence of recorded prehistoric archeological remains within the project vicinity and the existing level of disturbance does not preclude the possibility of subsurface resources.

Requests were made via email to the Native American Heritage Commission (NAHC) on September 30, 2025 to review its files for the presence of recorded sacred sites (Sacred Land Files) on or near the Project Site. The NAHC responded to the request on the same date, September 30, 2025, stating that no known sacred sites were identified in the project vicinity as a result of a search of their files.

Pursuant to PRC Section 21080.3.1 (Assembly Bill [AB] 52) and California Senate Bill 18 (SB 18), the City sent letters about the project and formal consultation opportunity under AB 52 and SB 18 to the eight California Native American Tribes listed on a consultation list provided by the NAHC. The letters were sent on October 7, 2025, via email and via United States Postal Service (USPS) mail with certified receipt. The contacted California Native American Tribes include the Cahuilla Band of Indians, the Gabrieleño Band of Mission Indians – Kizh Nation, the Gabrieleno/Tongva San Gabriel Band of Mission Indians, the Gabrielino Tongva Indians of California Tribal Council, the Gabrielino/Tongva Nation, the Gabrielino-Tongva Tribe, the Santa Rosa Band of Cahuilla Indians, and the Santa Rosa Band of Cahuilla Indians.

The City received one response from Brandy Salas, Tribal Administrative Coordinator, on behalf of the Gabrieleño Band of Mission Indians - Kizh Nation. The response was received on October 8, 2025, requesting clarification that the project did not contain planned ground disturbances. The city responded on the same day confirming that there is no planned ground disturbances related to the project. Brandy Salas responded on the same day stating that the Tribe had no concerns at this time and requesting contact if any ground disturbance will occur in the future. No other responses were received. At the time of this writing, no Tribes have requested consultation on the project.

Examples of significant archaeological discoveries that may meet the tribal cultural resource definition would include villages and cemeteries. Due to the possible presence of unknown tribal cultural resources within the Project Site, construction related impacts on tribal cultural resources would be potentially significant. Though the circumstances would present a low possibility, the following mitigation measures (MM) would reduce impacts in the unanticipated discovery of cultural resources during construction. With the implementation of **MM CUL-2** through **MM CUL-4** above in Section 4.5, *Cultural Resources*, impacts would be less than significant.

4.19 Utilities and Service Systems

Environmental Issue	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 facilities concerning the following, the construction or relocation of which could cause significant environmental effects? i. Water, ii. Wastewater, iii. Wastewater Treatment, iv. Stormwater Drainage, v. Electric Power, Natural Gas, and Telecommunications.			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
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 projected demand in addition to the provider's existing commitments?			X	
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?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

Impact Analysis

4.19a.i Would the project require or result in the relocation or construction of new or expanded facilities concerning water, the construction or relocation of which could cause significant environmental effects?

Less Than Significant Impact. The Project is a programmatic planning document and all future development associated with the Project would be required to individually assess the construction of new or expanded facilities concerning water. During construction of future projects, water would be required intermittently for dust control, equipment cleaning, soil grading and preparation. The City of Bell Gardens is served by two water purveyors, the Golden State Water Company and Liberty Utilities.[86] According to the Golden State Water Company

[86] City of Bell Gardens, Water, https://www.bellgardens.org/government/city-departments/public-works/water. Accessed December 15, 2025.

(GSWC) 2020 Urban Water Management Plan (UWMP), the GSWC for Bell-Bell Gardens has reliable water supplies available for its service area through 2045.[87] Additionally, according to Liberty Utilities' 2020 UWMP, it is anticipated that Liberty Utilities would be able to provide sufficient water supplies to its customers during normal years, single dry years, and multiple dry years over the next 25 years through 2045. [88] Impacts would be less than significant, and mitigation would not be required.

4.19a.ii Would the project require or result in the relocation or construction of new or expanded facilities concerning wastewater, the construction or relocation of which could cause significant environmental effects?

4.19a.iii Would the project require or result in the relocation or construction of new or expanded facilities concerning wastewater treatment, the construction or relocation of which could cause significant environmental effects?

Less Than Significant Impact. The City is within the jurisdictional boundaries of the Los Angeles County Sanitation District (LACSD). There is an existing 73-inch MWD water trunk line, 57-inch County sewer trunk line, and 2-96-inch RCB storm drain running north-south along Garfield Avenue. With the City being interconnected with other municipalities on all sides, there would be large utility mains for wet and dry utilities traversing the City. Gravity lines generally run in a north to south and west to east direction along the Project Site.

Wastewater from the Project Site within the GSWC Bell-Bell Gardens system is collected by gravity sewers and lift stations owned by LACSD. The wastewater is transported through trunk sewers to LACSD's Long Beach Water Reclamation Plant (LBWRT) for treatment. LBWRT provides primary, secondary, and tertiary treatment for up to 25 million gallons per day (mgd) and converts 6 mgd for reuse within a larger service area that includes GSWC Bell-Bell Gardens.[89]

As this Project is a programmatic planning document, all future development associated with the Project would be required to assess if the relocation or construction of new or expanded facilities concerning wastewater and wastewater treatment would be required. Therefore, impacts would be less than significant, and mitigation would not be required.

4.19a.iv Would the project require or result in the relocation or construction of new or expanded facilities concerning stormwater drainage, the construction or relocation of which could cause significant environmental effects?

Less Than Significant Impact. The Project is a programmatic planning document and would not require or result in the relocation or construction of new or expanded off-site stormwater

[87] Golden State Water Company (GSWC), Bell -Bell Gardens Service Area 2020 Urban Water Management Plan (UWMP), https://wuedata.water.ca.gov/getfile?filename=/public%2Fuwmp_attachments%2F4351621329%2FGSWC-Bell-Bell%20Gardens%202020%20UWMP%20Final%20(7.29.21).pdf. Accessed December 15, 2025.

[88] Liberty Utilities, 2020 Urban Water Management Plan (UWMP), https://california.libertyutilities.com/uploads/Final%20Draft%20Liberty%20Utilities%20-%20Park%20Water%202020%20UWMP.pdf. Accessed December 15, 2025.

[89] Golden State Water Company (GSWC), Bell-Bell Gardens Service Area 2020 Urban Water Management Plan (UWMP), https://wuedata.water.ca.gov/getfile?filename=/public%2Fuwmp_attachments%2F4351621329%2FGSWC-Bell-Bell%20Gardens%202020%20UWMP%20Final%20(7.29.21).pdf

facilities, the construction or relocation of which could cause significant environmental effects. Future projects associated with the Project would be required to perform an individual assessment of stormwater infrastructure. Therefore, the Project would result in a less than significant impact, and mitigation would not be required.

4.19a.v Would the project require or result in the relocation or construction of new or expanded facilities concerning electric power, natural gas, and telecommunications, the construction or relocation of which could cause significant environmental effects?

Less Than Significant Impact. The City's electrical power is provided by SCE, and natural gas is provided by SoCalGas. The City's telecommunications are provided by various companies, including Spectrum, AT&T, T-Mobile, and Verizon. The Project is a programmatic planning document; therefore, the Project would not result in the relocation or construction of new or expanded facilities concerning electric power, natural gas, and telecommunication services. The Project would not require or result in the relocation or construction of new or expanded off-site electric power, natural gas, or telecommunications facilities, which could cause significant environmental effects. Future projects associated with the Project would be required to perform an individual assessment related to the construction and relocation of new or expanded facilities concerning electric power, natural gas, and telecommunications. Therefore, the Project would result in a less than significant, and mitigation would not be required.

4.19b Would the project have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less Than Significant Impact. As discussed in 4.19a.i, the City of Bell Gardens is served by two water purveyors, the Golden State Water Company and Liberty Utilities.[90] According to the Golden State Water Company (GSWC) 2020 Urban Water Management Plan (UWMP), the GSWC for Bell-Bell Gardens has reliable water supplies available for its service area through 2045.[91] Additionally, according to Liberty Utilities' 2020 UWMP, it is anticipated that Liberty Utilities would be able to provide sufficient water supplies to its customers during normal years, single dry years, and multiple dry years over the next 25 years through 2045. [92] Impacts would be less than significant, and mitigation would not be required. Future development facilitated by the Project would be required to adhere to all federal, State, and local requirements during construction and operations for ensuring that sufficient water supplies are available. Therefore, impacts would be less than significant, and mitigation would not be required.

[90] City of Bell Gardens, Water, https://www.bellgardens.org/government/city-departments/public-works/water. Accessed December 15, 2025.

[91] Golden State Water Company (GSWC), Bell -Bell Gardens Service Area 2020 Urban Water Management Plan (UWMP), https://wuedata.water.ca.gov/getfile?filename=/public%2Fuwmp_attachments%2F4351621329%2FGSWC-Bell-Bell%20Gardens%202020%20UWMP%20Final%20(7.29.21).pdf. Accessed December 15, 2025.

[92] Liberty Utilities, 2020 Urban Water Management Plan (UWMP), https://california.libertyutilities.com/uploads/Final%20Draft%20Liberty%20Utilities%20-%20Park%20Water%202020%20UWMP.pdf. Accessed December 15, 2025.

4.19c 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 projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. As demonstrated in Sections 4.19a.ii there is existing treatment capacity in the region for estimated Project wastewater generation. Project development would not impact LACSD wastewater treatment facility capacity. The Project would not require or result in the relocation or construction of new or expanded off-site sewer facilities, the construction or relocation of which could cause significant environmental effects. Therefore, the Project would result in a less than significant impact, and mitigation would not be required.

4.19d 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?

4.19e Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. Athena Services, provides waste hauling services in the City, including the Project Site.[93] The City primarily disposes at landfills throughout Los Angeles County. This Project is a programmatic planning document and would not result in the generation of solid waste. However, future development associated with the Project would generate construction and demolition (C&D) debris such as metal scrap, lumber, concrete which will be collected and diverted to a C&D debris facility for materials to be recycled and/or discarded.

Residual wastes such as trash packing materials, and plastics could require disposal at landfill. Disposal and recycling of the construction debris would be required to comply with all federal, State, and local regulations. All construction activities would be subject to conformance with relevant Federal, State, and local requirements related to solid waste disposal. The Project would be required to comply with the California Integrated Waste Management Act of 1989 (AB 939), which requires that at least 50 percent of waste produced is recycled, reduced, or composted.

During operation, the Project would be required to comply with CalRecycle's waste diversion rate target of 50 percent of the waste stream. The Project would also be subject to AB 1826, which requires businesses to provide separate recycling bins for organic waste. Therefore, the Project would be subject to compliance with the CALGreen Code, State regulations, and City regulations regarding solid waste management and reduction. Impacts would be less than significant, and mitigation would not be required.

[93] City of Bell Gardens, Commercial Waste Service, https://www.bellgardens.org/government/city-departments/public-works/waste-services/commercial-waste-service. Accessed December 15, 2025.

4.20 Wildfire

Environmental Issue	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?				X
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?				X
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?				X
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?				X

Impact Analysis

4.20a *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?*

4.20b *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*

4.20c *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

4.20d *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

No Impact. According to CAL FIRE, the Project Site is located in a Local Responsibility Area (LRA) and is not within or near a State Responsibility Area (SRA) or a Very High Fire Hazard Severity

Zone (VHFHSZ).[94] The nearest VHFHSZ is within a Local Responsibility Area (LRA) and is located approximately 5.95 miles east of the Project Site. The Project Site is relatively flat and developed with urban uses, which precludes factors such as slopes or strong winds from exacerbating fire risk. The Project is located on an existing developed site, would connect to existing utilities, and would not require the installation or maintenance of infrastructure that may exacerbate fire risk.

The Project would be required to comply with design and construction guidelines for internal emergency circulation, fire lane access, and fire suppression facilities such as sprinkles and fire hydrants. These would conform with the BGMC, and the LACFD would further review Project development plans prior to approval to ensure adequate emergency access pursuant to Section 503 of the California Fire Code. Post-fire impacts such as drainage changes and landslides would not occur as the Project Site and its surroundings are highly urbanized, mostly flat, and would not have any steep slopes or hillsides that would be susceptible to landslides or flooding. Therefore, the Project would result in no impact related to wildfire.

[94] California Department of Forestry and Fire Protection. FHSZ Viewer, https://experience.arcgis.com/experience/5065c998b4b0462f9ec3c6c226c610a9. Accessed December 1, 2025.

4.21 Mandatory Findings of Significance

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Does the Project:				
a) 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?		X		
b) 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 the past projects, the effects of other current projects, and the effects of probable future projects.)			X	
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

Impact Analysis

4.21a 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 throughout this IS/MND, the Project does not have the potential to degrade the environment's quality or result in significant environmental impacts.

As concluded in **Section 4.4: Biological Resources**, the Project Site is located within an urbanized area and does not support sensitive plant or animal species or habitat. Potentially significant impacts to nesting birds would be reduced to a less than significant level with implementation of the prescribed mitigation measure **MM BIO-1**.

As concluded in **Section 4.5: Cultural Resources**, the Project would not eliminate important examples of the major periods of California history. The Project was assessed to have low sensitivity for prehistoric resources and buried historic archaeological resources. Following

implementation of **MM CUL-1** through **MM CUL-4**, potential impacts to archaeological and historic resources would be reduced to less than significant.

As concluded in **Section 4.7: Geology and Soils**, the Project could potentially destroy a unique paleontological resource or site or unique geologic feature during construction. Following implementation of **MM GEO-1**, potential impacts to paleontological resources would be reduced to less than significant.

4.21b 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 the past projects, the effects of other current projects, and the effects of probable future projects.)

Less Than Significant Impact. The proposed Project would result in significant impacts unless mitigated for the following environmental resource areas: air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, noise, and tribal cultural resources. The potential impacts associated with these resource areas are localized, thus, would not result in cumulative impacts. Other development projects within the City would be subject to the City's discretionary review process, CEQA, and the established regulatory framework, which would be evaluated on a case-by-case basis.

For all other resources areas, the analysis determined the Project would result in either no impact, less than significant impact following compliance with the established regulatory framework, and less than significant impact following implementation of mitigation measures. Therefore, Project impacts would not be cumulatively considerable. The cumulative projects would be required to comply with the same or similar thresholds of significance as the Project; therefore, it is anticipated that the cumulative projects would not individually contribute to a cumulatively considerable impact. Based on the correspondence with the City, the following cumulative projects were provided:

- New Coffee Shop (1,392 square feet), 6365 Florence Place
- Active Transportation Program, Cycle 5 – Under Construction
- Various residential street improvements Fiscal Year (FY) 2024-2025 – Completed 11/2025
- Highway Safety Improvement (HSIP) Cycle 11 - Construction Early Spring 2026
- ATP Cycle 6 - Construction Late Spring/Summer 2026
- Slurry Seal Zone 1 FY 2025-2026 - Late Spring 2026
- Various Residential Street Improvements - FY 2025-2026 – Summer 2026
- Marlow Park Building Improvements Site Development – Construction February 2026
- Aquatics Center at Anson Ford Park – Completed
- Ford Park Playground and Restroom Improvements – Spring 2026
- Veterans Park Renovation and Outdoor Restroom Improvements – Spring 2026
- Recycled Water Pipeline Extension – Late Spring/Summer 2026

- Garfield Avenue and Eastern Avenue Intersection Improvements – Fall 2026

The cumulative projects are utilized to analyze cumulative impacts associated with Project implementation discussed above. The cumulative projects would each be required to demonstrate consistency with applicable regulations. Each cumulative project would also be required to, if necessary under CEQA, provide an analysis to determine if the cumulative project would result in a significant impact on the appropriate environmental resource topic areas. Therefore, the Project would not result in any cumulatively considerable impacts, and mitigation would not be required.

4.21c Does the project have environmental effects which will cause substantial adverse effects on human beings, directly or indirectly?

Less Than Significant Impact. As discussed in the respective sections, the Project would have no potentially significant impacts that would not be reduced to less than significant following compliance with the established regulatory framework and/or recommended mitigation measures. The Project would not cause substantial adverse effects on human beings directly or indirectly. Therefore, impacts concerning adverse effects on human beings would be less than significant.