The Salvation Army Bell Oasis Apartments II

Initial Study – Mitigated Negative Declaration Final

prepared for

The Salvation Army
California South Division
16941 Keegan Avenue
Carson, California 90746
Contact: Captain Jay Koebel

prepared by

Rincon Consultants, Inc.
250 East 1st Street, Suite 1400
Los Angeles, California 90012

September 2023

RINCON CONSULTANTS, INC.
Environmental Scientists | Planners | Engineers
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Table of Contents

Initial Study 1
1. Project Title 1
2. Lead Agency Name and Address 1
3. Contact Person and Phone Number 1
4. Project Sponsor's Name and Address 1
5. Project Location 1
6. Description of Project Site 2
7. General Plan Designation 2
8. Zoning 2
9. Surrounding Land Uses and Setting 7
10. Description of Project 8
11. Required Approvals 17
12. Other Public Agencies Whose Approval is Required 17
13. Have California Native American Tribes Traditionally and Culturally Affiliated with the Project Area Requested Consultation Pursuant to Public Resources Code Section 21080.3.1? 17
Environmental Factors Potentially Affected 19
Determination 19
Environmental Checklist 21
1 Aesthetics 21
2 Agriculture and Forestry Resources 25
3 Air Quality 27
4 Biological Resources 39
5 Cultural Resources 45
6 Energy 49
7 Geology and Soils 53
8 Greenhouse Gas Emissions 59
9 Hazards and Hazardous Materials 65
10 Hydrology and Water Quality 71
11 Land Use and Planning 77
12 Mineral Resources 81
13 Noise 83
14 Population and Housing 95
15 Public Services 97
16 Recreation 101
17 Transportation 103

18 Tribal Cultural Resources 107
19 Utilities and Service Systems 117
20 Wildfire 121
21 Mandatory Findings of Significance 123
References 127
Bibliography 127
List of Preparers 132

Tables

Table 1 Project Summary 9
Table 2 Health Effects Associated with Non-Attainment Criteria Pollutants 28
Table 3 SCAQMD Regional Significance Thresholds 30
Table 4 SCAQMD LSTs for Construction (SRA 12) 31
Table 5 Estimated Maximum Daily Project Construction Emissions 34
Table 6 Estimated Project Operational Emissions 35
Table 7 Estimated Fuel Consumption during Construction (gallons) 50
Table 8 Estimated Project Annual Operational Energy Consumption 51
Table 9 Project Consistency with Applicable SCAG 2020-2045 RTP/SCS Strategies 62
Table 10 Estimated Project Construction GHG Emissions 63
Table 11 Estimated Project Annual Emissions 64
Table 12 Vibration Damage Potential 85
Table 13 Vibration Annoyance Potential 85
Table 14 Project Site Vicinity Sound Level Monitoring Results 86
Table 15 Construction Noise Levels at Receivers 91
Table 16 Typical Vibration Levels during Construction Activities 93

Figures

Figure 1 Regional Location 3
Figure 2 Project Location 4
Figure 3 Site Photographs 5
Figure 4 Site Photographs 6
Figure 5 Site Plan and First Floor 10
Figure 6 Second Floor 11
Figure 7 Third Floor 12
Figure 8 Roof Plan 13
Figure 9 Building Elevations 14
Figure 10 Building Renderings 15
Figure 11 Noise Measurement Locations 87

Appendices

Appendix A Phase I Environmental Site Assessment
Appendix B CalEEMod Results
Appendix C Cultural Resources Assessment
Appendix D Energy Demand Calculations
Appendix E Geotechnical Engineering Investigation
Appendix F Phase II Environmental Site Assessment
Appendix G Additional Phase II Environmental Site Assessment
Appendix H Noise Data and Calculations
Appendix I Responses to Comments on the Draft IS-MND
Appendix J Errata
Appendix K Mitigation Monitoring and Reporting Program

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Initial Study

1. Project Title

The Salvation Army Bell Oasis Apartments II Project

2. Lead Agency Name and Address

City of Bell, Planning Division
6330 Pine Avenue
Bell, California 90201

3. Contact Person and Phone Number

Paula Kelly, Contract Planner
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(323) 588-6211 ext. 2622

4. Project Sponsor's Name and Address

The Salvation Army, California South Division
16941 Keegan Avenue
Carson, California 90746
Contact: Captain Jay Koebel

5. Project Location

The Salvation Army Bell Oasis Apartments II Project (hereafter referred to as "proposed project" or "project") is located on a 76,192-square-foot (1.75-acre) site within The Salvation Army's campus in the City of Bell, California, located at 5600 Rickenbacker Road. The exact project address within the campus is yet to be determined; however, the site consists of The Salvation Army's property south of K Street and east of the Honorable Judge Harry Pregerson Community Building, which is located between the project site and Hunt Apartments. The Community Building and Hunt Apartments are owned and operated by the Salvation Army. The Hunt Apartments is hereafter referred to as "Bell Oasis Apartments I," which was the original name of the permanent supportive housing development when it was approved by the City of Bell in 2016. The project site consists of the southern portions of the City's Assessor's Parcel Numbers (APN) 6332-002-090, -037, and -038.

The City of Bell is bounded on the north by the cities of Maywood, Vernon, and Huntington Park; on the south by the cities of Cudahy and South Gate; on the east by the cities of Bell Gardens and Commerce; and on the west by the cities of Vernon, Maywood, and Huntington Park. The site is regionally accessible by Interstate 710 (I-710) and locally accessible by K Street, which transitions to

Mansfield Way approximately 60 feet east of the site and connects to Eastern Avenue, an arterial roadway that traverses the cities of Bell Gardens, Bell, and Commerce. Figure 1 shows the location of the project site in the region and Figure 2 shows the project site in its local context.

6. Description of Project Site

The project site is in an area primarily developed with buildings owned and operated by The Salvation Army and industrial land uses owned and operated by other companies. The site is generally flat with an elevation of approximately 140 feet above mean sea level. The site is currently vacant and consists of asphalt surfaces and pervious earth area with vegetation, including approximately seven mature trees and one palm. A concrete-lined drainage channel, which is owned by The Salvation Army, runs along the southern boundary of the site within the site, as shown in Figure 2. The drainage channel is mostly covered with additional ruderal vegetation and solid waste, which is regularly cleared and maintained by The Salvation Army. An additional seven trees and five palms are located along the drainage channel. The site is currently utilized for surface parking and as a temporary seating area for the Bell Oasis Apartments I to the west. Figure 3 and Figure 4 provide photographs of current site conditions and nearby uses.

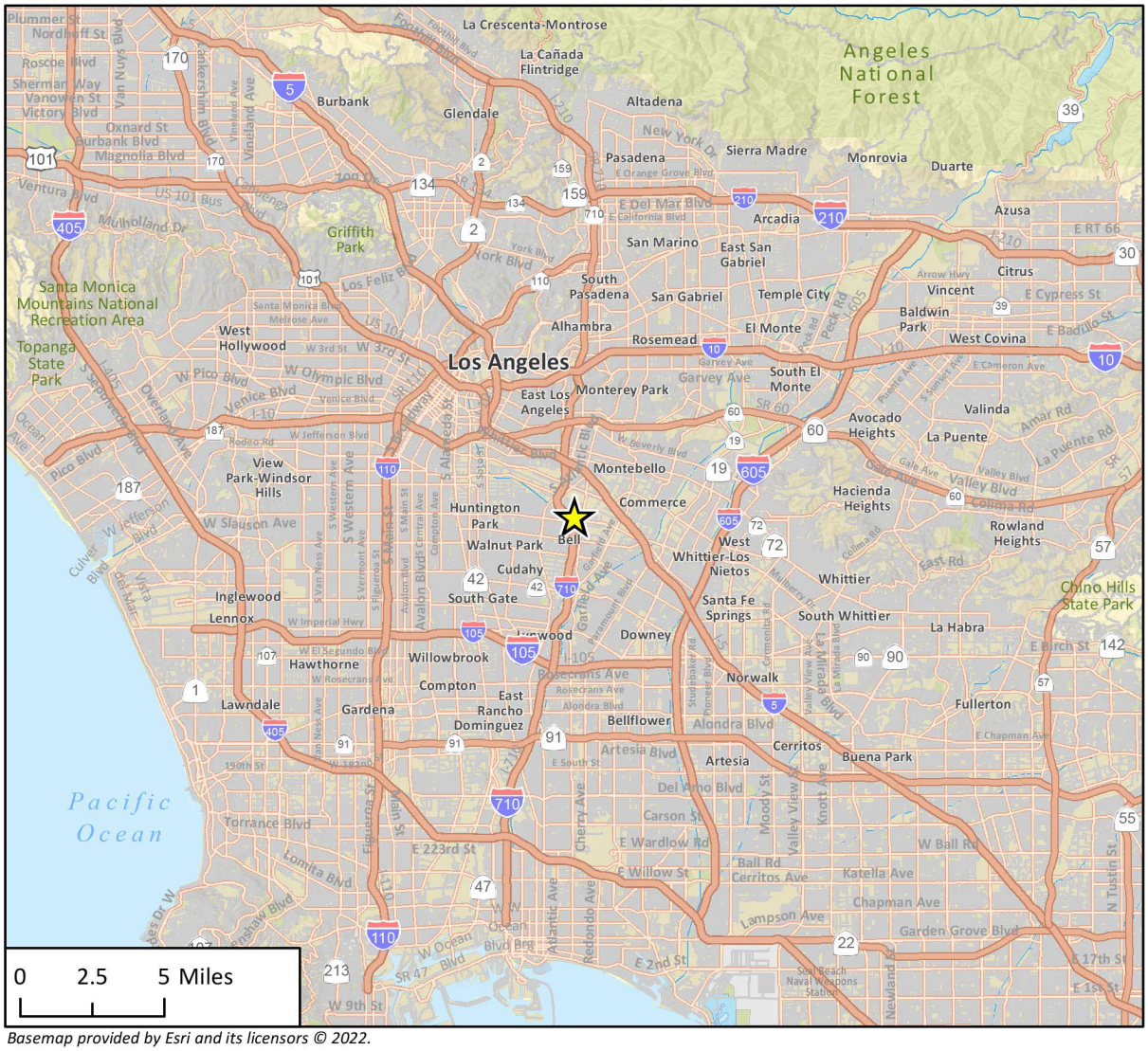
7. General Plan Designation

The project site has a General Plan Designation of Industrial (IND).

8. Zoning

The project site is currently zoned Commercial Manufacturing (CM).

Figure 1 Regional Location



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Project Location

N

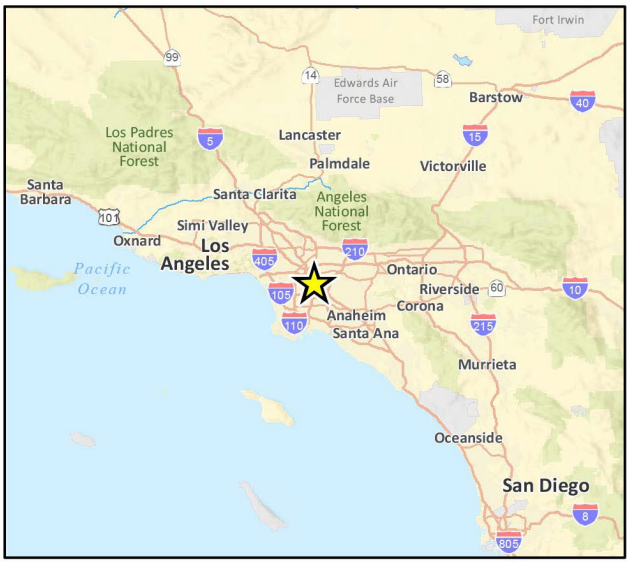

Figure 2 Project Location

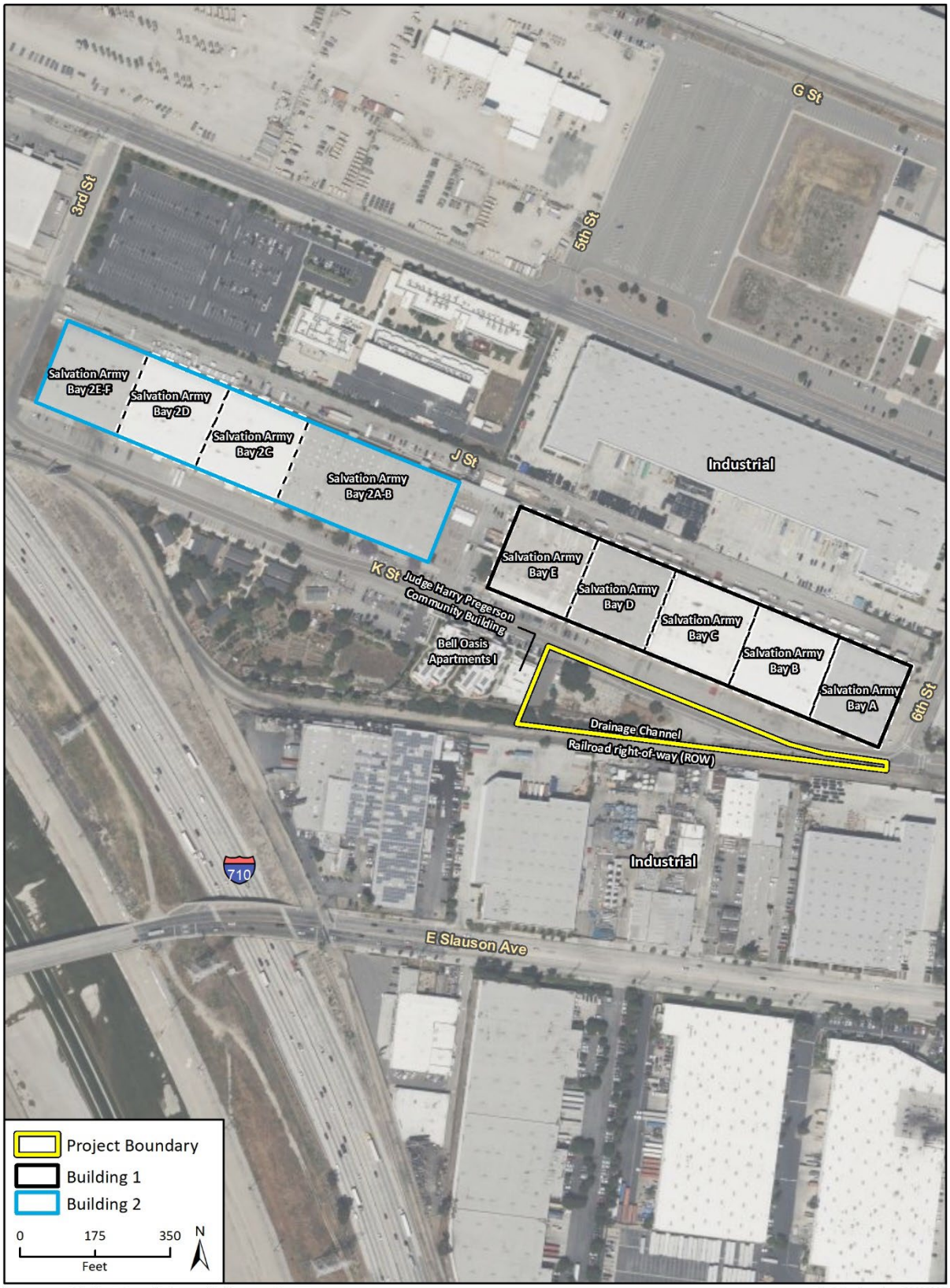

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Fig 2 Site Boundary_20230113

Figure 3 Site Photographs

Photograph 1. Southwestern corner of the project site (near the existing fire access lane) looking northeast

Photograph 2. Northern boundary of project site along K Street looking northeast toward The Salvation Army warehouse (Building 1)

Photograph 3. Eastern project site boundary looking south toward industrial uses

Photograph 4. Northern project site boundary looking at the site

Figure 4 Site Photographs

Photograph 5. View of The Salvation Army warehouse (Building 1) north of the site across K Street, facing northwest

Photograph 6. View of the concrete-lined drainage channel and solid waste likely associated with homeless activity near the site

Photograph 7. View of the Honorable Judge Harry Pregerson Community Building and Bell Oasis Apartments I, facing southwest

Photograph 8. View of the concrete stormwater channel traversing the project site in an east-west direction, facing west

9. Surrounding Land Uses and Setting

In August 2007, the federal government donated about 25 acres of property in Bell to The Salvation Army with a restriction that the property be used solely to serve the homeless, a mandate consistent with The Salvation Army's mission. Uses surrounding the project site include the donated property which has been developed over years to make up the campus that exists today. The project site is bounded to the north and east by K Street and The Salvation Army warehouse buildings (Building 1 and Building 2), to the south by a railroad spur right of way (ROW), and to the west by the Bell Oasis Apartments I.

Development surrounding the project site is described in greater detail:

- **North** – K Street, a two-way roadway, extends along the project site's northern boundary. Large warehouse buildings, owned and operated by The Salvation Army, occupy the frontage along the northern side of K Street. These buildings are represented as Building 1 and Building 2 in Figure 2 and consist of various "bays" that have been renovated to accommodate allowed uses on the campus.[1] Building 1, which is located directly north of the site, is divided into Bays A through E: Bays A and B are vacant and/or are used for miscellaneous storage, Bays C and D are occupied by The Salvation Army Emergency Disaster Services, and Bay E is occupied by The Salvation Army Emergency Housing. Building 2, which is located approximately 400 feet northwest of the site is also divided into Bays A through F: Bays A and B houses the Bell Shelter Interim Housing Program whereas Bays C through F are used for storage and/or are leased out. East – K Street extends into the immediate east of the project site until it transitions into Mansfield Way and connects to Eastern Avenue.
- **South** – A mostly inactive railroad spur ROW abuts the project site to the south. Based on observations made by the Salvation Army over the last four years to date, the railroad spur south of the site is used minimally, with little to no activity witnessed during typical daytime working hours. The railroad spur connects to the larger railroad system adjacent to I-710 approximately 730 feet west of the site, which is used by freight trains to transport heavy cargo. Other industrial uses, such as warehousing, wholesalers, and resin manufacturing, are located further south across the railroad spur.
- **West** – The Honorable Judge Harry Pregerson Community Building is located west of the project. The Community Building is currently used to conduct scheduled skill building groups, recreationally engaging art groups, resident community meetings, movie nights, holiday celebrations, community resource meetings, workshops, learning collaborative meetings, resource presentations, and provides a space where residents of the Bell Oasis Apartments I can meet with outside providers. The Bell Oasis Apartments I is a permanent supportive housing development located further west of the site and consists of 64 studio apartments for previously homeless individuals, plus one manager's unit. Beyond the Bell Oasis Apartments I, I-710 is located approximately 750 feet to the southwest of the project site at its nearest distance to the site.

[1] Building 1 and Building 2 were included as part of the original property transferred to The Salvation Army by the federal government under Title V of the McKinney-Vento Homeless Assistance Act.

10. Description of Project

The proposed project is located on an approximately 1.75-acre lot that consists of asphalt surfaces, pervious earth area with vegetation, including a total of 14 mature trees and six palms, and a concrete-lined drainage channel. The proposed project is a permanent supportive housing project within the meaning of the California Health and Safety Code Section 56975.14 that would involve construction of a three-story, 39,690-square-foot apartment building consisting of 57 studio units of permanent support housing and a two-bedroom staff unit for an on-site manager, for a total of 58 apartment units. California Health and Safety Code Section 56975.14 defines supportive housing as, "housing with no limit on length of stay, that is occupied by the target population, and that is linked to onsite or offsite services that assist the supportive housing resident in retaining the housing, improving their health status, and maximizing their ability to live and, when possible, work in the community." In the case of the project, the proposed housing is permanent and long term for homeless individuals, including homeless veterans, and there is no temporary housing contemplated or included as part of the project. All future residents would be placed in the project through the Los Angeles County Coordinated Entry System (CES), with veterans approved for residency by the U.S. Department of Veterans Affairs office.

Of the 57 studio units, nine units would be ADA accessible. The project would also provide administrative and supportive service spaces including two 114-square-foot case manager office spaces and a 107-square-foot U.S. Department of Veterans Affairs office to assist residents with housing stability. Office hours would be 8 a.m. to 5 p.m. Monday through Friday. A full-time staff person residing on-site would be available as needed during evenings and weekends, whereas staff of The Salvation Army's Bell Shelter would be available 24/7. Other project amenities would include a recreation room, decks, a lounge/computer area, a fitness room, a raised garden area, and a library.

As a permanent supportive housing project with 100 percent affordable units, the project meets the definition of supportive housing under California Health and Safety Code Section 50675.14 and is not required to provide on-site parking pursuant to the State Density Bonus Law (Government Code Section 65915(p)(3)(c)). Nonetheless, the project would provide a total of five parking spaces immediately to the west of the proposed building for staff, including one ADA accessible space. The project site would be accessible for staff, residents, and visitors via K Street. Pedestrians would be able to access the project site via the existing outlined walkways along K Street and the proposed sidewalk at the project frontage. Figure 5 includes a view of the project site plan and first floor, which shows the proposed concrete sidewalk along the northern boundary of the site that connects to the painted pedestrian walk. The proposed project would "straighten" K Street so that it continues in a straight path east to west, parallel to the existing Bell Oasis Apartments I and northern boundary of the proposed project.

Although the project would remove all on-site trees located on the flat portion of the site (i.e., seven mature trees and one palm), the existing drainage channel would remain as part of the project, including all tress located along the channel (i.e., seven mature trees and five palms).

Table 1 on the following page summarizes the proposed project components. Figure 5 shows the project site plan and first floor, whereas Figure 6 and Figure 7 illustrate the second and third floors of the proposed project. Figure 8 shows roof plans, Figure 9 shows planned building elevations, and Figure 10 illustrates building renderings.

Table 1 Project Summary

Building Area	
First Floor	15,840 gsf
Second Floor	12,150 gsf
Third Floor	11,700 gsf
Total	**39,690 gsf (47.3% site coverage)**
Parking Spaces	
Standard (9'x19')	4 spaces
ADA	1 space
Total	**5 spaces**
Open Space	
First Floor	Multipurpose Room 772 sf
	Open Decks 285 sf
Second Floor	Open Decks 847 sf
Third Floor	Open Decks 487 sf
Total Provided	**2,391 sf**

gsf: gross square feet; sf: square feet

Figure 5 Site Plan and First Floor

Figure 6 Second Floor

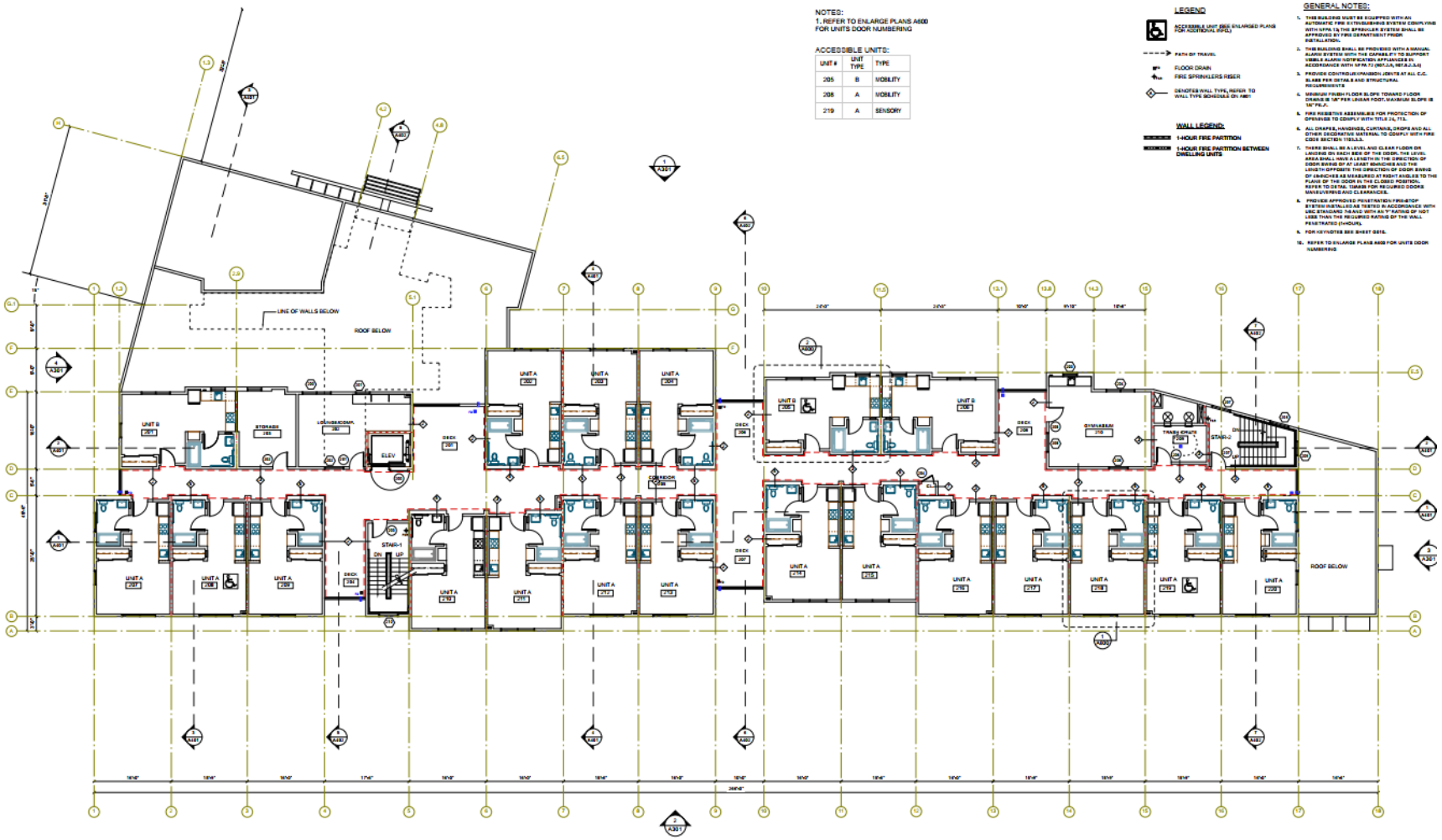

Figure 7 Third Floor

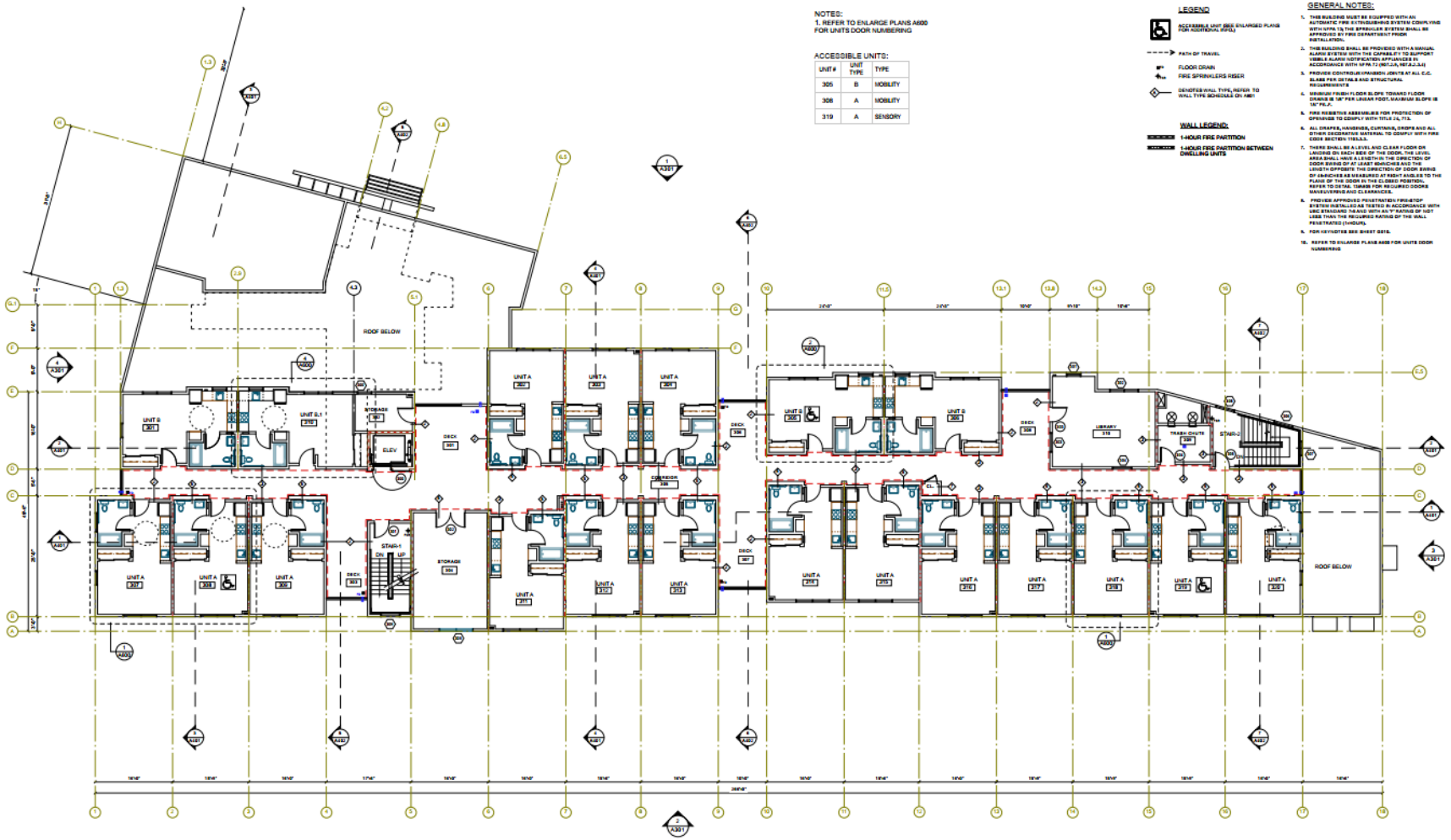

Figure 8 Roof Plan

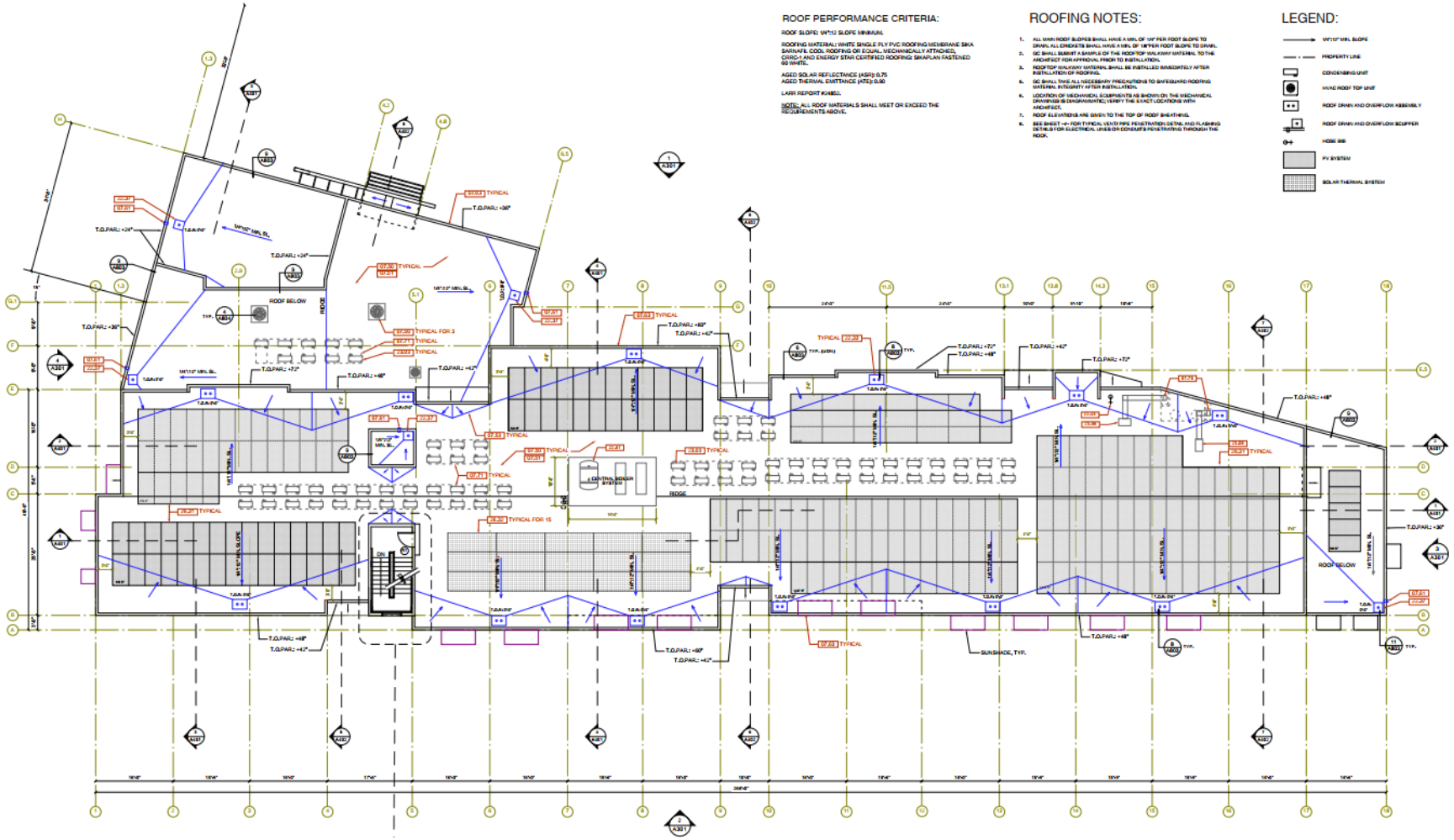

Figure 9 Building Elevations

Figure 10 Building Renderings

Green Building

The proposed project would be designed with the goal of achieving a LEED Gold rating from the U.S. Green Building Council (USGBC). To achieve the Gold rating, the project must earn points by meeting a series of prerequisites and credits that address carbon, energy, water, waste, transportation, materials, health, and indoor environmental quality. The General Contractor is required to become familiar with the requirements necessary to earn between 50 and 59 points and meet the LEED Gold rating as outlined in the plans and specifications.

The proposed project would include energy-efficient appliances/lighting, water-efficient appliances/fixtures, dual-pane windows with low-E (meaning low emissivity, which in turn means a surface that emits low levels of radiant heat), drip-irrigation systems, and native and drought-tolerant landscaping. The project would also include installation of a solar photovoltaic (PV) rooftop system to supplement electricity demand for the heating and cooling of the project. Furthermore, of the five total parking spaces provided by the project, one space would be an EV-Installed space, one space would be an EV-Capable space, and two spaces would be EV-Ready spaces.[2]

Construction

Construction of the project would occur between June 2024 and November 2025 during weekdays and occasional Saturdays between 8 a.m. and 6 p.m. Construction activities would include the removal of all on-site trees located on the flat portion of the site (i.e., seven mature trees and one palm) and preservation of all tress located along the concrete drainage channel (i.e., seven mature trees and five palms). Due to on-site soil contamination, discussed further in Section 9, *Hazards and Hazardous Materials*, of this document, estimates indicate that up to approximately 3,500 cubic yards of impacted soil would be exported prior to construction of the project. However, there may be a need to remove an additional 3,000 cubic yards if the entirety of the site is leveled at three feet below the existing ground surface resulting in a maximum soil export of 6,500 cubic yards. Although actual soil export quantities are anticipated to be less than 6,500 cubic yards, this analysis conversative assumes that approximately 6,500 cubic yards of healthy soil would be imported to replace removed soil and be redistributed on the site.

The project would also require utility work as part of project construction; however, the project would only require new infrastructure to connect the proposed building's utility lines (all underground) to the existing main utility lines. The existing main utility lines (i.e., domestic water, fire water, gas, and wastewater/sewer) would have adequate capacity to serve the project without the need for new or expanded connections to the main infrastructure to increase capacity. Furthermore, underground electric/cable infrastructure would run from the project transformer and connect to existing Southern California Edison (SCE) power poles along the north side of K Street lines.

[2] An EV-Capable space requires just the infrastructure (conduit, breaker space, junction box, etc.) for the future installation of an EV charging station. An EV-Ready space requires both the infrastructure and a wired outlet. An EV-Installed space requires all of the infrastructure plus the actual EV charging station.

11. Required Approvals

The proposed project would require approval of a Tentative Parcel Map, site plan approval, and approval of this Initial Study-Mitigated Negative Declaration (IS-MND) by the City of Bell. Additionally, the project would require the following:

- A re-zoning of the planned parcel from CM to C-3R.
- A conditional use permit for development of housing in the C-3R zone.

All project entitlements would be reviewed and considered as a comprehensive project throughout the City's review and approval process.

12. Other Public Agencies Whose Approval is Required

The City of Bell is the lead agency for the proposed project and no approvals are required from any other agency.

13. Have California Native American Tribes Traditionally and Culturally Affiliated with the Project Area Requested Consultation Pursuant to Public Resources Code Section 21080.3.1?

Rincon Consultants, Inc. (Rincon) contacted the Native American Heritage Commission (NAHC) on June 6, 2022, to request a search of the Sacred Lands File (SLF), as well as a contact list of Native American tribes with traditional and cultural affiliation with the geographic area in which the project is located. On July 5, 2022, the NAHC responded to the request with a consultation list of nine tribes to contact. Based on this list, and per Public Resources Code (PRC) Section 21080.3.1, the City of Bell sent out consultation letters on August 8, 2022 to these nine listed tribes to request information on potential cultural resources in the project site vicinity that may be impacted by the proposed project's development and received responses from two tribes. On August 8, 2022, Christina Conley, consultant and administrator of the Gabrielino Tongva Indians of California, responded requesting additional information, which was provided as part of the Cultural Resources Assessment prepared by Rincon, dated August 2022. On August 9, 2022, Andrew Salas, Chairperson of the Gabrieleño Band of Mission Indians-Kizh Nation requested to consult with the City on the project. A consultation phone call between Chairperson Andrew Salas and Matt Teutimeuz, also representing the Kizh Nation, and City Staff occurred on February 9, 2023. During the consultation call, the Gabrieleño Band of Mission Indians- Kizh Nation requested additional data regarding the project be sent to them following the meeting including the extent/depth of ground disturbance, the Cultural Resources Assessment, and any other geotechnical or site assessment reports. This information was gathered and provided to the tribe on February 27, 2023. Additional details regarding consultation efforts are provided in Section 18, *Tribal Cultural Resources*, of this IS-MND.

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Environmental Factors Potentially Affected

This project would potentially affect the environmental factors checked below, involving at least one impact that is "Potentially Significant" or "Less than Significant with Mitigation Incorporated" as indicated by the checklist on the following pages.

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

Determination

Based on 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 to the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "less than significant with mitigation incorporated" 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 potential significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature	Date
Printed Name	Title

Environmental Checklist

1 Aesthetics

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	■
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	■
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	■	☐
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	☐	☐	■	☐

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

A scenic vista is defined as a public viewpoint that is found to be locally or regionally attractive and provides expansive views of a highly valued landscape for the benefit of the public. The project site is in an industrial, urbanized area in the northeastern portion of the city. The site is bounded by K Street to the north and east with other buildings owned by The Salvation Army beyond, a railroad spur ROW to the south with industrial uses beyond, and the existing three-story Bell Oasis Apartments I to the west. The larger area is comprised of a mix of additional industrial and commercial uses. The project would involve construction of a three-story apartment building on a currently vacant site. Due to existing development surrounding the site, there are no scenic vistas visible from the site and the project would not obstruct views of scenic vistas. No impact would occur.

NO IMPACT

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

There are no designated State scenic highways located in the vicinity of the project site, as identified by the California Department of Transportation (Caltrans) (Caltrans2022). The site is located approximately 750 feet northeast from I-710; however, this highway is not identified by Caltrans as a State scenic highway containing views of scenic resources (Caltrans 2022). Therefore, the project would not impact scenic resources within a State scenic highway, including trees, rock outcroppings, and historic buildings. The project would remove seven trees and one palm on-site; however, these trees do not provide scenery along a State scenic highway. Furthermore, the project site does not contain any natural habitats or rock outcroppings, nor is it in proximity to any such resources. The on-site concrete drainage channel is not natural habitat and, as discussed in Section 4, *Biological Resources*, the site does not provide suitable habitat for any special-status wildlife species and the level of disturbance on the site precludes the presence of special-status plant species. In addition, as described in Section 5, *Cultural Resources*, the project site does not contain any historic buildings. There would be no impacts to scenic resources near a designated State scenic highway.

NO IMPACT

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

The site is bounded by K Street to the north and east with other buildings owned by The Salvation Army beyond, a railroad spur ROW to the south with industrial uses beyond, and the existing three-story Bell Oasis Apartments I to the west. The larger area is comprised of a mix of additional industrial and commercial uses in an urbanized area of the city. The project would involve development of a three-story apartment building consisting of 58 units, 57 of which would provide housing for homeless individuals in addition to the housing currently provided by the Bell Oasis Apartments I to the west.

The project site is zoned Commercial Manufacturing (CM), which does not allow for residential uses per Section 17.36.020 (Permitted Uses) of the Bell Municipal Code (BMC). However, the project includes a Zone Change from CM to C-3R with a conditional use permit to allow for housing in the C-3R zone. According to BMC Section 17.28.020 (Permitted Uses), residential uses are permitted in the C-3R zone with approval of a conditional use permit. Furthermore, the project would comply with all applicable development standards (e.g., height, setbacks) regulating the C-3R zone per BMC Section 17.28.040 (Development Standards) and the project would be consistent with the requirements set forth in the State Density Bonus Law (Government Code Section 65915(p)(3)(c)) regulating parking. The project would also be subject to site plan and design review per BMC Section 17.92.040 (Site Plan Review Authority) by the City's Planning Commission. This regulatory review procedure verifies that development projects and any requested approvals achieve compatibility with the surrounding area.

While development of the project would change the appearance and use of the project site relative to its existing conditions, it would not degrade the visual character or quality of the site. Rather, the project would change the existing vacant site by providing more housing, amenities, and services for homeless individuals complementary to the adjacent Bell Oasis Apartments I and other supportive services offered within The Salvation Army's campus. Specifically, based on project plans, the

project would be compatible in scale and architectural design (e.g., exterior color, materials, configuration) with the Bell Oasis Apartments I. Therefore, with approval of the requested zone change, the project would not conflict with applicable zoning or other regulations regarding scenic quality and would not significantly impact scenic quality in the area. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

d. Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?

The project is located within an urbanized area developed with industrial, commercial, and residential uses. Existing light and glare in the project area consists of vehicles, streetlights, and exterior light/glare associated with the surrounding development. Implementation of the project would present an increase in daytime and nighttime lighting at the project site relative to existing, vacant conditions such as from interior lights in habitable spaces, exterior security lighting for safety, and from vehicles either accessing or leaving the site. Daytime glare could be created by the sun's reflection off light colored building materials, windows, and finishes, and metallic and glass surfaces of vehicles. However, these new sources of light and glare would be comparable to that from the surrounding development, particularly the adjacent Bell Oasis Apartments I. In addition, the project would not create new sources of light or glare that would substantially affect daytime or nighttime views in the urbanized area. At its distance of 750 feet from the site, and due to the presence of existing buildings between the site and I-710, the project would also not create a source of substantial light or glare affecting views from I-710. Furthermore, the design of this project, including its finish, colors, and materials, would be reviewed for approval through the City's review process. This regulatory procedure provides the City with an additional layer of review for aesthetics including light and glare, and an opportunity to incorporate additional conditions to improve the project's building materials and lighting plans. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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2 Agriculture and Forestry Resources

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

a. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

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

c. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

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

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

According to the Phase I Environmental Site Assessment (ESA) prepared by Rincon for the project in January 2022, which is included as Appendix A, the site was utilized for agricultural purposes (i.e., dry farming, row crops) between 1928 and 1943 (Rincon 2022a). However, the project site is currently vacant and zoned CM. The site is in an urbanized area developed with industrial, commercial, and residential uses. According to the Department of Conservation's (DOC) Important Farmland Finder, the project site and surrounding land is classified as Urban and Built-Up Land. In addition, there is no nearby Prime Farmland, Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance (DOC 2022a). Additionally, as the project site is classified as Urban and Built-Up Land, the project would not result in conversion forest land, timberland, or an area zoned for Timberland Production. Therefore, the project would not conflict with any land zoned for agricultural use, forest land, timberland, timberland zoned Timberland Production. Furthermore, the project site and surrounding land is not under a Williamson Act contract. Therefore, no impact would occur.

NO IMPACT

3 Air Quality

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

Overview of Air Pollution

The federal and State Clean Air Acts (CAA) mandate the control and reduction of certain air pollutants. Under these laws, the U.S. Environmental Protection Agency (USEPA) and the California Air Resources Board (CARB) have established the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS) for "criteria pollutants" and other pollutants. Some pollutants are emitted directly from a source (e.g., vehicle tailpipe, an exhaust stack of a factory, etc.) into the atmosphere, including carbon monoxide, volatile organic compounds (VOC)/reactive organic gases (ROG), nitrogen oxides (NO_X), particulate matter with diameters of ten microns or less (PM_{10}) and 2.5 microns or less ($PM_{2.5}$), sulfur dioxide, and lead. [3] Other pollutants are created indirectly through chemical reactions in the atmosphere, such as ozone, which is created by atmospheric chemical and photochemical reactions primarily between VOC and NO_X. Secondary pollutants include oxidants, ozone, and sulfate and nitrate particulates (smog). Air pollutants can be generated by the natural environment, such as when high winds suspend fine dust particles.

Air pollutant emissions are generated primarily by stationary and mobile sources. Stationary sources can be divided into two major subcategories:

- Point sources occur at a specific location and are often identified by an exhaust vent or stack. Examples include boilers or combustion equipment that produce electricity or generate heat.

[3] CARB defines VOC and ROG similarly as, "any compound of carbon excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate," with the exception that VOC are compounds that participate in atmospheric photochemical reactions. For the purposes of this analysis, ROG and VOC are considered comparable in terms of mass emissions, and the term VOC is used in this IS-MND.

- Area sources are widely distributed and include such sources as residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and some consumer products.

Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and can also be divided into two major subcategories:

- On-road sources that may be legally operated on roadways and highways.
- Off-road sources include aircraft, ships, trains, and self-propelled construction equipment.

Air pollutants can also be generated by the natural environment, such as when high winds suspend fine dust particles.

Air Quality Standards and Attainment

The project site is in the South Coast Air Basin (SCAB), which includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, and all of Orange County. The SCAB is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). As the local air quality management agency, the SCAQMD is required to monitor air pollutant levels to ensure that the NAAQS and CAAQS are met and, if they are not met, to develop strategies to meet the standards. Depending on whether the standards are met or exceeded, the SCAB is classified as being in "attainment" or "nonattainment." In areas designated as nonattainment for one or more air pollutants, a cumulative air quality impact exists for those air pollutants and the human health associated with these criteria pollutants are already occurring in that area as part of the environmental baseline condition. Under State law, air districts are required to prepare a plan for air quality improvement for pollutants for which the district is in nonattainment. The SCAB is currently designated as being in nonattainment for the ozone NAAQS and CAAQS, the PM_{10} CAAQS, and the $PM_{2.5}$ NAAQS and CAAQS. Areas of the SCAB located in Los Angeles County are also in nonattainment for the lead NAAQS. The SCAB is either unclassified or designated in attainment for all other NAAQS and CAAQS (SCAQMD 2018). The health effects associated with criteria pollutants for which the SCAB is in non-attainment are described in Table 2.

Table 2 Health Effects Associated with Non-Attainment Criteria Pollutants

Pollutant	Adverse Effects
Ozone	(1) Short-term exposures: pulmonary function decrements and localized lung edema in humans and animals, and risk to public health implied by alterations in pulmonary morphology and host defense in animals; (2) long-term exposures: risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures, and pulmonary function decrements in chronically exposed humans; (3) vegetation damage; and (4) property damage.
Suspended particulate matter (PM_{10} and $PM_{2.5}$)	(1) Excess deaths from short- and long-term exposures; (2) excess seasonal declines in pulmonary function, especially in children; (3) asthma exacerbation and possibly induction; (4) adverse birth outcomes, including low birth weight; (5) increased infant mortality; (6) increased respiratory symptoms in children such as cough and bronchitis; and (7) increased hospitalization for both cardiovascular and respiratory disease, including asthma).
Lead	(1) Short-term lead poisoning overexposures can cause anemia, weakness, kidney damage, and brain damage; (2) long-term exposures to lead increases risk for high blood pressure, heart disease, kidney failure, and reduced fertility.

Source: USEPA 2021

Air Quality Management Plan

To meet the NAAQS and CAAQS, the SCAQMD has adopted a series of air quality management plans (AQMPs) that serve as a regional blueprint to develop and implement an emission reduction strategy that will bring the area into attainment with the standards in a timely manner. The most significant air quality challenge in the SCAB is to reduce NO_X emissions to meet the 2037 ozone standard deadline for the non-Coachella Valley portion of the SCAB, as NO_X plays a critical role in the creation of ozone. The 2022 SCAQMD AQMP, adopted on December 2, 2022, includes strategies to ensure the SCAQMD does its part to further the district's ability to meet the 2015 federal ozone standards (SCAQMD 2022). The 2022 AQMP builds on the measures already in place from the previous AQMPs and includes a variety of additional strategies such as regulation, accelerated deployment of available cleaner technology, best management practices, co-benefits from existing programs, incentives, and other CAA measures to meet the 8-hour ozone standard.

The SCAQMD's strategy to meet the NAAQS and CAAQS distributes the responsibility for emission reductions across federal, State, and local levels and industries. The majority of these emissions are from heavy-duty trucks, ships, and other State and federally regulated mobile source emissions that the majority of which are beyond SCAQMD's control. The SCAQMD has limited control over truck emissions with rules such as Rule 1196. In addition to federal action, the 2022 AQMP relies on substantial future development of advanced technologies to meet the standards, including the transition to zero- and low-emission technologies. The AQMP also incorporates the transportation strategy and transportation control measures from SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (also known as Connect SoCal) (SCAG 2020). SCAG is required by law to ensure that transportation activities "conform" to, and are supportive of, the goals of regional and State air quality plans to attain the NAAQS. Connect SoCal includes transportation programs, measures, and strategies generally designed to reduce vehicle miles traveled (VMT), which are contained in the AQMP.

Air Emission Thresholds

The SCAQMD approved the *CEQA Air Quality Handbook* in 1993. Since then, the SCAQMD has provided supplemental guidance on their website to address changes to the methodology and nature of CEQA. Some of these changes include recommended thresholds for emissions associated with both construction and operation of the project, which are used to evaluate a project's potential regional and localized air quality impacts (SCAQMD 2019).

Regional Thresholds

Table 3 presents the significance thresholds for regional construction and operational-related criteria air pollutant and precursor emissions used for the purposes of this analysis.

Table 3 SCAQMD Regional Significance Thresholds

Construction Thresholds	Operational Thresholds
75 pounds per day of VOC	55 pounds per day of VOC
100 pounds per day of NO_X	55 pounds per day of NO_X
550 pounds per day of CO	550 pounds per day of CO
150 pounds per day of SO_X	150 pounds per day of SO_X
150 pounds per day of PM_{10}	150 pounds per day of PM_{10}
55 pounds per day of $PM_{2.5}$	55 pounds per day of $PM_{2.5}$

VOC: volatile organic compound; NO_x: nitrogen oxides; CO: carbon monoxide; SO_x: sulfur oxides; PM_{10}: small particulate matter which measures no more than 10 microns in diameter; $PM_{2.5}$: fine particulate matter which measures no more than 2.5 microns in diameter

Source: SCAQMD 2019

Localized Significance Thresholds

In addition to the above regional thresholds, the SCAQMD has developed Localized Significance Thresholds (LST) in response to concern regarding exposure of individuals to criteria pollutants in local communities. LSTs have been developed for NO_X, CO, PM_{10}, and $PM_{2.5}$ and represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or State ambient air quality standard at the nearest sensitive receptor. LSTs take into consideration ambient concentrations in each source receptor area (SRA), distance to the sensitive receptor, and project size. LSTs have been developed for emissions within construction areas up to five acres in size. However, LSTs only apply to emissions in a fixed stationary location and do not apply to mobile sources, such as cars on a roadway (SCAQMD 2009a). As such, LSTs are typically applied only to construction emissions because most non-industrial operational emissions are associated with project-generated vehicle trips.

The project site is in SRA 12 (South Central LA County). The SCAQMD provides LST lookup tables for project sites that measure up to one, two, or five acres. The project site is approximately 1.75 acres; therefore, linear interpolation was used to calculate LSTs for a 1.75-acre site using LSTs for a one-acre site and two-acre site. LSTs are provided for receptors at a distance of 25 to 500 meters (82 to 1,640 feet) from the project site boundary. The closest sensitive receptors to the project site are the Honorable Judge Harry Pregerson Community Building and Bell Oasis Apartments I adjacent to the site to the west. According to the SCAQMD, projects with boundaries located closer than 82 feet to the nearest receptor should use the LSTs for receptors located at 82 feet (SCAQMD 2009a). LSTs for construction on a 1.75-acre site in SRA 12 for a receptor at 25 meters (82 feet) are shown in Table 4 and are used in this analysis.

Table 4 SCAQMD LSTs for Construction (SRA 12)

Pollutant	Allowable Emissions for a 1.75-Acre Site in SRA 12 for a Receptor 25 Meters Away (lbs/day)
Gradual conversion of NO_X to NO_2	60
CO	317
PM_{10}	6
$PM_{2.5}$	3

lbs = pounds; NO_x = nitrogen oxides; NO_2 = nitrogen dioxide; CO = carbon monoxide; PM_{10} = particulate matter measuring 10 microns in diameter or less; $PM_{2.5}$ = particulate matter measuring 2.5 microns in diameter or less

Source: SCAQMD 2009b

Methodology

Development of the proposed project would involve site preparation, grading, building construction, and other construction-related activities that have the potential to generate substantial air pollutant emissions. Temporary construction emissions from these activities were estimated using the California Emissions Estimator Model (CalEEMod) version 2022.1.1.12 using project-specific construction schedules and site plans. Under the applicant-provided construction schedule, construction would occur between June 2024 and November 2025. Due to on-site soil contamination, discussed further in Section 9, *Hazards and Hazardous Materials*, conservative estimates indicate that up to approximately 6,500 cubic yards of impacted soil would be exported prior to construction of the project. Therefore, this analysis also assumes that approximately 6,500 cubic yards of healthy soil would be imported to replace removed soil and be redistributed on the site. Specific construction equipment for each phase is not known at this stage of planning and, therefore, construction equipment defaults assumed by CalEEMod for the project were maintained for this analysis. To estimate the project's operation emissions using CalEEMod, defaults assumed by CalEEMod for energy, solid waste, area, and mobile sources were also maintained for a conservative estimate of emissions despite the project designed to achieve a LEED Gold rating. As discussed in Section 17, *Transportation*, the project would not a generate daily vehicle trips in the same magnitude as a typical multi-family residential development based on observations and assessments that indicate that few project residents would own vehicles. Based on a daily trip rate of 1.46 trips per resident (see Section 17, *Transportation*), the project would generate approximately 89 daily trips. A trip rate of 1.46 was incorporated into CalEEMod to estimate the project's mobile emissions.

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

The 2022AQMP pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including the SCAG 2020-2045 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 local governments and with reference to local general plans. The SCAQMD considers projects that are consistent with the AQMP, which is intended to bring the Basin into attainment for all criteria pollutants, to also have less than significant cumulative impacts. Accordingly, this consistency analysis is based on the 2022 AQMP and 2020-2045 RTP/SCS.

Criteria for determining consistency with the 2022 AQMP are defined by the following indictors:

1. SCAQMD methodologies require that an air quality analysis for a project include forecasts of project emissions in relation to contributing to air quality violations and delay of attainment.
   a) Would the project result in an increase in the frequency or severity of existing air quality violations?

      As discussed under impact discussion *b.*, of this section, and shown in Table 5 and Table 6, the project's construction and operational emissions, and localized concentrations of CO, NO_X, PM_{10}, and $PM_{2.5}$ would not exceed SCAQMD regional significance thresholds or LSTs. Therefore, the project would not result in an increase in the frequency or severity of existing air quality violations.

   b) Would the project contribute to new air quality violations?

      As discussed under impact discussion *b.*, of this section, and shown in Table 5 and Table 6, the project's construction and operational emissions, and localized concentrations of CO, NO_X, PM_{10}, and $PM_{2.5}$ would not exceed SCAQMD regional significance thresholds or LSTs. Therefore, the project would not cause or affect a violation of the ambient air quality standards.

   c) Would the project delay timely attainment of air quality standards or the interim emissions reductions specified in the AQMP?

      The project would not exceed SCAQMD regional significance thresholds or LSTs. Therefore, the project would not cause or contribute to localized air quality violations or delay the attainment of air quality standard or interim emissions reductions specified in the 2022 AQMP.

2. Project consistency with the AQMP focuses on whether the proposed project exceeds the assumptions utilized in preparing the forecasts presented in the 2022 AQMP.
   a) Would the project be consistent with the population, housing, and employment growth projections utilized in the preparation of the AQMP?

      The 2022 AQMP, the most recent AQMP adopted by the SCAQMD, incorporates local City general plans and the SCAG 2020 RTP/SCS socioeconomic forecast projections of regional population, housing, and employment growth (SCAQMD 2022; SCAG 2020). As discussed in Section 14, *Population and Housing*, the current population of Bell is approximately 33,624 persons. SCAG's demographic forecasts contained in the 2020-2045 RTP/SCS estimate that the city's population would increase to 37,100 persons by 2045, or an increase of 3,476 persons from the current population (SCAG 2020). As such, the proposed project's population of 61 persons would constitute approximately 1.8 percent of the overall population increase. Therefore, impacts associated with population growth would be less than significant.

   b) Would the project implement all feasible air quality mitigation measures?

      As discussed under impact discussion *b.*, the project's construction and operational emissions, and localized concentrations of CO, NO_X, PM_{10}, and $PM_{2.5}$ would not exceed SCAQMD regional significance thresholds or LSTs and would not require mitigation. In addition, the project would comply with all applicable SCAQMD rules and regulations, including Rule 403 that requires excessive fugitive dust emissions controlled by regular watering or other dust prevention measures.

   c) Would the project be consistent with the AQMP land use policies and control measures?

SCAQMD proposes a total of 49 control measures for the 2022 AQMP. Of the 49 control measures, 31 control measures target stationary sources and the remaining 18 control measures target mobile sources. The stationary source measures are categorized into four groups: NO_x control measures, co-benefits from climate and energy programs, limited strategic VOC measures, and other measures. The mobile source measures are categorized into five groups: facility-based mobile source measures, on-road/off-road measures, incentive programs, emission growth management measures, and other measures.

NO_x control measures are further grouped by residential, commercial, and large industrial combustion. The residential measures are frequently referred to as "building measures," which are in line with California's aggressive climate goals to reduce greenhouse gases (GHG) emissions across various sectors. State climate actions, such as Title 24 requirements and building electrification (e.g., Assembly Bill [AB] 3232), can also help reduce NO_x emissions. The project would be required to comply with the latest 2022 California Building Standards Code (CCR, Title 24, Parts 1 through 12), including the California Energy Code (CCR, Title 24, Part 6) and CALGreen (CCR, Title 24, Part 11). To help achieve Title 24 reduction targets, the project is designed with energy efficiency features with the goal of achieving a LEED Gold rating from the USGBC. The proposed project would include energy-efficient appliances/lighting and dual-pane windows with low-E (meaning low emissivity, which in turn means a surface that emits low levels of radiant heat). The project would also include installation of a solar PV rooftop system, which would assist in meeting the project's electricity demand. Furthermore, of the five total parking spaces, one space would be an EV-Installed space, one space would be an EV-Capable space, and two spaces would be EV-Ready spaces.

Based on the project's less-than-significant air quality emissions, forecast population, and consistency with the 2022 AQMP control measures, the project would not conflict with or obstruct implementation of the applicable air quality plan and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

The City of Bell is in the SCAB, which is in nonattainment for the ozone NAAQS and CAAQS, the PM_{10} CAAQS, and the $PM_{2.5}$ NAAQS and CAAQS. The SCAB is either unclassified or designated in attainment for all other NAAQS and CAAQS. Areas of the SCAB located in Los Angeles County are also in nonattainment for lead NAAQS; however, the project does not include any stationary sources of lead emissions (SCAQMD 2018). Therefore, implementation of the project would not result in substantial emissions of lead and this pollutant is not discussed further in this analysis.

Construction Impacts

Development of the proposed project would involve site preparation, grading, building construction, and other construction-related activities that have the potential to generate substantial air pollutant emissions. Table 5 summarizes the estimated maximum daily emissions of pollutants associated with construction of the proposed project. As shown below, emissions of VOC, NO_X, CO, SO_2, PM_{10}, and $PM_{2.5}$ would not exceed SCAQMD regional thresholds. Because air pollutant emissions generated by project construction would not exceed SCAQMD's regional significance thresholds or

LSTs, project construction would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment, and impacts would be less than significant.

Table 5 Estimated Maximum Daily Project Construction Emissions

	Maximum Emissions (lbs/day)					
	VOC	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Construction Year 2024	2	25	20	< 1	6	3
Construction Year 2025	6	15	22	< 1	1	1
Maximum Daily Construction Emissions	**6**	**25**	**22**	**< 1**	**6**	**3**
SCAQMD Regional Thresholds	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No
Maximum Daily On-site Emissions	**4**	**16**	**16**	**< 1**	**4**	**2**
SCAQMD Localized Significance Thresholds (LSTs)	N/A	60	317	N/A	6	3
Threshold Exceeded?	**N/A**	**No**	**No**	**N/A**	**No**	**No**

lbs/day = pounds per day; VOC = volatile organic compounds; NO_x = Nitrogen oxides; NO_2 = Nitrogen dioxide; CO = carbon monoxide; PM_{10} = particulate matter measuring 10 microns in diameter or less; $PM_{2.5}$ = particulate matter measuring 2.5 microns in diameter or less

Notes: Some numbers may not add up precisely due to rounding considerations.

Source: CalEEMod worksheets in Appendix B, see Table 2.3 emissions. Highest of Summer and Winter emissions results are shown for all emissions.

Operational Impacts

Operation of the project would generate criteria air pollutant emissions associated with area sources (e.g., architectural coatings, consumer products, and landscaping equipment), energy sources (i.e., use of natural gas for space and water heating), and mobile sources (i.e., vehicle trips to and from the project site). Table 6 summarizes the project's operational emissions by emission source. As shown in Table 6, operational criteria pollutant emissions would not exceed SCAQMD regional thresholds for criteria pollutants. Therefore, project operation would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment, and impacts would be less than significant.

Table 6 Estimated Project Operational Emissions

Emission Source	Maximum Daily Emissions (lbs/day)					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Area	1	< 1	3	< 1	< 1	< 1
Energy	< 1	< 1	< 1	< 1	< 1	< 1
Mobile	1	< 1	2	< 1	< 1	< 1
Total Project Emissions	**2**	< 1	**5**	**< 1**	< 1	< 1
SCAQMD Regional Thresholds	55	55	550	150	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

lbs/day = pounds per day; VOC = volatile organic compounds; NO_x = Nitrogen oxides; NO_2 = Nitrogen dioxide; CO = carbon monoxide; PM_{10} = particulate matter measuring 10 microns in diameter or less; $PM_{2.5}$ = particulate matter measuring 2.5 microns in diameter or less

Notes: Some numbers may not add up precisely due to rounding considerations.

Source: CalEEMod worksheets in Appendix B, see Table 2.5 emissions. Highest of Summer and Winter emissions results are shown for all emissions.

LESS THAN SIGNIFICANT IMPACT

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

Sensitive Receptors

According to the SCAQMD, sensitive receptors include residences, schools, playgrounds, childcare centers, long-term healthcare facilities, rehabilitation centers, convalescent centers, and retirement homes (SCAQMD 1993). The nearest receptors to the project site consist of the Honorable Judge Harry Pregerson Community Building and Bell Oasis Apartments I adjacent to the west of the site. In addition, the proposed project would introduce new sensitive receptors to the project site. Localized air quality impacts to sensitive receptors typically result from CO hotspots, localized criteria air pollutant emissions, and TACs, which are discussed in the following subsections.

Carbon Monoxide Hotspots

A CO hotspot is a localized concentration of CO that is above a CO ambient air quality standard. Localized CO hotspots can occur at intersections with heavy peak hour traffic. Specifically, hotspots can be created at intersections where traffic levels are sufficiently high such that the local CO concentration exceeds the federal one-hour standard of 35 parts per million (ppm) or the federal and State eight-hour standard of 9 ppm (CARB 2016).

The entire SCAB is in conformance with State and federal CO standards, and most air quality monitoring stations no longer report CO levels. The SCAQMD conducted a detailed CO analysis for the SCAB during the preparation of the 2003 AQMP. The locations selected for microscale modeling in the 2003 AQMP included high average daily traffic (ADT) intersections in the SCAB that were expected to experience the highest CO concentrations. The highest CO concentration observed was at the intersection of Wilshire Boulevard and Veteran Avenue on the west side of Los Angeles near Interstate 405, which had an ADT of approximately 100,000 vehicles per day. The concentration of CO at this intersection was 4.6 ppm, which is well below the federal and State standards.

Furthermore, the SCAB has been in attainment of the carbon monoxide NAAQS and CAAQS since 2007 (SCAQMD 2016).

As discussed in the City's General Plan Mobility and Circulation Element, K Street is characterized as a local street with an ADT of 2,000 or less (City of Bell 2018). As discussed in Section 17, *Transportation*, the project would not a generate daily vehicle trips in the same magnitude as a typical multi-family residential development based on observations and assessments that indicate that few project residents would own vehicles. It is also anticipated staffing and visitors would be minimal. Based on a daily trip rate of 1.46 trips per resident (see Section 17, *Transportation*), the project would generate approximately 89 daily trips. Therefore, the project would not add significant traffic to the project area. Furthermore, under the assumption that K Street carries an ADT of 2,000 or less, K Street experiences less traffic volumes (i.e., 100,000 vehicles per day) than the intersection of Wilshire and Veteran Avenue in SCAQMD's CO analysis. As such, the project would not exceed the CO federal and State standards and impacts would be less than significant.

Toxic Air Contaminants

TACs are defined by California law as air pollutants that may cause or contribute to an increase in deaths or in serious illness, or that may pose a present or potential hazard to human health. The following subsections discuss the project's potential to result in impacts related to TAC emissions during construction and operation.

Construction

The project's construction-related activities would result in short-term, project-generated emissions of diesel particulate matter (DPM) exhaust emissions from off-road, heavy-duty diesel equipment for site preparation, grading, building construction, and other construction activities. DPM was identified as TAC by CARB in 1998. The potential cancer risk from the inhalation of DPM (discussed in the following paragraphs) outweighs the potential non-cancer health impacts (CARB 2022) and is therefore the focus of this analysis.

Generation of DPM from construction projects typically occurs in a single area for a brief period. Construction of the proposed project was assumed to occur over approximately 16 months. The dose to which the receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the extent of exposure that person has to the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the Maximally Exposed Individual. The risks estimated for a Maximally Exposed Individual are higher if a fixed exposure occurs over a longer period of time.

The proposed project would be consistent with the applicable AQMP requirements and control strategies intended to reduce emissions from construction equipment and activities. Furthermore, the maximum on-site $PM_{2.5}$ emissions, which are used to represent DPM emissions for this analysis,[4] would occur during site preparation and grading activities. Maximum daily on-site $PM_{2.5}$ emissions during site preparation and grading would be approximately two pounds per day (i.e., approximately 1.5 pounds per day of fugitive $PM_{2.5}$ emissions and 0.5 pounds per day of exhaust $PM_{2.5}$ emissions), which are below the SCAQMD LST of three pounds per day that is designed to be protective of human health. $PM_{2.5}$ emissions would decrease for the remaining construction period

[4] It can be conservatively assumed that DPM emissions would be equivalent to $PM_{2.5}$ because $PM_{2.5}$ emissions make up 92 percent of total diesel off-road equipment (e.g., construction equipment) PM emissions based on SCAQMD guidance (SCAQMD 2006).

because construction activities such as building construction and paving would require less construction equipment. Therefore, project construction would not expose sensitive receptors to substantial concentrations of TACs, and impacts would be less than significant.

Operation

CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* (2005) provides recommended buffer distances between sensitive land uses and potential sources of toxic air emissions (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities). CARB recommends that local agencies avoid siting new, sensitive land uses within 500 feet of a freeway and 1,000 feet of a major rail yard. The project is located approximately 750 feet away from I-710 at its nearest distance to the freeway and would not be subject to a substantial source of DPM from truck traffic traveling on the freeway. Furthermore, a mostly inactive railroad spur ROW abuts the project site to the south and connects to the freight railroad system approximately 730 feet west of the site; however, the project is not within 1,000 feet of a major rail yard. The nearest railyard is located approximately 2,500 feet northeast of the site. The project is not located near ports, refineries, chrome plating facilities, dry cleaners, and gasoline stations; however, there are various industrial uses surrounding the site that use heavy-duty trucks and operate other machinery. CARB recommends that local agencies avoid siting new, sensitive land uses within 1,000 feet of a distribution center, particularly away from entry and exit points of these uses. Warehousing, wholesalers, and resin manufacturing uses are located south of the site across the railroad spur with additional industrial uses located approximately 850 north of the site. However, entrances and exits to the industrial uses are located along Slauson Avenue 500 feet away from the project site and are only accessible from Slauson Avenue. Therefore, truck traffic associated with these uses would not travel through K Street. Furthermore, The Salvation Army's Building 1 and Building 2 are located between the project site and industrial uses to the north and would serve as a buffer between these uses. Although the project's outdoor areas would be subject to air pollutant emissions and odors from heavy-duty trucks and other machinery, the project would include MERV 13 filtration to remove most pollutants from intake air and improve indoor air quality.

Residential land uses are not considered land uses that generate substantial TAC emissions based on reviewing the air toxic sources listed in CARB's guidelines (CARB 2005). Therefore, the expected hazardous TACs generated on-site (e.g., cleaning solvents, paints, landscape pesticides, etc.) for the proposed land uses would be below thresholds warranting further study under the California Accidental Release Program. The project would not expose off-site sensitive receptors to significant amounts of carcinogenic or toxic air contaminants. Therefore, impacts associated with operational TACs would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

The project would generate oil or diesel fuel odors during construction from equipment operations. These odors would be limited to the temporary construction period and would dissipate rapidly with distance. In addition, project construction would be required to comply with SCAQMD Rule 402, which specifies that a person shall not 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. Therefore, construction-related odor impacts would be less than significant.

With respect to odors generated by project operation, the SCAQMD's *CEQA Air Quality Handbook* (1993) identifies land uses associated with odor complaints to be agricultural uses, wastewater treatment plants, chemical and food processing plants, composting, refineries, landfills, dairies, and fiberglass molding. Residential developments are not identified on this list. In addition, solid waste generated by the proposed on-site uses would be stored in lidded dumpsters and/or trash cans and collected by a contracted waste hauler, ensuring that on-site waste would be managed and collected in a manner to prevent the proliferation of odors. Therefore, the proposed project would not generate other emissions, such as those leading to odors affecting a substantial number of people, and no operational impact would occur.

LESS THAN SIGNIFICANT IMPACT

4 Biological Resources

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

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

Special-status species include those plants and wildlife species that have been formally listed, are proposed as endangered or threatened, or are candidates for such listing under the federal Endangered Species Act or California Endangered Species Act. These Acts afford protection to both listed species and those that are formal candidates for listing. The federal Bald and Golden Eagle Protection Act also provides broad protections to both eagle species that in some regards are similar to those provided by federal Endangered Species Act. In addition, the California Department of Fish and Wildlife (CDFW) Species of Special Concern, CDFW California Fully Protected Species, U.S. Fish and Wildlife Service (USFWS) Birds of Conservation Concern, and CDFW Special Status Invertebrates are all considered special-status species. In addition to regulations for special-status species, most native birds in the United States (including non-status species) are protected by the federal Migratory Bird Treaty Act of 1918 (MBTA) and the California Fish and Game Code (CFGC) (i.e., Sections 3503, 3503.5 and 3513). Under these laws, deliberately destroying active bird nests, eggs, and/or young is illegal. Plant species on the California Native Plant Society (CNPS) Rare and Endangered Plant Inventory (Inventory) with California Rare Plant Ranks (Rank) of 1 and 2 are also considered special-status plant species and must be considered under CEQA.

There is one threatened bird species (coastal California gnatcatcher, *Polioptila californica californica*), and one candidate insect species (monarch butterfly, *Danaus plexippus*) that could occur within the project area (USFWS2022a). The coastal California gnatcatcher is not likely to be found within city boundaries due to the existing development and the lack of suitable habitat. The absence of coastal sage scrub, the California gnatcatcher's primary habitat, further diminishes the likelihood of encountering such birds (City of Bell 2018). Monarch butterflies live mainly in prairies, meadows, grasslands and along roadsides (National Park Service 2022). Notably, Monarch butterflies living west of the Rocky Mountain range overwinter in California along the Pacific coast, where microclimatic conditions are similar to that in central Mexico, typically seeking roosts in Eucalyptus tree groves, Monterey pines, and Monterey cypresses (United States Department of Agriculture 2022). None of these tree types are currently found on the site, diminishing the potential for encountering these butterflies.

The site is currently vacant and consists of asphalt surfaces and pervious earth area with ruderal vegetation, including weeds, shrubs, and several mature trees. Of the total trees on-site, the project would remove all on-site trees located on the flat portion of the site (i.e., seven mature trees and one palm) and preserve all trees located along the concrete-lined drainage channel (i.e., seven mature trees and five palms). Based on existing site conditions, the site does not provide suitable habitat for any special-status wildlife species, and the level of disturbance on the site precludes the presence of special-status plant species. Furthermore, no critical habitat has been identified on or near the project site (USFWS2022a). Although heavily disturbed, the project has the potential to provide minimal foraging and nesting habitat for year-round and seasonal avian residents, as well as migrating songbirds that could occur in the area that are adapted to disturbed areas and urban environments.

Migratory or other common nesting birds, while not designated as special status species, are protected by the MBTA and the CFGC and may nest in the trees, shrubs, and grasses on-site. Therefore, construction of the project has the potential to either directly impact nesting birds by destroying a nest, or indirectly impact nesting birds protected under the CFGC and MBTA by

creating construction noise, dust, and other human disturbances that may cause a nest to fail. With the implementation of Mitigation Measure BIO-1, the proposed project would ensure compliance with the MBTA and the CFGC with respect to nesting birds by reducing the impact through pre-construction nesting bird surveys and avoidance of active nests. Furthermore, the site would include trees as part of the project's landscaping and would continue to provide nesting sites in an urban residential neighborhood, consistent with existing conditions. Therefore, impacts would be less than significant with mitigation.

Mitigation Measure

BIO-1 Nesting Bird Avoidance

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

- To avoid disturbance of nesting, including raptorial species protected by the MBTA and CFGC, activities related to the project, including, but not limited to, vegetation removal, ground disturbance, and construction and demolition shall occur outside of the bird breeding season (February 1 through August 31). If construction must begin during the breeding season, then a pre-construction nesting bird survey shall be conducted no more than seven days prior to initiation of construction activities. The nesting bird pre-construction survey shall be conducted on-foot inside the project site, including a 100-foot buffer, and in inaccessible areas (e.g., private lands) from afar using binoculars to the extent practical. The survey shall be conducted by a biologist familiar with the identification of avian species known to occur in Southern California.
- If nests are found, an avoidance buffer shall be demarcated by a qualified biologist with bright orange construction fencing, flagging, construction lathe, or other means to mark the boundary. All construction personnel shall be notified as to the existence of the buffer zone and to avoid entering the buffer zone during the nesting season. No parking, storage of materials, or construction activities shall occur within this buffer until the biologist has confirmed that breeding/nesting is completed, and the young have fledged the nest. Encroachment into the buffer shall occur only at the discretion of the qualified biologist.
- A survey report by a qualified biologist documenting and verifying compliance with the mitigation and with applicable federal and State regulations protecting birds shall be submitted to the City. The qualified biologist shall serve as a construction monitor during those periods when construction activities would occur near active nest areas to ensure that no inadvertent impacts on these nests would occur.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

Plant communities are considered sensitive biological resources if they have limited distributions, have high wildlife value that include sensitive species, or are particularly susceptible to disturbance. CDFW ranks sensitive communities as "threatened" or "very threatened." A riparian habitat is any vegetated habitat that is influenced by a river or stream or is adjacent to a lake or other water body.

The project is in a developed urban area and does not include sensitive natural plant communities. The project site is currently being utilized for surface parking and as a temporary seating area for the Bell Oasis Apartments I to the west. No natural streams or riparian habitats are located on-site or within the adjacent properties according to the National Wetlands Inventory (USFWS 2022b). The channelized Los Angeles River is located 1,100 feet to the southwest of the project site; however, this portion of the river does not provide any suitable riparian habitat. Furthermore, the on-site concrete-lined drainage channel located along the southern boundary of the site is not identified on the National wetlands Inventory as riparian habitat (USFWS 2022b). Therefore, the proposed project would not have a substantial adverse effect on riparian habitat or other sensitive natural communities as none exist on the site or in adjacent areas. No impact would occur.

NO IMPACT

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

Drainage courses with definable bed and bank and their adjacent wetlands are "waters of the United States" and fall under the jurisdiction of the U.S. Army Corps of Engineers (USACE) in accordance with Section 404 of the Clean Water Act. Areas qualifying as wetlands under USACE's regulations are defined based on the presence of hydric soils, hydrophytic vegetation, and wetland hydrology.

The project is located within an urbanized area developed with industrial, commercial, and residential uses. No wetlands have been identified on or adjacent to the project site according to the National Wetlands Inventory (USFWS 2022b). The channelized Los Angeles River is located approximately 1,100 feet southwest of the project site; however, this portion of the river does not include wetlands. Although the site includes a concrete-lined drainage channel, the channel is not identified on the National Wetlands Inventory and would, nonetheless, remain on-site as part of the project (USFWS 2022b). The project site does not include any other discernable drainage courses, inundated areas, wetland vegetation, or hydric soils. As a result, no State or federally protected wetlands or other waters that may be considered jurisdictional by the CDFW, USACE, or Regional Water Quality Control Board (RWQCB) occur on or adjacent to the project site and regulatory approvals would not be required. Therefore, the proposed project would not directly or indirectly have a substantial adverse effect on State or federally protected wetlands or other jurisdictional waters. No impact would occur.

NO IMPACT

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

Wildlife corridors are generally defined as connections between habitat areas that allow for physical and genetic exchange between otherwise isolated animal populations. Such linkages may serve a local purpose, such as between foraging and denning areas, or they may be regional in nature, allowing movement across the landscape. Some habitat linkages may serve as migration corridors, wherein animals periodically move away from an area and then subsequently return. Examples of barriers or impediments to movement include housing and other urban development, roads, fencing, unsuitable habitat, or open areas with little vegetative cover.

The site consists of asphalt surfaces and pervious earth area with ruderal vegetation, including weeds, shrubs, and several mature trees. The site is in an urbanized area and separated from any open space areas by other development and roadways. The project site does not contain any natural communities or habitat areas that would be expected to support populations of native wildlife nurseries or the movement of species. While the project site is undeveloped, it consists of low habitat quality and does not form a native vegetation community or constitute a valuable habitat area, nor does the site provide connections to any nearby habitat areas. Therefore, the proposed project would not result in impacts to the movement of native or migratory species or the use of native wildlife nursery sites. No impact would occur.

NO IMPACT

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

Chapter 12.24 (Street Trees) of the BMC establishes the City's regulations governing the removal of or tampering with trees located within any public ROW, such as streets and alleys. The project site contains one ficus (*Ficus microcarpa),* one ash tree (*Cinnamomum camphora*)*,* one Brazilian pepper tree (*Schinus terebinthifolia*), one palm (*Washingtonia filifera*), one pine tree (*Pinus thunbergia*), two Brazilian pepper multi trees (*Schinus terebinthifolia)*, and one camphor tree (*Cinnamomum camphora*). An additional seven trees and five palms are located along the concrete-lined drainage channel including five washingtonia trees (*Washingtonia filifera*), three Brazilian pepper trees (*Schinus terebinthifolia*), and four Brazilian pepper multi trees (*Schinus terebinthifolia).*

Of the total trees on-site, the project would remove all on-site trees located on the flat portion of the site (i.e., seven mature trees and one palm) and preserve all trees located along the concrete-lined drainage channel (i.e., seven mature trees and five palms). The proposed project would not conflict with the City's adopted tree ordinance because the project would not remove any tree located within a public ROW. In addition, the project's landscape plan indicates new trees would be planted along the site perimeter and in the frontage area. The tree varieties and planting plans would be consistent with the regulations included in Chapter 12.24 of the BMC. Therefore, although the project would remove on-site trees, the proposed project would not conflict with any local policies or ordinances protecting biological resources and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

The project site is in an urbanized area developed with industrial, commercial, and residential uses. The site is not within an area governed by a habitat conservation plan or community conservation plan. Therefore, no impact would occur.

NO IMPACT

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5 Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section15064.5?	☐	☐	☐	■
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	■	☐	☐
c. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	■	☐

CEQA requires a lead agency to determine whether a project may have a significant effect on historical resources (PRC Section 21084.1) and Tribal cultural resources (PRC Section 21074 [a][1][A]-[B]). Tribal cultural resources are discussed in Section 18, *Tribal Cultural Resources* of this IS-MND.

A historical resource is a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources (CRHR); a resource included in a local register of historical resources; or any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant (CEQA Guidelines, Section 15064.5[a][1-3]).

A resource shall be considered historically significant if it:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important in prehistory or history.

In addition, if it can be demonstrated that a project would cause damage to a unique archaeological resource, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that resources cannot be left undisturbed, mitigation measures are required (PRC Section 21083.2[a], [b]).

PRC Section 21083.2(g) defines a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it:

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

2. Has a special and particular quality such as being the oldest of its type or the best available example of its type; or
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

This discussion incorporates the results provided in the Cultural Resources Assessment prepared by Rincon, dated August 2022 (Appendix C). The Cultural Resources Assessment includes a cultural resources records search at the South Central Coastal Information Center (SCCIC), historical imagery review, archival research, and a field survey of the project site, setting and surroundings.

Rincon received results of a records search of the California Historical Resources Information System (CHRIS) at the SCCIC on July 11, 2022. The purpose of the records search was to identify previously conducted cultural resources studies within the project site and a 0.5-mile radius, and previously recorded cultural resources within the project site and a 0.5-mile radius. The CHRIS search included a review of the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), the California Historical Landmarks list, and the Built Environment Resources Directory (BERD), as well as its predecessor the California State Historic Property Data (HPD) File. Additionally, Rincon reviewed the Archaeological Determination of Eligibility (ADOE) list.

The SCCIC records search identified two previously conducted cultural resources studies performed within a 0.5-mile radius of the project site, and no cultural resource previously recorded within a 0.5-mile radius of the project site. One of the studies identified several historic built resources along I-710 in general, but all are outside the project site; and the other study is the 2016 MND for the Bell Oasis Apartments I project for the property directly adjacent to the current project site. The MND included a cultural resources research and archival review, which determined that there would be less than significant impacts with mitigation incorporated. The mitigation required under that document pertaining to cultural resources included requirements for Native American monitoring during ground disturbing activities.

A Rincon archaeologist conducted a field survey of the project site on July 18, 2022. No archaeological resources or built environment resources were identified during the field survey.

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

The project site is partially paved and located in an urbanized area, with a concrete-lined drainage channel. However, none of the built environment appears to be 45 years or older based on map reviews and aerial imagery. Furthermore, none of the built environment elements contain unique features that would qualify them as a historical resource pursuant to Section 15064.5. Therefore, no impact would occur to historical resources.

NO IMPACT

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

The site assessment did not identify any archaeological resources or archaeological deposits on the project site. The lack of surface evidence of archaeological materials does not preclude their subsurface existence. However, the absence of substantial prehistoric or historic-period archaeological remains within the immediate vicinity, coupled with the results of previously conducted nearby surveys, does suggest a low probability of encountering archaeological resources.

As such, a mitigation measure is recommended for unanticipated discoveries during construction of the proposed project. Upon implementation of this measure, potential impacts would be less than significant.

Mitigation Measure

CR-1 Unanticipated Discovery of Cultural Resources

In the event that archaeological resources are unexpectedly encountered during ground-disturbing activities, work within 50 feet of the find shall halt and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service 1983) shall be contacted immediately to evaluate the resource. If the resource is determined by the qualified archaeologist to be prehistoric, then a Native American representative shall also be contacted to participate in the evaluation of the resource (refer to Mitigation Measures TCR-1 through ~~TCR-4~~TCR-5). If the qualified archaeologist and/or Native American representative determines it to be appropriate, archaeological testing for CRHR eligibility shall be completed. If the resource proves to be eligible for the CRHR and significant impacts to the resource cannot be avoided via project redesign, a qualified archaeologist shall prepare a data recovery plan tailored to the physical nature and characteristics of the resource, per the requirements of the California Code of Regulations (CCR) Guidelines Section 15126.4(b)(3)(C), and in coordination with the Tribe as outlined in TCR-2 and TCR-4. The data recovery plan shall identify data recovery excavation methods, measurable objectives, and data thresholds to reduce any significant impacts to cultural resources related to the resource. Pursuant to the data recovery plan, the qualified archaeologist and Native American representative, as appropriate, shall recover and document the scientifically consequential information that justifies the resource's significance. The City shall review, in consultation with the applicable Native American Tribe (see TCR-2, ~~through~~ TCR-4, and TCR-5), and approve the treatment plan and archaeological testing as appropriate, and the resulting documentation shall be submitted to the regional repository of the California Historical Resources Information System, per CCR Guidelines Section 15126.4(b)(3)(C).

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

The project site is not part of a formal cemetery. There are no known human remains on the site. Therefore, human remains are not expected to be encountered during construction of the proposed project. In the unlikely event that human remains are encountered during project construction, California Health and Safety Code Section 7050.5 requires ground disturbance in the area of the find to halt until the County Coroner has made the necessary findings as to the origin and disposition of the remains pursuant to PRC Section 5097.98. Compliance with these regulations would ensure the proposed project would not result in significant impacts due to disturbing human remains, and impacts would be less than significant. Analysis of potential discovery of Native American human remains is discussed further in Section 18, *Tribal Cultural Resources*, of this IS-MND and under Mitigation Measures ~~TCR-3~~TCR-2 through TCR-4.

LESS THAN SIGNIFICANT IMPACT

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6 Energy

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

The proposed project would consume energy during the construction and operation of the apartment building. The project would consume gasoline and diesel fuels by on-road construction equipment during construction, including haul and vendors trucks and operational vehicle mobile emissions to and from the project site. SCE and Southern California Gas Company (SoCalGas) would provide electricity and natural gas to the proposed project site.

Most of California's electricity is generated in-state with approximately 30 percent imported from the northwestern and southwestern states in 2021. However, California relies on out-of-state natural gas imports for nearly 10 percent of its supply. In addition, approximately 34 percent of California's electricity supply in 2021 came from renewable energy sources, such as wind, solar PV, geothermal, and biomass (California Energy Commission [CEC] 2022). In 2018, Senate Bill 100 accelerated the State's Renewable Portfolio Standards Program, codified in the Public Utilities Act, by requiring electricity providers to increase procurement from eligible renewable energy and zero-carbon resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.

Methodology

Fuel consumption associated with project construction and operation was estimated based on the CalEEMod, version 2022.1.1.12 outputs (Appendix B). The project's fuel consumption during construction activities was estimated based on the applicant-provided construction schedule. The number of construction equipment and construction vehicle trips (e.g., worker and vendor trips) was based on default CalEEMod assumptions. See Appendix D for construction equipment and vehicle fuel consumption calculations.

Operational fuel consumption was based on the project's anticipated average daily vehicle trips, and the project's residential consumptions of electricity and natural gas. As discussed in Section 17, *Transportation*, the project would not a generate daily vehicle trips in the same magnitude as a typical multi-family residential development based on observations and assessments that indicate that few project residents would own vehicles. Based on a daily trip rate of 1.46 trips per resident

(see Section 17, *Transportation*), the project would generate approximately 89 daily trips. As discussed in Section 3, *Air Quality*, a trip rate of 1.46 was incorporated into CalEEMod for operation of the project. Annual vehicle miles traveled (VMT) associated with the project is calculated in CalEEMod and found in the CalEEMod outputs (Appendix B). Operational fuel consumption is estimated by multiplying the annual VMT by the default CalEEMod fleet mix and the average fuel economy. See Appendix D for the operational fuel consumption calculations of the project.

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

The proposed project would utilize nonrenewable and renewable resources to construct and to operate the project. The anticipated use of these resources is detailed in the following subsections. As supported by the following discussion, the proposed project would not result in a potentially significant environmental impact.

Construction Energy Demand

The project would require site preparation and grading, including hauling material off-site; pavement and asphalt installation; building construction; architectural coating; and landscaping and hardscaping. During project construction, energy would be consumed in the form of petroleum-based fuels used to power off-road construction vehicles and equipment on the project site, construction worker travel to and from the project site, and vehicles used to deliver materials to the site. As shown in Table 7, project construction would require approximately 10,995 gallons of gasoline and approximately 41,638 gallons of diesel fuel. These construction energy estimates are conservative because they assume that the construction equipment used in each phase of construction is operating every day of construction.

Table 7 Estimated Fuel Consumption during Construction (gallons)

Source	Gasoline	Diesel
Construction Equipment & Hauling Trips	–	41,638
Construction Worker Vehicle Trips	10,995	–
See Appendix D for energy calculation sheets		

Energy use during construction would be temporary in nature, and construction equipment used would be typical of similar-sized construction projects in the region. In addition, construction contractors would be required to comply with the provisions of California Code of Regulations (CCR) Title 13 Sections 2449 and 2485, which prohibit diesel-fueled commercial motor vehicles and off-road diesel vehicles from idling for more than five minutes and would minimize unnecessary fuel consumption. Construction equipment would be subject to the USEPA Construction Equipment Fuel Efficiency Standard, which would also minimize inefficient, wasteful, or unnecessary fuel consumption. Furthermore, per applicable regulatory requirements such as the 2022 California Building Standards Code (CCR, Title 24, Parts 1 through 12), including California Energy Code (CCR, Title 24, Part 6) and the California Green Building Standards Code (CALGreen; CCR, Title 24, Part 11), the project would comply with construction waste management practices to divert a minimum of 65 percent of construction and demolition debris. These practices would result in efficient use of the energy necessary to construct the project. In the interest of cost-efficiency, construction contractors also would not utilize fuel in a manner that is wasteful or unnecessary. Therefore, the project would

not involve the inefficient, wasteful, and unnecessary use of energy during construction, and the construction-phase impact related to energy consumption would be less than significant.

Operational Energy Demand

Operation of the project would contribute to energy demand by consuming electricity, natural gas, and gasoline and diesel fuel compared to current, vacant site conditions. Natural gas and electricity, in addition to electricity supplied by solar PV rooftop systems, would be used for heating and cooling systems, lighting, appliances, water use, and the overall operation of the project. Gasoline and diesel consumption would be used for vehicle travel to and from the project site, although it is not anticipated that the project would generate substantial vehicle traffic, as discussed in Section 17, *Transportation*. Residential vehicle trips would represent the greatest operational use of energy associated with the proposed project.

Table 8 summarizes estimated operational energy consumption for the proposed project. As shown therein, project operation would require approximately 20,496 gallons of gasoline and 3,543 gallons of diesel for transportation fuels. The project would also require 0.21-gigawatt hour (GWh) of electricity. Natural gas use for appliances and heating, ventilation, and air conditioning (HVAC) systems would require approximately 6,929 U.S. therms per year.

Table 8 Estimated Project Annual Operational Energy Consumption

Source	Energy Consumption	
Transportation Fuels		
Gasoline	20,496 gallons	2,250 MMBtu
Diesel	3,543 gallons	452 MMBtu
Electricity	0.21 GWh	731 MMBtu
Natural Gas Usage	6,929 U.S. therms	644 MMBtu

GWh = gigawatt hour; MMBtu = metric million British thermal unit

See Appendix D and B for energy calculation sheets and CalEEMod output results for electricity and natural gas usage, respectively.

The project would be required to comply with the standards established in the CCR Title 24, which would minimize the wasteful, inefficient, or unnecessary consumption of energy resources during operation. The 2022 California Energy Code (CCR, Title 24, Part 6) requires newly constructed buildings to meet energy performance standards set by the CEC. The 2022 CALGreen (CCR, Title 24, Part 11) requires implementation of energy efficient light fixtures and building materials into the design of new construction projects. These standards are specifically crafted for new buildings to result in energy efficient performance so that the buildings do not result in wasteful, inefficient, or unnecessary consumption of energy.

To help achieve Title 24 reduction targets, the project is designed with water and energy efficiency features with the goal of achieving a LEED Gold rating from the USGBC. The proposed project would include energy-efficient appliances/lighting, water-efficient appliances/fixtures, dual-pane windows with low-E (meaning low emissivity, which in turn means a surface that emits low levels of radiant heat), drip-irrigation systems, and native and drought-tolerant landscaping. The project would also include installation of a solar PV rooftop system, which would assist in meeting the project's electricity demand. Furthermore, of the five total parking spaces, one space would be an EV-Installed space, one space would be an EV-Capable space, and two spaces would be EV-Ready

spaces. Therefore, the proposed project would not lead to wasteful, inefficient, or unnecessary consumption of energy resources during operation. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

Natural gas and electricity would be used for heating and cooling systems, lighting, appliances, water use, and the overall operation of the project. The City has not adopted any local plans for renewable energy or energy conservation; however, the City's Housing Element includes an Energy Conservation Program, which supplements existing City efforts in the enforcement of the State's construction codes requiring energy efficiency in new construction. A key element of the program is the City's support of cost-effective technologies in the review of new residential development, including the installation of solar PV and solar water heating systems on new residential construction (City of Bell 2018). The project would include installation of a solar PV rooftop system, which would assist in meeting the project's electricity demand.

The project would also be subject to State requirements for energy efficiency, including the mandatory measures for residential development contained in the 2022 California Energy Code (CCR, Title 24, Part 6) and CALGreen (CCR, Title 24, Part 11). Measures to meet these energy standards may include low-flow plumbing fixtures, water-efficient irrigation systems, high-efficiency HVAC, and hot water storage tank equipment, and lighting conservation features. As discussed under impact *a.* of this section, the project would be designed with the goal of achieving a LEED Gold rating from the USGBC and would include energy-efficient appliances/lighting, water-efficient appliances/fixtures, dual-pane windows with low-E (meaning low emissivity, which in turn means a surface that emits low levels of radiant heat), drip-irrigation systems, and native and drought-tolerant landscaping. Furthermore, of the five total parking spaces, one space would be an EV-Installed space, one space would be an EV-Capable space, and two spaces would be EV-Ready spaces. The project would not conflict with a State or local plan for renewable energy or energy efficiency and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

7 Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1. 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?	☐	■	☐	☐
2. Strong seismic ground shaking?	☐	■	☐	☐
3. Seismic-related ground failure, including liquefaction?	☐	■	☐	☐
4. Landslides?	☐	■	☐	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	■	☐
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?	☐	☐	■	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	■	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	■

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	■	☐	☐

This discussion incorporates the results provided in the Geotechnical Engineering Investigation prepared by Geotechnologies Inc., dated June 2022 (Appendix E).

a.1. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

a.2. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

a.3. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

a.4. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

The City of Bell is located on the northeastern portion of the Los Angeles Basin in the seismically active Southern California region. This basin is an alluvial plain bounded on the north by the Santa Monica Mountains, on the northeast by Repetto Hills, and Puente Hills, on the south by the Santa Ana Mountains and San Joaquin Hills and on the east by the Pacific Ocean. The proposed project is not with a designated Alquist-Priolo Special Studies Zone or an Earthquake Fault Zone (DOC 2022b, DOC 2022c). The project site, like much of the Southern California region, may experience moderate to potentially severe ground shaking from earthquakes generated on known faults within 60 miles (approximately 100 kilometers) of the project site. However, there are no active faults known to exist within or in the immediate vicinity of the project site. The closest fault to the project site is an unnamed fault in west Monterey Park, approximately four miles to the north of the project site. Furthermore, as stated in the Geotechnical Engineering Investigation, faults in the area consists of buried thrust faults and risk of surface rupture is low (Geotechnologies, Inc. 2022). While the project would be susceptible to seismic activity given its location within a seismically active area, standard construction of the project would minimize this risk, to the extent feasible, through compliance applicable California Building Code (CBC) standards. Therefore, the potential for fault rupture on the project site is low, and the project would not cause direct or indirect adverse effects resulting from fault ruptures or seismic activities.

The project site is relatively flat and is not within an area at risk of landslides (DOC 2022b, City of Bell 2018). According to the Geotechnical Engineering Investigation, liquefaction is the phenomenon in which saturated silty to cohesionless soils below the groundwater table are subject to a temporary loss of strength due to the building of excess pore pressure during cyclic loading conditions such as those induced by an earthquake (Geotechnical, Inc. 2022). The project is within an area identified by the DOC and the City of Bell as having a moderate to high potential of

liquefaction (DOC 2022b, City of Bell 2019). However, as discussed in the Geotechnical Engineering Investigation, ground water was not encountered during exploration. A Standard Penetration Test (SPT) was performed for the project site. Based on the SPT the Geotechnical Engineering Investigation concluded that liquefaction potential for the site is remote (Geotechnologies, Inc. 2022). Therefore, with adherence to the seismic design criteria of the CBC, risks associated with liquefaction would be relatively low.

Although structures may be damaged during earthquakes, adherence to the seismic design requirements would minimize property and structural damage. The CBC is intended to provide minimum requirements to prevent major structural failure and loss of life in seismic events. In addition to compliance with the CBC, the Geotechnical Engineering Investigation provides structural design recommendations for earthwork associated with project construction, such as those related to seismic design, fill soils, grading, foundations, retaining walls, excavations, slabs on grade, and pavement (Geotechnologies, Inc. 2022). To further reduce impacts associated with structural damage during earthquakes, implementation of Mitigation Measure GEO-1 would require incorporation of identified recommendations in the Geotechnical Engineering Investigation in addition to compliance with the CBC. Impacts would be less than significant with mitigation.

Mitigation Measure

GEO-1 Geotechnical Engineering Measures

Prior to the issuance of a grading permit, final design for the project shall incorporate geotechnical engineering recommendations based on site-specific geotechnical investigations. More specifically, final design shall incorporate recommendations (i.e., seismic design, fill soils, grading, foundations, retaining walls, excavations, slabs on grade, pavement, site drainage, and stormwater disposal) from the Geotechnical Engineering Investigation prepared by Geotechnologies Inc., dated June 2022, or subsequent analysis.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

The project has the potential to expose surface soils to wind and water erosion during construction activities, though such soil movement may be limited since the project site is relatively flat. Wind erosion impacts would be minimized through soil stabilization measures required by SCAQMD Rule 403, which include best management practices (BMPs) such as daily watering.

Furthermore, all new development would be subject to regional and local regulations pertaining to construction activities. Development greater than one acre in size is required to comply with the provisions of the General Construction Activity Stormwater Permit adopted by the State Water Resources Control Board (SWRCB), which would require the employment of BMPs to limit the extent of eroded materials from a construction site. BMPs during project construction would include sandbag barriers or silt fence, storm drain inlet protection, sediment trap, vehicle and equipment fueling and maintenance, stabilized construction entrances/exits, spill prevention and control, solid waste management, concrete curing and finishing, concrete waste management, material delivery and storage, stockpile management, and sanitary/septic waste management. Once construction is complete, the project site would be covered by paving, landscaping, and building; no areas of the project site would contain exposed native soils other than landscaping. Therefore, the project would result in a less than significant impact.

LESS THAN SIGNIFICANT IMPACT

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

As discussed under impacts *a.1* through *a.4* of this section, liquefaction may occur when loose, unconsolidated, saturated fine-to-medium-grained sandy soils are subjected to ground vibrations during an earthquake. Liquefaction related effects include loss of bearing strength, ground oscillations, lateral spreading, and flow failures, or slumping. Structures constructed on soils that liquefy may sink or topple over as the soil loses its bearing strength. However, based on the SPT conducted as part of the Geotechnical Engineering Investigation, liquefaction potential for the site is remote (Geotechnologies, Inc. 2022).

As discussed under impacts *a.1* through *a.4* of this section, the project site is relatively level and not subject to landslide risk. The potential for geologic collapse on the project site is also low, due to the flat topography of the project site and vicinity.

Lateral spreading of the ground surface during seismic events usually occurs in areas with moderate to high liquefaction potential and generally takes place toward a free face such as a channel, and to a lesser extent on ground surfaces with very gentle slope. As previously discussed, the potential for liquefaction at the site is remote. Furthermore, the Los Angeles River is located approximately 1,433 feet southwest of the project site in a concrete flood channel. Both street-level sides of the Los Angeles River channel are completely developed with commercial, residential, and recreational uses. There are no open spaces between the project site and the Los Angeles River that would result in lateral spreading. As discussed in the Geotechnical Engineering Investigation, faults in the area would not be capable of producing an earthquake magnitude that would result in lateral spreading at the project site. Furthermore, proposed buildings would be constructed according to CBC seismic design standards to reduce earthquake impact. Therefore, the project would result in a less than significant impact.

LESS THAN SIGNIFICANT IMPACT

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

Soils within the city consist of Holocene alluvial deposits from the Los Angeles, San Gabriel and Rio Hondo rivers and primarily made up of Tujunga-Soboba, Hanford and Yolo association (City of Bell 2018). The proposed project site is mapped in the City's General Plan within an area containing mostly Tujunga-Soboba association soil. The Tujunga-Soboba association has a low shrink-swell potential and is suitable for development. As stated in the Geotechnical Engineering Investigation, the Expansion Index for soils on-site is between 4 and 7, indicating that special consideration is not required (Geotechnologies, Inc. 2022). Furthermore, modern engineering practices and compliance with established building standards, including the CBC would reduce the likelihood that substantial risks to life or property related to soil expansion would occur as a result of the proposed project. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

The proposed use would be required to connect to the existing sanitary sewer system to accommodate wastewater. No septic tanks would be used as part of the proposed project's operation. As a result, no impacts related to the use of septic tanks would result.

NO IMPACT

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

Paleontological resources, or fossils, are the evidence of once-living organisms preserved in the rock record. They include both the fossilized remains of ancient plants and animals and the traces thereof (e.g., trackways, imprints, burrows, etc.). Paleontological resources are not found in "soil" but are contained within the geologic deposits or bedrock that underlies the soil layer. Fossils are greater than 5,000 years old (i.e., older than middle Holocene in age) and are typically preserved in sedimentary rocks. Although rare, fossils can also be preserved in volcanic rocks and low-grade metamorphic rocks under certain conditions (Society of Vertebrate Paleontology [SVP] 2010). Fossils occur in a non-continuous and often unpredictable distribution within some sedimentary units, and the potential for fossils to occur within sedimentary units depends on several factors. It is possible to evaluate the potential for geologic units to contain scientifically important paleontological resources, and therefore evaluate the potential for impacts to those resources and provide mitigation for paleontological resources if they are discovered during construction of a development project.

Rincon evaluated the paleontological sensitivity of the geologic units that underlie the project site to assess the project's potential for significant impacts to scientifically important paleontological resources. The analysis was based on the results of a paleontological locality search and a review of existing information in the scientific literature regarding known fossils within geologic units mapped at the project site and the Society of Vertebrate Paleontology system for assessing paleontological sensitivity (SVP 2010). Sedimentary rock units can be assigned a high, low, undetermined, or no potential for containing scientifically significant nonrenewable paleontological resources. Following the literature review, a paleontological sensitivity classification was assigned to each geologic unit mapped within the project area. This criterion is based on rock units within which vertebrate or significant invertebrate fossils have been determined by previous studies to be present or likely to be present. The potential for impacts to significant paleontological resources is based on the potential for ground disturbance to directly impact paleontologically sensitive geologic units.

The region was mapped at a scale of 1:100,000 by Saucedo et al. (2016) who identified a single geologic unit, Quaternary young alluvium, Unit 2, underlying the project site. Quaternary young alluvium, Unit 2 consists of poorly consolidated, poorly sorted, floodplain deposits that consist of clay, silt, and sand, which is Holocene to late Pleistocene in age (Saucedo et al. 2016).

At the surface, Quaternary young alluvium, Unit 2, is likely too young (i.e., less than 5,000 years old) to preserve paleontological resources, but at some unknown depth below the surface, these sediments will likely be old enough to preserve paleontological resources. Ground disturbance for this project is anticipated to consist of minor grading of the previously disturbed project site. Given that the nearest surficial exposures of sediments old enough to preserve paleontological resources (Pleistocene-age Quaternary old alluvial-fan deposits), it is unlikely that these excavations will

impact sediments with a high paleontological sensitivity. Nonetheless, implementation of Mitigation Measure GEO-2 would reduce any potential impacts to paleontological resources to a less than significant level.

Mitigation Measure

GEO-2 Unanticipated Fossil Discovery

PALEONTOLOGICAL WORKER ENVIRONMENTAL AWARENESS PROGRAM

Prior to the start of construction, the Qualified Paleontologist or their designee shall conduct a paleontological Worker Environmental Awareness Program (WEAP) training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff.

UNANTICIPATED DISCOVERY OF PALEONTOLOGICAL RESOURCES

In the event a fossil is discovered during construction of the project, excavations within 50 feet of the find shall be temporarily halted or delayed until the discovery is examined by a qualified paleontologist in accordance with SVP (2010) standards. The project applicant shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. If the find is determined to be significant, the applicant shall retain a project paleontologist, defined as a paleontologist who meets the SVP standards for Qualified Professional Paleontologist, to direct all mitigation measures related to paleontological resources. The Qualified Professional Paleontologist shall design and carry out a data recovery plan consistent with the SVP standards (2010).

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

8 Greenhouse Gas Emissions

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

Overview of Climate Change and Greenhouse Gases

Climate change is the observed increase in the average temperature of the Earth's atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period of time. Climate change is the result of numerous, cumulative sources of GHGs. GHGs contribute to the "greenhouse effect," a natural occurrence that helps regulate the temperature of the planet. The majority of radiation from the Sun hits Earth's surface and warms it. The surface, in turn, radiates heat back towards the atmosphere, known as infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping back into space and re-radiate it in all directions. This process is essential to supporting life on Earth because it warms the planet by approximately 60 degrees Fahrenheit. Emissions from human activities since the beginning of the industrial revolution (approximately 250 years ago) are adding to the natural greenhouse effect by increasing the gases in the atmosphere that trap heat, thereby contributing to an average increase in the Earth's temperature.

GHGs occur naturally and from human activities. Human activities that produce GHGs include the burning of fossil fuels (coal, oil, and natural gas for heating, and electricity, gasoline, and diesel for transportation); methane from landfill wastes and raising livestock, deforestation activities; and some agricultural practices. GHGs produced by human activities include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFC), perfluorocarbons (PFC), and sulfur hexafluoride (SF_6). Emissions of GHGs affect the atmosphere directly by changing its chemical composition while changes to the land surface indirectly affect the atmosphere by changing the way in which the Earth absorbs gases from the atmosphere. Potential impacts of climate change in California may include loss in snowpack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years (CEC 2018).

GHG Emission Thresholds

Section 15064.4 of the CEQA Guidelines recommends that lead agencies quantify GHG emissions of projects and consider several other factors that may be used in the determination of significance of GHG emissions from a project, including: the extent to which the project may increase or reduce

GHG emissions; whether a project exceeds an applicable significance threshold; and the extent to which the project complies with regulations or requirements adopted to implement a plan for the reduction or mitigation of GHG emissions.

CEQA Guidelines Section 15064.4 does not establish a threshold of significance. Lead agencies have the discretion to establish significance thresholds for their respective jurisdictions and in establishing those thresholds, a lead agency may appropriately look to thresholds developed by other public agencies, or suggested by other experts, as long as any threshold chosen is supported by substantial evidence (CEQA Guidelines Section 15064.7[c]). The CEQA Guidelines also clarify that the effects of GHG emissions are cumulative and should be analyzed in the context of CEQA's requirements for cumulative impact analysis (CEQA Guidelines Section 15130[f]).

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 in the geographic area of the project. To qualify, such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. Examples of such programs include a "water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plans [and] plans or regulations for the reduction of greenhouse gas emissions." Put another way, CEQA Guidelines Section 15064(h)(3) allows a lead agency to make a finding of less than significant for GHG emissions if a project complies with adopted programs, plans, policies and/or other regulatory strategies to reduce GHG emissions.

In the absence of any adopted numeric threshold, the significance of the project's GHG emissions is evaluated consistent with CEQA Guidelines Section 15064.4(b) by considering whether the project 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.

AB 1279, "The California Climate Crisis Act," was passed on September 16, 2022 and declares the State would achieve net zero greenhouse gas emissions as soon as possible, but no later than 2045, and to achieve and maintain net negative greenhouse gas emissions thereafter. In addition, the bill states that the State would reduce GHG emissions by 85 percent below 1990 levels no later than 2045. Essentially this means that by 2045 California would emit no more than 64.65 million metric tons (MMT) of carbon dioxide equivalent (CO_2e) and would continue to reduce emissions thereafter.[5] The 2022 Scoping Plan lays out a path to achieve AB 1279 targets (CARB 2022). The actions and outcomes in the 2022 Scoping Plan would achieve significant reductions in fossil fuel combustion by deploying clean technologies and fuels, further reductions in short-lived climate pollutants, support for sustainable development, increased action on natural and working lands to reduce emissions and sequester carbon, and the capture and storage of carbon.

The City of Bell has begun the climate action planning process, starting with inventorying emissions in 2015 but has not adopted GHG emissions targets post-2020 in an adopted Climate Action Plan. For this project, the most directly applicable adopted regulatory plans to reduce GHG emissions are the 2022 Scoping Plan and the SCAG 2020-2045 RTP/SCS, which is designed to achieve regional GHG

[5] Because GHGs absorb different amounts of heat, a common reference gas (CO_2) is used to relate the amount of heat absorbed to the amount of the gas emitted, referred to as "carbon dioxide equivalent" (CO_2e), which is the amount of GHG emitted multiplied by the respective GHG's global warming potential.

reductions from the land use and transportation sectors as required by SB 375 and the State's long-term climate goals (SCAG 2020).

A. Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

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

The project's consistency with the 2022 Scoping Plan and the SCAG 2020-2045 RTP/SCS applicable policies is discussed in the following analysis. As discussed herein, the project would not conflict with plans and policies aimed at reducing GHG emissions and impacts would be less than significant.

Consistency with Applicable Plans and Policies

2022 Scoping Plan

The 2022 Scoping Plan goals include achieving significant reductions in fossil fuel combustion using clean technologies and fuels and supporting sustainable development, among other strategies. The 2022 Scoping Plan discusses the role of local governments in meeting the State's GHG reductions goals because local governments have jurisdiction and land use authority related to: community-scale planning and permitting processes, local codes and actions, outreach and education programs, and municipal operations. Furthermore, local governments may have the ability to incentivize renewable energy, energy efficiency, and water efficiency measures.

The proposed project would be consistent with the 2022 Scoping Plan goals as the project would be required to comply with the latest 2022 California Building Standards Code (CCR, Title 24, Parts 1 through 12), including the California Energy Code (CCR, Title 24, Part 6) and CALGreen (CCR, Title 24, Part 11). To help achieve Title 24 reduction targets, the project is designed with water and energy efficiency features with the goal of achieving a LEED Gold rating from the USGBC. The proposed project would include energy-efficient appliances/lighting, water-efficient appliances/fixtures, dual-pane windows with low-E (meaning low emissivity, which in turn means a surface that emits low levels of radiant heat), drip-irrigation systems, and native and drought-tolerant landscaping. The project would also include installation of a solar PV rooftop system, which would assist in meeting the project's electricity demand. Furthermore, of the five total parking spaces, one space would be an EV-Installed space, one space would be an EV-Capable space, and two spaces would be EV-Ready spaces.

SCAG 2020-2045 RTP/SCS

The SCAG 2020-2045 RTP/SCS includes ten goals with corresponding implementation strategies for focusing growth near destinations and mobility options, promoting diverse housing choices, leveraging technology innovations, and supporting implementation of sustainability policies. The SCAG 2020-2045 RTP/SCS is designed to achieve regional GHG reductions from the land use and transportation sectors as required by SB 375 and the State's long-term climate goals. There are two mutually important facets to the SB 375 legislation: reducing VMT and encouraging more compact, complete, and efficient communities for the future (SCAG 2020). As discussed in Section 17, *Transportation*, the project would not a generate daily vehicle trips in the same magnitude as a typical multi-family residential development based on observations and assessments that indicate that few project residents would own vehicles. In addition, the project site is located at a 0.35-mile walking distance from bus stops for Metro Line 108 along Slauson Avenue and bus stops for Metro

Line 258 and Commerce Orange Line along Eastern Avenue, which would encourage use of public transit over single-occupancy vehicle trips. Furthermore, the project would provide administrative and supportive service spaces including two 114-square-foot case manager office spaces, and a 107-square-foot U.S. Department of Veterans Affairs office. Therefore, the project would be a complete development with access to public transportation and on-site amenities for project residents, which would encourage a reduction in VMT consistent with SB 375.

The project's consistency with the 2020-2045 RTP/SCS is further discussed in Table 9. As shown therein, the proposed project would be consistent with the GHG emission reduction strategies contained in the 2020-2045 RTP/SCS.

Table 9 Project Consistency with Applicable SCAG 2020-2045 RTP/SCS Strategies

Strategy/Action	Project Consistency
Focus Growth Near Destinations & Mobility Options ▪ Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations ▪ Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets ▪ Plan for growth near transit investments and support implementation of first/last mile strategies. ▪ Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods ▪ Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations) ▪ Identify ways to "right size" parking requirements and promote alternative parking strategies (e.g., shared parking or smart parking)	**Consistent.** The project is an infill development that would involve construction of an apartment building consisting of 57 small studio units serving homeless adults and one two-bedroom staff unit, for a total of 58 apartment units. As such, the project would develop underutilized land within The Salvation Army campus to help address growth of the homeless population with housing complementary to the existing Bell Oasis Apartments I. The project site is located at a 0.35-mile walking distance from bus stops for Metro Line 108 along Slauson Avenue and bus stops for Metro Line 258 and Commerce Orange Line along Eastern Avenue, which would encourage use of public transit over single-occupancy vehicle trips. Therefore, the project would be a complete development with access to public transportation and on-site amenities for project residents, reducing the reliance on vehicles.
Leverage Technology Innovations ▪ Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking/drop-off space ▪ Improve access to services through technology—such as telework and telemedicine as well as other incentives such as a "mobility wallet," an app-based system for storing transit and other multi-modal payments ▪ Identify ways to incorporate "micro-power grids" in communities, for example solar energy, hydrogen fuel cell power storage and power generation	**Consistent.** The project would include installation of a solar PV rooftop system, which would assist in meeting the project's electricity demand. Furthermore, of the five total parking spaces, one space would be an EV-Installed space, one space would be an EV-Capable space, and two spaces would be EV-Ready spaces.

Strategy/Action	Project Consistency
Promote a Green Region ▪ Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards ▪ Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration ▪ Integrate local food production into the regional landscape ▪ Promote more resource efficient development focused on conservation, recycling and reclamation ▪ Preserve, enhance and restore regional wildlife connectivity ▪ Reduce consumption of resource areas, including agricultural land ▪ Identify ways to improve access to public park space	**Consistent.** The project is an infill development and would not interfere with regional wildlife connectivity or convert agricultural land. The proposed project would be required to comply with the latest 2022 California Building Standards Code (CCR, Title 24, Parts 1 through 12), including the California Energy Code (CCR, title 24, Part 6) and CALGreen (CCR, Title 24, Part 11). To help achieve Title 24 reduction targets, the project is designed with water and energy efficiency features with the goal of achieving a LEED Gold rating from the USGBC. The proposed project would include energy-efficient appliances/lighting, water-efficient appliances/fixtures, dual-pane windows with low-E (meaning low emissivity, which in turn means a surface that emits low levels of radiant heat), drip-irrigation systems, and native and drought-tolerant landscaping. The project would also include installation of a solar PV rooftop system, which would assist in meeting the project's electricity demand. Therefore, the project would support development of a green region.

Source: SCAG 2020

Project GHG Emissions

As previously discussed in this section, based on compliance with plans, policies, and regulations adopted for the purpose of reducing GHG emissions, the project's GHG impact would be less than significant. Quantitative calculations are provided below for informational purposes.

Construction Emissions

Construction associated by the project would generate temporary GHG emissions primarily from the operation of construction equipment on-site, as well as from vehicles transporting construction workers to and from the project site, and heavy trucks to transport building, concrete, and asphalt materials. As shown in Table 10, construction associated with the project would generate a total of 493 MT of CO_2e. Amortized over a 30-year period pursuant to SCAQMD guidance, construction associated with the project would generate 16 MT of CO_2e per year.

Table 10 Estimated Project Construction GHG Emissions

Year	Emissions (MT of CO_2e)
2024	227
2025	266
Total	**493**
Amortized over 30 years	**16**

MT = metric tons; CO_2e = carbon dioxide equivalents

Source: CalEEMod worksheets in Appendix B. See Table 2.3 emissions. Annual emissions results are shown for all emissions.

Operational and Total Project Emissions

Operation of the project would generate GHG emissions associated with area sources (e.g., landscape maintenance), energy and water usage, vehicle trips, and wastewater and solid waste generation. Annual operational emissions resulting from the project are summarized in Table 11. By combining operational emissions with amortized construction emissions, annual GHG emissions generated by the project would be approximately 272 MT of CO_2e per year.

Table 11 Estimated Project Annual Emissions

Emission Source	Annual Emissions (MT of CO_2e)
Construction[1]	**16**
Operational	**256**
Area	1
Energy	86
Mobile	157
Solid Waste	5
Water, Wastewater	7
Total	**272**
SCAQMD Numeric Threshold	3,000
Exceed Threshold?	**No**

MT CO_2e = metric tons of carbon dioxide equivalent
[1] Amortized construction related GHG emissions over 30 years.
Source: CalEEMod worksheets in Appendix B. See Table 2.5 emissions. Annual emissions results are shown for all emissions.

Based on the CARB California Greenhouse Gas Inventory for 2000-2019, California produced 418.2 MMT of CO_2e in 2019. The major source of GHG emissions in California is the transportation sector, which comprises 40 percent of the State's total GHG emissions (CARB 2021). Therefore, by comparison, the incremental increase of 272 MT of CO2e per year associated with the project would not substantially contribute to statewide emissions or affect the climate.

LESS THAN SIGNIFICANT IMPACT

9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	■	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	■	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	☐	☐	■	☐
d. Be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	■	☐	☐
e. For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	■
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	■
g. Expose people or structures, either directly or indirectly, to a significant risk	☐	☐	☐	■

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
of loss, injury, or death involving wildland fires?				

This discussion incorporates the results provided in a Phase I Environmental Site Assessment (ESA) report prepared by Rincon, dated January 2022, which is included as Appendix A. A subsequent Phase II ESA memorandum was prepared by Rincon, dated August 2022, which is included as Appendix F. Based on the findings of the Phase II ESA memorandum, an Additional Phase II ESA memorandum was prepared by Rincon, dated January 2023, which is included as Appendix G.

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

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

The project entails the development of 58 apartment units in one building on a 1.75-acre site. Construction activities would not generate hazardous waste materials (such as asbestos or lead) from demolition since the project site is currently not developed. Limited quantities of hazardous materials (such as solvents and low VOC paints or finishes) may be used during building construction. However, transportation, use, storage, and disposal of construction materials and equipment would comply with applicable federal, State, and local regulations, standards, and guidelines.

Operation of the project would not require the transport, use, or disposal of hazardous materials outside of common household hazardous materials such as fertilizer, soaps, and solvents. Furthermore, the project would be required to comply with State and federal laws that govern the proper handling, use, storage, and disposal of hazardous materials, in the event hazardous materials are accidentally released, to prevent or reduce injury to human health and the environment. Compliance with applicable State and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and California Code of Regulations Title 22, during project operations would further minimize risks to the public from the small quantities of common, household hazardous materials and waste that would be used and generated during operations.

Therefore, the project is not anticipated to create a significant hazard to the public or environment through the routine transport, use, or disposal of hazardous materials. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?

The nearest school to the site is the Richard N. Slawson Southeast Occupational Center located approximately 0.13-mile northwest of the site. However, as discussed under impact discussions *a.*

and *b.* of this section, the proposed project is not expected to result in hazardous emissions, manage hazardous or acutely hazardous materials, substances, or waste. Therefore, impacts on an existing school within 0.25 mile of the site would be less than significant.

LESS THAN SIGNIFICANT IMPACT

d. Would the project be located on a site that is included on a list of hazardous material 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?

According to the State Water Resources Control Boards (SWRCB) Geotracker database, there are two Cleanup Program Sites within a 1,000-foot radius of the project site (SWRCB2022). The two sites are close to each other, located approximately 567 feet southeast of the project site. The California Department of Toxic Substances Controls (DTSC) EnviroStor database also shows the two sites indemnified by Geotracker and an additional site, located approximately 502 feet to the southeast (DTSC 2022). There are no sites listed on the SWRCB active Cease and Desist Orders and Cleanup Abatement Orders list within a one-mile radius of the project site (California Environmental Protection Agency [CalEPA] 2022a). Additionally, the nearest SWRCB-identified solid waste disposal site is located in Monterey Park (Operating Industries Landfill) (CalEPA 2022b). Therefore, the project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

Furthermore, in January 2022, Rincon conducted a Phase I ESA for the project. The purpose of the Phase I ESA was to determine if there are Recognized Environmental Conditions (RECs) on the subject property, taking into account commonly and reasonably ascertainable information and to qualify for Landowner Liability Protections under the Brownfields Amendments to the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). The Phase I ESA found that a southern adjacent property across the railroad tracks is associated with an open Cleanup Program Site case. As discussed in the ESA, this facility (also identified as the Valspar site at 5501 East Slauson Avenue) has been recommended ongoing soil vapor and groundwater monitoring. The two nearest Valspar groundwater monitoring wells to the subject property contained VOCs as of December 2020, including TCE at concentrations above residential and/or commercial/industrial ESLs for groundwater vapor intrusion. For these reasons, the Phase I ESA recommend a Soil Vapor Investigation as part of a Phase II ESA, which was completed in August 2022 to determine if soil and soil vapor at the site have been impacted by former adjacent land uses and adjacent properties of concern (Rincon 2022a).

Under the Phase II ESA, Rincon oversaw the advancement of six soil vapor borings and the collection of seven soil vapor samples, which were analyzed for VOCs and total petroleum hydrocarbons (TPH) as gasoline (TPHg). Rincon confirmed that the laboratory reporting limits for each constituent are below the established residential Environmental Screening Levels (ESLs), with the exception of vinyl chloride. Vinyl chloride is a degradation product of tetrachloroethene (PCE) and trichloroethene (TCE). Because PCE and TCE were not detected above laboratory practical quantitation limits (PQLs) in the soil vapor samples analyzed, Rincon determined it is unlikely that vinyl chloride is present in soil vapor at the site at concentrations that present a risk (Rincon 2022c).

Nonetheless, arsenic was detected above its respective residential ESL in all of the soil samples analyzed. At two of the six boring locations, concentrations of arsenic were significantly higher at two feet below ground surface (bgs) than 0.5 feet bgs and, therefore, the vertical extent of arsenic impacts was unknown. Based on the spatial distribution of soil samples, the horizontal extent of arsenic impacts was also unknown. Lead was also detected in all the soil samples analyzed. In

particular, a soil sample from one of the six boring locations exceeded the residential ESL whereas all other concentrations of lead detected were either below their respective residential ESL or within the typical background concentration range. No other metals were detected above their respective residential ESLs or at concentrations exceeding their respective background concentration range. However, due to the presence of arsenic and lead on-site, Rincon recommended step-out sampling in the areas of arsenic- and lead-impacted soil, which was subsequently conducted as part of an Additional Phase II ESA (Rincon 2022c).

The Additional Phase II ESA, completed in January 2023, comprised of a soil assessment to achieve horizontal and vertical delineation of lead- and arsenic-impact soil to develop a remedial action plan prior to project construction. Rincon completed a total of ten soil borings using a hand auger to maximum depths of five feet bgs. Based on the additional soil borings, Rincon delineated the extent of soil impacted with arsenic and/or lead concentrations exceeding residential ESLs. Because the project includes removal and re-compaction of on-site soil for geotechnical purposes, concentration of arsenic and lead in portions of the on-site soil present a potential risk to human health for future project residents. Therefore, the following mitigation measure would be required to excavate and export contaminated soil prior to project construction. With implementation of Mitigation Measures HAZ-1a and HAZ-1b, impacts related to on-site soil contamination would be less than significant.

Mitigation Measures

HAZ-1a ~~Arsenic- and Lead-Impacted Soil Removal and~~ Soil Management Plan

The project applicant shall retain a qualified environmental consultant (PG or PE), to prepare a Soil Management Plan (SMP) prior to construction. Prior to the issuance of a grading permit, the City shall review and approve the SMP, which shall:

- ~~A Soil Management Plan shall be prepared and implemented during remedial soil excavation~~ Identify activities to mitigate risk to construction workers and the community during construction, and ~~to~~
- ~~d~~Describe how to properly handle and dispose of arsenic and lead impacted soils.

Soil management practices to ensure construction worker and community safety include, but are not limited to stockpile management, investigation procedures, ongoing monitoring, and reporting.

A Health and Safety Plan shall also be prepared for the remedial soil activities to outline the procedures that onsite personnel will follow to minimize the potential for health and safety hazards during the course of work to be performed at the site.

The City shall review and approve the SMP and Health and Safety Plan prior to issuing of a grading permit. The project applicant shall implement the SMP and Health and Safety Plan during demolition, grading, and construction at the project site.

HAZ-1b Arsenic- and Lead-Impacted Soil Removal

Soil containing arsenic and/or lead exceeding their respective residential Environmental Screening Levels (ESLs) shall be excavated and disposed offsite~~.~~ by a qualified environmental consultant (PG or PE) retained by the project applicant. The qualified environmental consultant shall utilize the project site analytical results for waste characterization purposes prior to offsite transportation or disposal of potentially impacted soils. The qualified consultant shall provide disposal recommendations and

arrange for proper disposal of the soils and/or provide recommendations for remedial engineering controls, if appropriate.

The City shall review and approve the project site disposal recommendations prior to transportation of waste soils offsite, and review and approve remedial engineering controls, prior to issuance of a grading permit. The project applicant shall review and implement the project site disposal recommendations prior to transportation of waste soils offsite and review and implement the remedial engineering controls prior to construction.

In addition, confirmation soil sampling and analysis for total arsenic and total lead shall be conducted ~~in the excavation sidewalls and bottoms~~ by the qualified environmental consultant, to demonstrate that concentrations above residential ESLs were successfully removed. The City shall review and approve the confirmation soil sampling and analysis prior to issuance of a building permit.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

No public airports or private airstrips are located within two miles of the project site. The closest airport to the proposed project is the San Gabriel Valley Airport, located approximately 10.2 miles to the northeast. Furthermore, the project is not within the San Gabriel Valley Airport Influence area (Los Angeles County 2015). Therefore, the project would result in no impact.

NO IMPACT

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

Construction activities have the potential to temporarily impact traffic and vehicle speeds on K Street; however, these impacts would be temporary and access to K Street would not be blocked by project construction. Furthermore, the project would not result in inadequate emergency access as project plans are subject to review and approval by City Planning and the Los Angeles County Fire Department (LACFD).

Although, operation of the project would result in an increase in density of land use at the project site, it would not be expected to substantially increase area traffic. Access to the residential units would be provided on K Street. The County of Los Angeles Department of Public Works has prepared maps of freeway and local disaster routes (County of Los Angeles 2008). These routes typically parallel major north-south and east-west corridors and include freeways and local roads such as I-710, Interstate 5 (I-5), and Eastern Avenue within and near the city (County of Los Angeles 2008). The project site is approximately 1,000 feet from Eastern Avenue and 0.7 mile to the nearest onramp for I-710. Therefore, the proposed project would not impair implementation of or physically interfere with an adopted emergency response or evacuation plan. No impact would occur.

NO IMPACT

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

The project site is vacant and is located adjacent to existing residential and industrial uses in an urbanized area. There are no wildland conditions on or adjacent to the project site. The project site is not located in a designated Very High Fire Hazard Severity Zone (VHFHSZ) or a State Responsibility Area (SRA), as further discussed in Section 20, *Wildfire*. Therefore, the project would result in no impact.

NO IMPACT

10 Hydrology and Water Quality

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

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
sustainable groundwater management plan?				

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

Construction could result in soil erosion due to earth-moving activities such as excavation, grading, soil stockpiling, and the generation of water pollutants including trash, construction materials, and equipment fluids. Prior to initiation of construction, the project would be required to obtain coverage under a Construction General Permit to comply with Clean Water Act National Pollution Discharge Elimination System (NPDES) requirements, administered by the Los Angeles Regional Water Quality Control Board (LARWQCB).

Under the conditions of the Construction General Permit, the developer would be required to eliminate or reduce non-storm water discharges, develop, and implement a Stormwater Pollution Prevention Plan (SWPPP) for the project construction activities. Additionally, the developer would be required to perform inspections of the storm water pollution prevention measures and control practices to ensure conformance with the site SWPPP. The Construction General Permit prohibits the discharge of materials other than storm water discharges and prohibits all discharges that contain a hazardous substance in excess of reportable quantities established by 40 CFR 117.3 or 40 CFR 302.4. Compliance with the Construction General Permit would reduce or avoid the potential for water quality impacts to occur. This would be achieved thought the development and implementation of site-specific BMPs which will be defined in the project's SWPPP. BPMs could include straw wattles, Slope Drains, Fiber Rolls, Sandbag Barrier, Temporary Drainage Inlet Protection and Flexible Sediment Barriers (Caltrans 2017).

The City of Bell is a co-permittee in the Los Angeles County Municipal Separate Storm Sewer System (MS4) permit, Order No. R4-2012-0175 (NPDES No. CAS004001), as amended. The requirements of the MS4 permit are intended to protect water quality and support attainment of water quality standards in downstream receiving water bodies by requiring a Storm Water Management Plan/Program. The MS4 permit requirements would reduce or avoid water quality impacts associated with the presence of the proposed project by reducing the discharge of pollutants to the maximum extent practicable.

The project would change the use of the project site; however, the project would not change drainage patterns around the site nor alter the course of the existing concrete-lined drainage channel. Under project and existing conditions surface runoff would be conveyed into the city's existing municipal stormwater system. Therefore, the proposed project would implement BMPs to minimize or avoid potentially adverse impacts to water quality, including those associated with regulatory compliance. According to project plans, BMPs during project construction would include sandbag barriers or silt fence, storm drain inlet protection, sediment trap, vehicle and equipment fueling and maintenance, stabilized construction entrances/exits, spill prevention and control, solid waste management, concrete curing and finishing, concrete waste management, material delivery and storage, stockpile management, and sanitary/septic waste management. At operation, the

project would include grassy swales, planters, a catch basin, and permavoid drainage systems. The project would not violate water quality standards or waste discharge requirements, nor would it otherwise substantially degrade water quality. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

The proposed project would not install any groundwater wells and would not otherwise directly withdraw any groundwater. The project would receive water from California Water Service Company (Calwater) (City of Bell 2018). Calwater's sources its water from a combination of local groundwater and purchased water from the Metropolitan Water District of Southern California (MWD), which is imported from the Colorado River and the State Water Project in northern California (Calwater 2022).

The project site lies above the Central Basin, which is adjudicated and controlled by a court-mandated water management plan to ensure its long-term sustainability (City of Bell 2018). Because the basin is adjudicated, it has a Department of Water Resources approved Watermaster Program that is responsible for implementing the Adjudication Judgement for the basin. The Watermaster Program specifies exactly how much groundwater may be withdrawn and manages its replenishment.

The proposed residential uses on the project site would not be point source generators of water pollutants that could affect the Central Basin, and the project does not propose ground water extraction.

The proposed project site is currently developed with a parking lot and largely covered with asphalt or compacted dirt; the potential for groundwater recharge to occur on the site is negligible considering existing conditions and the small overall size of the site. The project would not alter recharge potential from the site. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

c.(ii) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

c.(iii) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that 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?

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

The project would not alter the course of a stream or river since the project site and its vicinity contain no water bodies. Implementation of the project would alter on-site drainage patterns by changing land use on the site and through the addition of impervious surfaces. Final engineering design of the project would include stormwater conveyance features such as culverts and gutters to direct stormwater runoff into the City's existing MS4 system.

- **Erosion/Siltation.** During construction, the project will be required to prepare a SWPPP that would contain BPMs to reduce erosion. During operation, the site would be largely covered by impervious surface that would not be susceptible to substantial erosion.
- **Flooding** O**n- or Off-site.** The project would not substantially increase impervious surfaces such that the rate or amount of surface runoff would substantially increase or that flooding would occur. In addition, drainage features would be installed as part of the project design to convey stormwater runoff into the existing MS4 system and minimize or avoid potential impacts associated with flooding.
- **Stormwater Drainage and Water Quality.** The proposed project consists of infill development and would not alter land uses substantially such that existing or planned stormwater drainage systems would be overwhelmed by stormwater runoff from the project site following project implementation. Potential water quality impacts associated with the project are characterized under threshold (a); no further or additional water quality impacts would occur, and the project would not create a substantial new source of polluted runoff.
- **Impede Flood Flows.** The project site is in the Federal Emergency Management Agency (FEMA) National Flood Insurance Program Zone X, which indicates minimal flooding potential (City of Bell 2018). The project would not impede or redirect flood flows.

As determined by the analysis, impacts related to the alteration of drainage patterns would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

According to the City's General Plan there is no potential for seiche or tsunami in the city. Additionally, the FEMA National Flood Insurance Program designates the City of Bell as being within Zone X, which indicates minimal flooding potential. The project site is within the inundation area of the Garvey Reservoir in Monterey Park approximately five miles northeast of the site. In the event of dam failure, flows would be expected to move south into the cities of Montebello, Bell, and Bell Gardens. Floodwaters are estimated to reach the project area within 30 minutes of failure. However, as discussed in Section 9, *Hazards and Hazardous Materials*, the proposed project is not expected to result in hazardous emissions, manage hazardous or acutely hazardous materials, substances, or waste. In addition, the County Sheriff's Department and USACE have established emergency response and evacuation plans for affected areas to facilitate emergency operations in the event of dam failure or river overflow (City of Bell 2018). Therefore, the proposed project would have a less than significant impact related to the release of pollutants due to project inundation.

LESS THAN SIGNIFICANT IMPACT

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

As discussed under impact discussion *a.* in this section, project construction and operational activities would be required to comply with the Water Quality Control Plan for the Central Basin, NPDES Construction General Permit, and MS4 Permit by preparing and adhering to a SWPPP. With implementation of the required SWPPP, the proposed project would adequately detain and control stormwater flows on the project site and would not conflict with or obstruct the Water Quality Control Plan for the Central Basin.

The project would receive water from Calwater (City of Bell 2018). Calwater's sources its water from a combination of local groundwater and purchased water from MWD, which is imported from the Colorado River and the State Water Project in northern California (Calwater 2022).

The proposed project would not conflict with or obstruct the sustainable management of these basins. The project site lies above the Central Basin, which is adjudicated and controlled by a court-mandated water management plan to ensure its long-term sustainability. The proposed residential uses on the project site would not be point source generators of water pollutants that could affect the Central Basin, and the project does not propose ground water extraction. Therefore, project construction and operation would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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11 Land Use and Planning

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

a. Would the project physically divide an established community?

The site is currently vacant and consists of an asphalt parking area and pervious earth area with ruderal vegetation. The site is bounded by K Street to the north and east with other buildings owned by the Salvation Army beyond, a railroad ROW to the south with industrial uses beyond, and the existing three-story Bell Oasis Apartments I to the west. The project does not include any new roads, development or infrastructure that has the potential to divide any established communities. Therefore, no impacts would occur.

NO IMPACT

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

The project site is zoned Commercial Manufacturing (CM), which does not allow for residential uses per Section 17.36.020 (Permitted Uses) of the BMC. However, the project includes a Zone Change from CM to C-3R with a conditional use permit to allow for housing in the C-3R zone. According to BMC Section 17.28.020 (Permitted Uses), residential uses are permitted in the C-3R zone with approval of a conditional use permit. Furthermore, the project would be designed to comply with all applicable development standards regulating the C-3R zone per BMC Section 17.28.040 (Development Standards). Standards include, but are not limited to, building height, front yards, and side yards. Moreover, as a permanent supportive housing project with 100 percent affordable units, the project meets the definition of supportive housing under California Health and Safety Code Section 50675.14 and is not required to provide on-site parking pursuant to the State Density Bonus Law (Government Code Section 65915(p)(3)I). Nonetheless, the project would provide five parking spaces for staff. The project would also be subject to site plan and design review per BMC Section 17.92.040 (Site Plan Review Authority) by the City's Planning Commission. This regulatory review procedure verifies that development projects and any requested approvals do not conflict with the applicable land use regulations.

The78 project's consistency with the other applicable policies from the City's General Plan is discussed in the following analysis. As discussed herein, the project shows consistency with the City's General Plan Land Use and Sustainability Element, Health and Safety Element, and Housing Element and impacts would be less than significant.

Land Use and Sustainability Element

The Land Use Element of the City's General Plan contains goals which guide residential development in the City. Policies 17 and 18 relate to the encouragement of quality residential development and the promotion of a range of residential land uses to accommodate existing and future housing needs within Bell. The proposed project would develop underutilized land within The Salvation Army campus to generate housing for homeless individuals and help address growth of the homeless population. Policy 35 states that the City of Bell should emphasize environmental justice in the review and implementation of new development projects in the City. As discussed in Section 3, *Air Quality*, the project would be sited at appropriate buffer distances from most sources of toxic air emissions and would include MERV 13 filtration to remove most pollutants from intake air and improve indoor air quality due to surrounding industrial uses. Also as discussed in Section 9, *Hazards and Hazardous Materials*, the project would not be exposed to significant impacts related to soil contamination with implementation of Mitigation Measures HAZ-1a and HAZ-1b. As discussed in Section 13, *Noise*, and Section 20, *Wildfire*, the project would not be exposed to excessive noise levels or substantial wildfire risk.

Health and Safety Element

The Health and Safety Element of the City's General Plan contains goals and policies that seek to protect the health and safety of development in the City. Policies 8 and 14 emphasize contemporary fire protection measures and the protection of life and property from fire damage through the enforcement of applicable building and fire codes and Code Enforcement inspections. As discussed in Section 20, *Wildfire*, the project would also comply with the latest 2022 California Building Standards Code (CCR, Title 24, Parts 1 through 12), including the California Building Code (CCR, Title 24, Part 2) and California Fire Code (CCR, Title 24, Part 9), which establish provisions for fire safety related to construction, maintenance, and design of buildings and land uses. Policies 21 and 22 promote the development of a compatible noise environment throughout the City through land use review and implementation of noise regulations that lower excessive and intrusive noise. As discussed in Section 13, *Noise*, the project would not be exposed to excessive noise levels and would not result in significant impacts related to construction or operational noise.

Housing Element

In addition, the project would be consistent with the goals and policies included in the City's General Plan Housing Element, namely "to continue the City's commitment in continuing assistance in the development of new housing for all income groups" and "to remain committed to the identification of prospective development sites for a continued variety and diversity of new housing" (City of Bell 2018). The project would involve construction of a three-story, 39,690-square-foot apartment building consisting of 57 studio units of permanent support housing for homeless individuals and a two-bedroom staff unit for an on-site manager, for a total of 58 apartment units. All future residents would be placed in the project through the Los Angeles County CES, with veterans approved for residency by the U.S. Department of Veterans Affairs office.

In addition, as described in Section 3, *Air Quality*, and Section 8, *Greenhouse Gas Emissions*, the proposed project would be consistent with the goals and policies of the AQMP, Scoping Plan, and the 2020-2045 RTP/SCS. Therefore, the proposed project would not conflict with land use plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental effect, and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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12 Mineral Resources

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

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

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

Under the Surface Mining and Reclamation Act (SMARA), the California Division of Oil, Gas, and Geothermal (CalGEM) has identified significant sources of aggregate materials in the State. The project site has not been identified as containing sand or gravel resources or significant mineral deposits of any kind (DOC 2022d). The project site is 629 feet south of the Bandini oil/gas field. However, there are no oil, gas or geothermal wells located within the project site and immediately surrounding area (CalGEM 2022). Furthermore, the project site is not identified in the City of Bell General Plan as containing any locally important mineral resource (City of Bell 2018). Therefore, the proposed project would not impact mineral resource.

NO IMPACT

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13 Noise

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	■	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	■	☐
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	■

Fundamentals of Noise

The unit of measurement used to describe a noise level is the decibel (dB). However, the human ear is not equally sensitive to all frequencies within the sound spectrum. Therefore, a method called "A weighting" is used to adjust actual sound pressure levels so that they are consistent with the human hearing response, which is most sensitive to frequencies around 4,000 Hertz (Hz) and less sensitive to frequencies around and below 100 Hz, thus filtering out noise frequencies that are not audible to the human ear. A weighting approximates the frequency response of the average young ear when listening to most ordinary everyday sounds. When people make relative judgments of the loudness or annoyance of a sound, their judgments correlate well with the "A-weighted" levels of those sounds. Therefore, the A-weighted noise scale is used for measurements and standards involving the human perception of noise. In this analysis, all noise levels are A-weighted, and "dBA" is understood to identify the A-weighted decibel.

Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used for earthquake magnitudes. A doubling of the energy of a noise source, such as a doubling of traffic volume, would increase the noise level by 3 dB; similarly, dividing the energy in half would result in a decrease of 3 dB (Crocker 2007).

Human perception of noise has no simple correlation with sound energy: the perception of sound is not linear in terms of dBA or in terms of sound energy. Two sources do not "sound twice as loud" as

one source. It is widely accepted that the average healthy ear can barely perceive an increase (or decrease) of up to 3 dBA in noise levels (i.e., twice [or half] the sound energy); that an increase (or decrease) of 5 dBA (8 times [or one eighth] the sound energy) is readily perceptible; and that an increase (or decrease) of 10 dBA (10.5 times [or approximately one tenth] the sound energy) sounds twice (or half) as loud (Crocker 2007).

Descriptors

The impact of noise is not a function of loudness alone. The time of day when noise occurs, and the duration of the noise are also important. In addition, most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors have been developed. The noise descriptors used for this analysis are the one-hour equivalent noise level (L_{eq}) and the community noise equivalent level (CNEL).

- The L_{eq} is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period. Typically, L_{eq} is equivalent to a one-hour period, even when measured for shorter durations as the noise level of a 10- to 30-minute period would be the same as the hour if the noise source is relatively steady. L_{max} is the highest Root Mean Squared (RMS) sound pressure level within the sampling period, and L_{min} is the lowest RMS sound pressure level within the measuring period (Crocker 2007).
- The CNEL is a 24-hour equivalent sound level with an additional 5 dBA penalty to noise occurring during evening hours, between 7:00 p.m. and 10:00 p.m., and an additional 10 dBA penalty to noise occurring during the night, between 10:00 p.m. and 7:00 a.m., to account for the added sensitivity of humans to noise during these hours (Caltrans 2013). Quiet suburban areas typically have a CNEL in the range of 40 to 50 dBA, while areas near arterial streets are in the 50 to 70+ CNEL range.

Propagation

Sound changes in both level and frequency spectrum as it travels from the source to the receiver. The most obvious change is the decrease in sound level as the distance from the source increases. The way sound reduces with distance depends on factors such as the type of source (e.g., point or line), the path the sound will travel, site conditions, and obstructions. Sound levels from a point source (e.g., construction, industrial machinery, ventilation units) typically attenuate, or drop off, at a rate of 6 dBA per doubling of distance. Sound from a line source (e.g., roadway, pipeline, railroad) typically attenuates at about 3 dBA per doubling of distance (Caltrans 2013).

Fundamentals of Vibration

Groundborne vibration of concern in environmental analysis consists of the oscillatory waves that move from a source through the ground to adjacent structures. The number of cycles per second of oscillation makes up the vibration frequency, described in terms of hertz (Hz). The frequency of a vibrating object describes how rapidly it oscillates. The normal frequency range of most groundborne vibration that can be felt by the human body starts from a low frequency of less than 1 Hz and goes to a high of about 200 Hz (Crocker 2007).

While people have varying sensitivities to vibrations at different frequencies, in general people are most sensitive to low-frequency vibration. Vibration in buildings, such as from nearby construction activities, may cause windows, items on shelves, and pictures on walls to rattle. Vibration of building components can also take the form of an audible low-frequency rumbling noise, referred to as groundborne noise. Groundborne noise is usually only a problem when the originating vibration

spectrum is dominated by frequencies in the upper end of the range (60 to 200 Hz), or when foundations or utilities, such as sewer and water pipes, physically connect the structure and the vibration source (FTA 2018). Although groundborne vibration is sometimes noticeable in outdoor environments, it is almost never annoying to people who are outdoors. The primary concern regarding vibration is that it can be intrusive and annoying to building occupants and vibration-sensitive land uses.

Descriptors

Vibration amplitudes are usually expressed in peak particle velocity (PPV) or RMS vibration velocity. The PPV and RMS velocity are normally described in inches per second (in./sec.). PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is often used in monitoring of blasting vibration because it is related to the stresses that are experienced by buildings (Caltrans 2020).

Response to Vibration

Vibration associated with construction of the project has the potential to be an annoyance to nearby land uses. Caltrans has developed limits for the assessment of vibrations from transportation and construction sources. The Caltrans vibration limits are reflective of standard practice for analyzing vibration impacts on structures. The Transportation and Construction Vibration Guidance Manual (Caltrans 2020) identifies impact criteria for buildings and additional impact criteria for humans from transient and continuous/frequent sources: Table 12 presents the impact criteria for buildings, and Table 13 presents the impact criteria for humans.

Table 12 Vibration Damage Potential

Building Type	Maximum PPV (in./sec.)
Historic sites and other critical locations	0.1
Historic and other/similar old buildings	0.5
Older residential structures	0.5
New residential structures	1.0
Modern industrial/commercial buildings	2.0

PPV = peak particle velocity; in./sec. = inches per second

Source: Caltrans 2020

Table 13 Vibration Annoyance Potential

	Maximum PPV (in./sec.)	
Human Response	Transient Sources	Continuous/Frequent Intermittent Sources
Severe/Disturbing	2.00	0.70
Strongly perceptible	0.90	0.10
Distinctly perceptible	0.240	0.035
Barely perceptible	0.035	0.012

Note: Transient sources create a single isolated vibration event, such as blasting or drop balls (i.e., a loose steel ball that is dropped onto structures or rock to reduce them to a manageable size). Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

PPV = peak particle velocity; in./sec. = inches per second

Source: Caltrans 2020

Propagation

Vibration energy spreads out as it travels through the ground, causing the vibration level to diminish with distance away from the source. High-frequency vibration diminishes much more rapidly than low frequency vibration, so low frequencies tend to dominate the spectrum at large distances from the source. Variability in the soil strata can also cause diffractions or channeling effects that affect the propagation of vibration over long distances (Caltrans 2020). When a building is exposed to vibration, a ground-to-foundation coupling loss (the loss that occurs when energy is transferred from one medium to another) will usually reduce the overall vibration level. However, under rare circumstances, the ground-to-foundation coupling may amplify the vibration level due to structural resonances of the floors and walls.

Sensitive Receivers

Noise-sensitive receivers are identified as housing, educational facilities, churches, medical facilities, libraries, senior housing, and park and recreation facilities. Vibration-sensitive receivers are similar to noise-sensitive receivers and also include residences and institutional uses (e.g., schools, churches, and hospitals). However, vibration-sensitive receivers also include buildings where vibrations may interfere with vibration-sensitive equipment that is affected by vibration levels that may be well below those associated with human annoyance (e.g., recording studies or medical facilities with sensitive equipment).

The nearest sensitive receivers include the Honorable Judge Harry Pregerson Community Building and Bell Oasis Apartments I to the west of the site and Bay E of The Salvation Army's Building 1 to the northwest which is occasionally used to shelter homeless adults.

Project Noise Setting

To characterize ambient sound levels at and near the project site, two short term (15-minute) noise level measurements were conducted on May 5, 2022. Noise Measurement (NM) 1 was conducted at the western edge of the project site; NM 2 was conducted near the eastern portion of the project site. Table 14 summarizes the results of the noise measurements and Figure 11 shows noise measurement locations. At both locations, the main source of noise was operating industrial machinery associated with uses south of the site across the railroad spur ROW. Secondary noise sources included intermittent noise from aircraft and vehicles along K street.

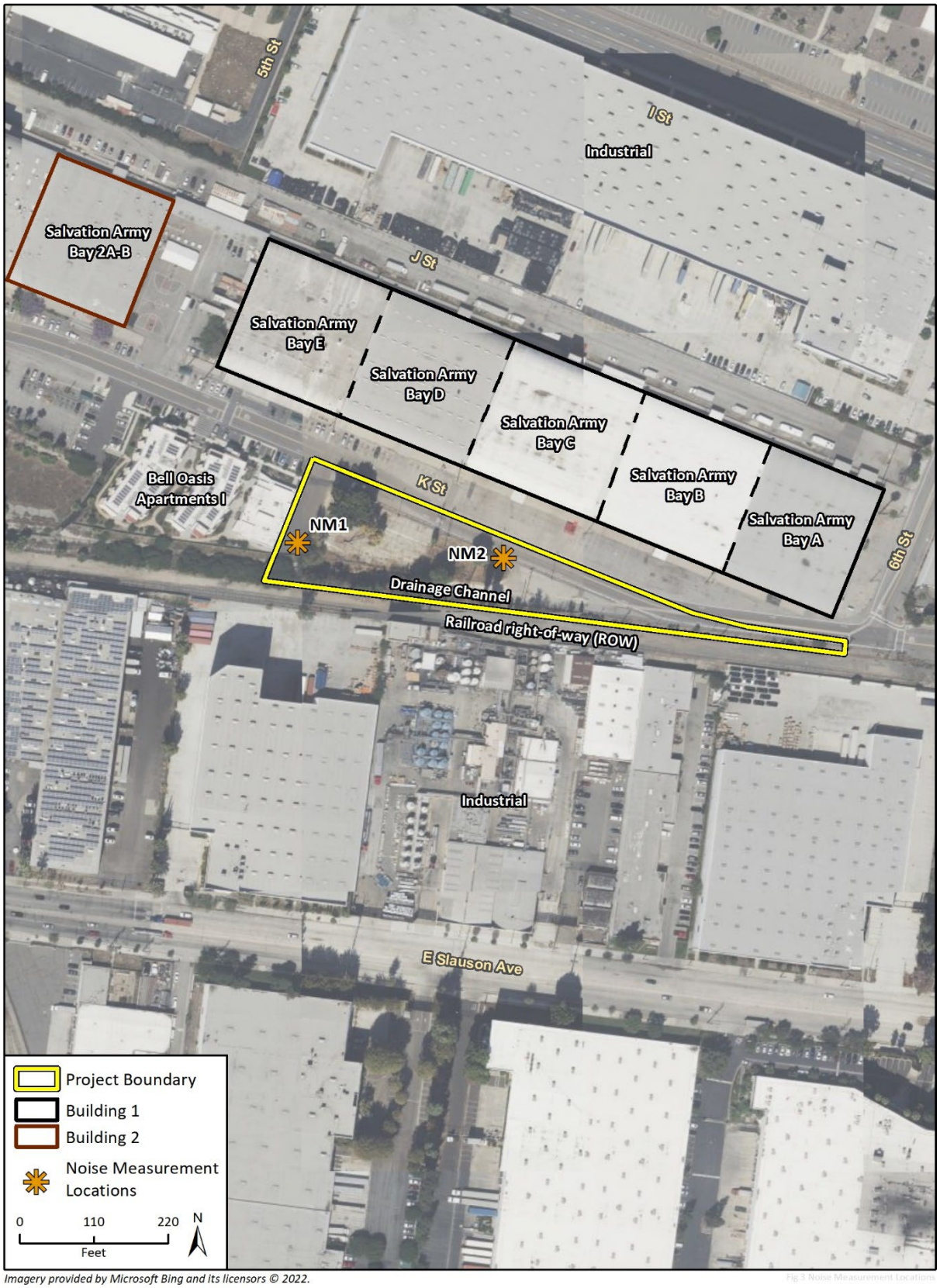
Table 14 Project Site Vicinity Sound Level Monitoring Results

Measurement Location	Measurement Location	Sample Times	Approximate Distance to Primary Noise Source	L_{eq} (dBA)	L_{min} (dBA)	L_{max} (dBA)
NM 1	Western property boundary	8:52 –9:07 a.m.	Approximately 140 feet to K Street centerline, 35 feet to adjacent apartments	58	52	72
NM 2	Eastern property boundary	9:13 – 9:28 a.m.	Approximately 23 feet to centerline of K Street	62	58	76

dBA = A-weighted decibels; L_{eq} = equivalent noise level; L_{min} = minimum noise level, L_{max} = maximum noise level

See Appendix H for detailed measurement data.

Figure 11 Noise Measurement Locations



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Regulatory Setting

Federal

The FTA provides reasonable criteria for assessing construction noise impacts based on the potential for adverse community reaction in their *Transit and Noise Vibration Impact Assessment Manual* (FTA 2018). For residential, commercial, and industrial uses, the daytime noise threshold is 80 dBA L_{eq}, 85 dBA L_{eq}, and 90 dBA L_{eq} for an eight-hour period, respectively.

State

California regulates freeway noise, sets standards for sound transmission, provides occupational noise control criteria, identifies noise standards, and provides guidance for local land use compatibility. State law requires each county and city to adopt a general plan that includes a noise element prepared pursuant to guidelines adopted by the Governor's Office of Planning and Research. The purpose of the noise element is to limit the exposure of the community to excessive noise levels. CEQA requires that all known environmental effects of a project be analyzed, including environmental noise impacts.

CALIFORNIA NOISE CONTROL ACT OF 1973

California Health and Safety Code Sections 46000 through 46080, known as the California Noise Control Act, find that excessive noise is a serious hazard to public health and welfare and that exposure to certain levels of noise can result in physiological, psychological, and economic damage. The act also finds that there is a continuous and increasing bombardment of noise in urban, suburban, and rural areas. The California Noise Control Act declares that the State has a responsibility to protect the health and welfare of its citizens by the control, prevention, and abatement of noise. It is the policy of the State to provide an environment for all Californians that is free from noise that jeopardizes their health or welfare.

CALIFORNIA BUILDING CODE

CCR Title 24, Building Standards Administrative Code, Part 2, and the California Building Code codify the State noise insulation standards. These noise standards apply to new construction in California to control interior noise levels as they are affected by exterior noise sources. The regulations specify that interior noise levels for residential and school land uses should not exceed 45 dBA CNEL.

City of Bell Noise Standards

CITY OF BELL GENERAL PLAN HEALTH AND SAFETY ELEMENT

The City maintains the health and welfare of its residents with respect to noise through abatement ordinances and land use planning. The City's General Plan includes policies with the intent to reduce excessive noise impacts, including a few applicable to the project:

- **Policy 18:** The City of Bell shall consider planning guidelines which include noise control for all new residential developments and condominium conversion projects. The City shall promote design measures that will be effective in reducing noise reduction in the review of new development projects.
- **Policy 19**: The City of Bell shall require that future development projects and existing land uses reduce unnecessary noise near noise-sensitive areas such as residences, parks, hospitals,

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

- **Policy 20:** The City of Bell shall encourage the reduction of noise throughout the City in the review of new development. New development projects will undergo review to ensure that noise impacts from such developments are reduced as much as possible
- **Policy 21:** The City of Bell shall promote the development of a compatible noise environment throughout the City. The City shall consider noise and land use compatibility in the review of new development projects.
- **Policy 22:** The City shall implement noise regulations that will lower excessive and intrusive noise to levels that conform to acceptable standards. The City shall ensure Code Enforcement and the Police Department will continue to enforce noise control regulations.
- **Policy 26:** The City of Bell shall continue to require noise attenuation in new residential developments that are exposed to significant noise levels from freeway and arterial roadway traffic. The City shall make every effort to inform developers, businesses, and residents of noise control measures. Noise studies must be performed for new noise sensitive projects that are located near arterial roadways and freeways.

CITY OF BELL MUNICIPAL CODE

Chapter 8.28 of the BMC is intended to control unnecessary, excessive, and annoying noise in the city. According to BMC Section 8.28.020, it is unlawful for any person to make, cause or permit any loud or unusual noise to emanate from any activity taking place on real property owned or occupied by such person, which has the effect of disturbing the peace and quiet of the neighborhood, or which directly causes an unreasonable interference with the use, enjoyment and/or possession of any real property owned or occupied by any other person. Furthermore, according to BMC Section 9.28.040:

- No person shall play, use, or operate or permit to be played, used, or operated any radio, receiving set, television set, musical instrument, phonograph, jukebox or other machine or device for producing or reproducing sound in a manner which disturbs the peace and quiet of any residentially zoned neighborhood.
- No person shall play, use, operate or permit to be played, used or operated any radio, receiving set, television set, musical instrument, phonograph, jukebox or other machine or device for producing or reproducing sound between the hours of 10 p.m. and 7 a.m. on property located in any residential zone and when clearly the same is audible at a distance of 50 feet or more from the building, structure, property or vehicle where the sound is produced.

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

Construction Noise Impacts

Construction of the project would be the primary source of temporary noise associated with the project. Construction noise impacts were estimated using the FHWA's Roadway Construction Noise Model (RCNM) (2006). RCNM predicts construction noise levels for a variety of construction operations based on empirical data and the application of acoustical propagation formulas. Using RCNM, construction noise levels were estimated at potential noise-sensitive receivers near the

project site. RCNM provides reference noise levels for standard construction equipment, with an attenuation of 6 dBA per doubling of distance.

Construction equipment operates in two modes: stationary and mobile. As a rule, stationary equipment operates in a specific location for one or more days at a time, with either fixed-power operation (e.g., pumps, generators, and compressors) or variable-power operation (e.g., pile drivers, rock drills, and pavement breakers). Mobile equipment moves around the construction site with power applied in cyclic fashion, such as bulldozers, graders, and loaders (FTA 2018). Noise impacts from stationary equipment are assessed from the center of the equipment, while noise impacts from mobile construction equipment are assessed from the center of the equipment activity area (e.g., construction site).

Variation in power imposes additional complexity in characterizing the noise source level from construction equipment. Power variation is accounted for by describing the noise at a reference distance from the equipment operating at full power and adjusting it based on the duty cycle, or percent of operational time, of the activity to determine the L_{eq} of the operation (FTA 2018).

Each phase of construction has a specific equipment mix, depending on the work to be accomplished during that phase. Each phase also has its own noise characteristics; some would have higher continuous noise levels than others, and some may have discontinuous high-impact noise levels. In typical construction projects, grading activities typically generate the highest noise levels because grading involves the largest equipment and covers the greatest area. Foundation excavation and construction is often the second loudest phase, followed by paving and building construction.

Project construction phases would include site preparation, grading, building construction, architectural coating, and paving of the project site. It is assumed that diesel engines would power all construction equipment. As discussed in Section 3, *Air Quality*, specific construction equipment for each phase is not known at this stage of planning and, therefore, construction equipment defaults assumed by CalEEMod for the project were maintained for this analysis. The project is not anticipated to require pile driving or rock breaking. Construction noise was modeled in RCNM based on the conservative assumption that the building construction, paving, and architectural coating phases could overlap and equipment would be operating simultaneously.

Using RCNM, noise was modeled at the property line of the nearest noise-sensitive receivers from the center of on-site construction activity since equipment would be operating at various locations throughout the site. Sensitive receivers nearest to the project site include the Honorable Judge Harry Pregerson Community Building and Bell Oasis Apartments I to the west and Bay E to the northwest, which is occasionally used to shelter homeless adults. Construction equipment would be continuously moving across the site, coming near and then moving further away from individual receivers. Due to the dynamic nature of construction, noise levels are calculated from the average center of on-site construction activity. Therefore, building construction noise was modeled at 150 feet for the Honorable Judge Harry Pregerson Community Building and Bell Oasis Apartments I adjacent to the site to the west and construction noise was modeled at 215 for Bay E to the northwest. RCNM calculations for all phases are included in Appendix H and are shown in Table 15.

Table 15 Construction Noise Levels at Receivers

Construction Equipment[1]	Approximate L_{eq}, dBA	
	Bell Oasis Apartments I 150 Feet	Building 1 Bay E Shelter 215 Feet
Crane, Forklift, Generator Set, Tractor, Welders (3), Cement and Mortar Mixer, Paver, Paving Equipment, Roller, Backhoe, Air Compressor	79	76

[1] Equipment list based on CalEEMod assumption that building construction, paving, and architectural coating phases could overlap.

See Appendix H for RCNM results.

The City does not have specific standards or limits related to construction noise. However, based on FTA's *Transit and Noise Vibration Impact Assessment Manual* (FTA 2018), the daytime noise threshold for noise-sensitive residential uses is 80 dBA L_{eq} for an eight-hour period. As shown in Table 15, noise levels during the loudest phase of project construction were calculated at approximately 79dBA L_{eq} (eight-hour) at the Honorable Judge Harry Pregerson Community Building and Bell Oasis Apartments I to the west, and at approximately 76 dBA L_{eq} (eight-hour) at Bay E of Building 1 to the northwest. Therefore, construction noise levels would not exceed the FTA daytime noise criterion of 80 dBA L_{eq}. Furthermore, construction is anticipated to occur between 8 a.m. and 6 p.m. Monday through Friday, with occasional Saturdays, and would not occur during noise-sensitive nighttime hours. As such, construction noise levels would not exceed the nighttime noise criterion of 70 BA L_{eq} (FTA 2018). Therefore, construction noise impacts would be less than significant.

Operational Noise Impacts

The primary on-site noise sources associated with operation of the proposed project, and those discussed in this analysis, would include noise from delivery trucks and trash hauling trucks; persons occupying outdoor areas such as conversation; and heating, ventilation, and air conditioning (HVAC) units.

The project would require periodic delivery and trash hauling services. However, noise associated with delivery and trash-hauling trucks would be an intermittent noise source and are already a common occurrence in the project area due to existing residential and commercial uses that make up the developed urban area. Therefore, such services associated with the project would not result in a substantial permanent increase in ambient noise levels without the project and noise impacts would be less than significant.

The Project would generate noise from conversations, music, projection, or other sound-generating equipment. However, these noise-generating activities would be similar to those of the existing Bell Oasis Apartments I and would result in a negligible change to existing noise levels. Noise from conversation would be an intermittent and temporary noise source, which would typically be limited to the daytime, outside of noise-sensitive hours of sleep.

Specific planning data for project HVAC systems are not available at this stage of project design; however, for a reasonable analysis, a typical to larger-sized residential condenser was used to determine project HVAC noise. The unit used for this analysis is a Carrier 38HDR060 split system condenser. Manufacturer specifications are included in Appendix H. The manufacturer's noise data lists the unit as having a sound power level of 72 dBA, which would produce 57 dBA at seven feet. The location and placement of rooftop HVAC units was based on project plans for the roof level of the proposed project. The nearest noise-sensitive receivers, the Bell Oasis Apartments I would be

located approximately 155 feet from the nearest rooftop-mounted HVAC equipment based on the approximate 15-foot roof-level height of the proposed lobby. Because noise from HVAC equipment would attenuate at a rate of approximately 6 dBA per doubling of distance from the source, rooftop-mounted equipment would generate noise levels in the range of 30 dBA L_{eq} at 155 feet, which is below the measurement ambient noise level adjacent to the Bell Oasis Apartments I (i.e., 58 dBA L_{eq}). Therefore, operational noise impacts associated with HVAC equipment would be less than significant.

Traffic Noise Impacts

In addition to producing on-site sources of noise, the project would generate vehicle trips, thereby increasing traffic noise on nearby roadways. Traffic noise (i.e., roadway noise) associated with project development would result in a significant impact if it would cause the ambient noise level measured at the property line of affected uses to increase by 3 dBA, which would result in a barely perceptible increase in traffic noise.

According to the City's General Plan Mobility and Circulation Element, K Street is characterized as a local street with an ADT of 2,000 or less (City of Bell 2018). As discussed in Section 17, *Transportation*, the project would not a generate daily vehicle trips in the same magnitude as a typical multi-family residential development based on observations and assessments that indicate that few project residents would own vehicles. It is also anticipated staffing and visitors would be minimal. Based on a daily trip rate of 1.46 trips per resident (see Section 17, *Transportation*), the project would generate approximately 89 daily trips. Therefore, the project would not add significant traffic to the project area thereby not resulting in a substantial increase in traffic noise. Noise impacts associated with off-site traffic generated by the proposed project would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

The operation of the project would not include any substantial vibration sources, such as heavy equipment operations. Construction activities would, however, have the greatest potential to generate groundborne vibration affecting nearby receivers and structures, especially during grading of the project site. A quantitative assessment of potential vibration impacts from construction activities has been conducted using the methodology and vibration levels provided by Caltrans (Caltrans 2020). The greatest vibratory sources during construction would be from the operation of jackhammers, bulldozers, and loaded trucks.

The operation of the project would not include any substantial vibration sources, such as heavy equipment operations. Construction activities would, however, have the greatest potential to generate groundborne vibration affecting nearby structures. A quantitative assessment of potential vibration impacts from construction activities was conducted using the methodology and vibration levels provided by Caltrans (Caltrans 2020). The greatest vibratory sources during construction would be from the operation of jackhammers, bulldozers, and loaded trucks. Table 16 shows typical vibration levels for various pieces of construction equipment used in the assessment of construction vibration.

Table 16 Typical Vibration Levels during Construction Activities

Equipment	in./sec. PPV at 25 feet
Large bulldozer	0.089
Loaded trucks	0.076
Jack Hammer	0.035
Small bulldozer	0.003

Source: FTA 2018

Because groundborne vibration could cause physical damage to structures and is measured in an instantaneous period, vibration impacts were modeled based on the distance from the location of vibration-intensive construction activities, conservatively assumed to be at edge of the project site, to the edge of nearby off-site structures. Therefore, the groundborne vibration analysis differs from the construction noise analysis in that modeled distances for vibration impacts are those distances between the edge of a project site to nearest off-site structures (regardless of sensitivity) whereas modeled distances for construction noise impacts are those distances between the center of on-site construction activity and the property line of the nearest off-site sensitive receivers. Based on the distance of the nearest structures to the project site, equipment was modeled at 75 feet for the industrial buildings to the north, 65 feet for the industrial buildings to the south, and 30 feet for the Honorable Judge Harry Pregerson Community Building to the west accounting for the location of the fire access lane between the proposed project and Community Building.

Construction activities known to generate excessive ground-borne vibration, such as pile driving, would not be required as part of project construction. The greatest anticipated source of vibration during general project construction activities would be from a dozer (large bulldozer used as proxy), which would be used during grading activities. At the closest sensitive receiver (i.e., the Honorable Judge Harry Pregerson Community Building), the vibration from a dozer would be 0.07 in./sec. PPV at 30 feet. Vibration calculations are included in Appendix H.

Therefore, construction-related vibration would be lower than what is considered a distinctly perceptible impact for humans of 0.24 in./sec. PPV and the structural damage impact to residential structures of 0.5 in./sec. PPV (for an estimate for potential damage to the Honorable Judge Harry Pregerson Community Building). Since other buildings are located at a further distance, construction-related vibration impacts would also be less than significant due to attenuation of vibration levels from the source. Furthermore, as a residential development, the project does not include substantial vibration sources associated with operation. Therefore, operational vibration impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

No public airports or private airstrips are located within two miles of the project site. The closest airport to the proposed project is the San Gabriel Valley Airport, located approximately 10.2 miles to the northeast. Furthermore, the project is not within the San Gabriel Valley Airport Influence area (Los Angeles County 2015). Therefore, the project would result in no impact.

NO IMPACT

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14 Population and Housing

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

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

The project would involve construction of a three-story, 39,690-square-foot apartment building consisting of 57 studio units for homeless individuals and a two-bedroom staff unit, for a total of 58 apartment units. It is anticipated that one person would occupy each studio unit. Assuming that the two-bedroom unit would be occupied by up to four people, the project would therefore accommodate approximately 61 persons. The project includes a Zone Change from CM to C-3R with a conditional use permit to allow for housing in the C-3R zone; however, the project would not result in unplanned population growth in the project area. In August 2007, the federal government donated about 25 acres of property in Bell to The Salvation Army with a restriction that the property be used solely to serve the homeless, a mandate consistent with The Salvation Army's mission. Uses surrounding the project site include the donated property which has been developed over years to make up the campus that exists today. Therefore, the project would result in new residential units for homeless individuals consistent with the intended use of the site.

According to the California Department of Finance (DOF), the current population of Bell is approximately 33,624 persons. SCAG's demographic forecasts contained in the 2020-2045 RTP/SCS estimate that the city's population would increase to 37,100 persons by 2045, or an increase of 3,476 persons from the current population (SCAG 2020). As such, the proposed project's population of 61 persons would constitute approximately 1.8 percent of the overall population increase. Therefore, impacts associated with population growth would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

The project would involve construction of a three-story, 39,690-square-footapartment building consisting of 57 studio units for homeless individuals and a two-bedroom staff unit, for a total of 58 apartment units. The project site is currently vacant and undeveloped and would not displace existing people or housing.

On December 12, 2022, City of Los Angeles Mayor Karen Bass declared a state of emergency on homelessness and activated the city's Emergency Operations Center. Although this declaration specifically recognizes the severity of Los Angeles' crisis, a comparable situation is experienced by cities throughout Los Angeles County and the larger region (City of Los Angeles 2022). As such, the proposed project supports the increasing need for housing homeless individuals in the region. The proposed project would not necessitate the relocation of any persons or housing, but rather would house homeless individuals seeking housing. No impact would occur.

NO IMPACT

15 Public Services

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

a.1. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

The City of Bell contracts with the LACFD for fire protection and emergency services. Fire Station No. 27, located at 6031 Rickenbacker Road approximately 0.7 mile to the northeast of the project site, would serve the project. However, the proposed project is not located in or near state responsibility areas (SRA) or lands classified as very high fire hazard severity zones (VHFSZ) (CAL FIRE 2022).

As discussed in Section 9, *Hazards and Hazardous Materials*, construction activities have the potential to temporarily impact traffic and vehicle speeds on K Street. However, these impacts would be temporary and access to K Street would not be blocked by project construction such that service ratios or response times would be compromised. In addition, as discussed in Section 14, *Population and Housing*, the proposed project would not substantially increase the population of Bell. Therefore, the project would not substantially increase the service population of the LACFD such that it would generate the need for new or physically altered fire protection facilities.

The project would also comply with the latest 2022 California Building Standards Code (CCR, Title 24, Parts 1 through 12), including the California Building Code (CCR, Title 24, Part 2) and California

Fire Code (CCR, Title 24, Part 9), which establish provisions for fire safety related to construction, maintenance, and design of buildings and land uses. The project would be required to incorporate safety and security features, including fire sprinklers, alarm systems, and adequate access for emergency vehicles. Compliance with these requirements would lessen the demand for fire protection services at the project site, as compliance can prevent fires from spreading and would help facilitate early responses and access to the site of the fire. Therefore, the proposed project would not require new or altered fire protection facilities, and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.2. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

Police protection and law enforcement services are provided by the City of Bell Police Department, located approximately 1.4 miles to the southwest of the project site. According to the City's General Plan, the Department's authorized strength is 31 officers. Based on a population of 33,624, as discussed in Section 14, *Population and Housing*, this translates into a per capita ratio of 0.92 officers per 1,000 residents. The addition of the 61 residents associated with the project does not alter the per capita ratio of 0.92 officers per 1,000 residents. Therefore, the project would not substantially increase the service demand of the Bell Police Department such that it would generate the need for new or physically altered police protection facilities.

The proposed project would also have a comprehensive system of cameras and security lighting throughout the project site. The project would also implement Crime Prevention through Environmental Design (CPTED) standards where possible. CPTED standards assist with the design and placement of buildings and open space to enhance supervision and visibility, which in turn alters offender behavior and discourages crime. Among these features are wrought iron security fences, well-lit walkways, gathering areas, and security cameras. With these standards, as such, the project would not require new or altered police protection facilities, and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.3. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered schools, or the need for new or physically altered schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

The Los Angeles Unified School District (LAUSD) serves the City of Bell. The nearest school to the site is the Richard N. Slawson Southeast Occupational Center located approximately 0.13 mile northwest of the site. However, the project would house homeless adults and would not contribute to school enrollment in the city. Furthermore, as stated in Government Code Section 65996 (SB 50), payment of school impact fees is deemed to constitute full and complete mitigation for potential impacts to schools caused by development. Therefore, with the payment of the required development fees, impacts related to the need for new school facilities as a result of implementing the proposed project would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.4. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered parks, or the need for new or physically altered parks, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

The proposed project would entail the construction of a 58-unit apartment building for homeless individuals. The project would include open decks and a multipurpose room on the first floor for a total of 2,391 square feet of open space. In addition, the project would include a 368-square-foot on-site fitness room on the second floor.

According to the City's General Plan, the City of Bell Department of Parks and Recreation maintains and operates nine parks totaling 14.5 acres, whereas between 2.5-acres and five acres of parkland for every 1,000 persons is considered to be optimal (City of Bell 2018). Based on a population of 33,624, as discussed in Section 14, *Population and Housing*, this translates into a parkland ratio of 0.43 acre of parkland per 1,000 residents. The addition of the 61 residents associated with the project does not alter the parkland ratio. Therefore, the project would not substantially increase the service demand parks such that it would generate the need for new or physically altered parks.

In addition, the City of Bell partners with the Los Angeles County Regional Park and Open Space District (RPOSD for implementing and administering the Los Angeles County Safe, Clean Neighborhood Parks and Beaches Measure 2016, also known as Measure A. Measure A authorizes dedicated local funding for parks, recreation, and open space for projects and their maintenance though an annual special tax on all taxable real property in the County. Measure A makes funding available to eligible recipients for projects to repair and upgrade parks and recreational facilities (City of Bell 2022). The proposed project would be subject to the City of Bell development fees for parkland.

With payment of development and given that the proposed project is not expected to substantially increase the population of Bell or alter the existing parkland ratio, impacts associated with the provision of new or physically altered parks, or the need for new or physically altered parks, would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.5. Would the project result in substantial adverse physical impacts associated with the provision of other new or physically altered public facilities, or the need for other new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

Physical impacts to public services are usually associated with population growth, which increases the demand for public services and facilities, including libraries. The Bell Library is located at 4411 Gage Avenue, approximately 1.4 miles to the southwest of the project site. As discussed in Section 14, *Population and Housing*, the project could add approximately 61 new residents to the city, which would result in an incremental increase in demand for local public libraries. Furthermore, the proposed project would include an on-site library, which would reduce the need for the use of off-site public libraries. Therefore, the project would not substantially affect existing governmental facilities or require the need for new or altered library facilities. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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16 Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	■	☐
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	■	☐

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

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?

The project's inclusion of open space and recreation facilities would reduce the need for project residents to use the City's existing recreation facilities. Nonetheless, project residents would have access to existing parks and other recreational facilities. According to the City's General Plan, the City of Bell Department of Parks and Recreation maintains and operates nine parks totaling 14.5 acres, whereas between 2.5-acres and five acres of parkland for every 1,000 persons is considered to be optimal (City of Bell 2018). Based on a population of 33,624, as discussed in Section 14, *Population and Housing*, this translates into a parkland ratio of 0.43 acre of parkland per 1,000 residents. The addition of the 61 residents associated with the project does not alter the parkland ratio. Therefore, the project would not substantially increase the service demand of parks or other recreational facilities such that physical deterioration of facilities would occur or construction or expansion of recreational facilities would be required. As discussed in Section 15, *Public Services*, the proposed project would be subject to the City of Bell development fees for parkland. Impacts to existing neighborhood and regional parks or other recreational facilities would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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17 Transportation

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

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

Access to the project site during construction and operation would be provided via K Street, which is a two-lane road. Construction traffic would be temporary and limited to the duration of the construction schedule. Furthermore, construction of the project would include "straightening" K Street so that it continues in a straight path east to west, parallel to the existing Bell Oasis Apartments I and northern boundary of the proposed project. At operation of the project would generate vehicle traffic on the local roadway system; however, the project involves permanent supportive housing and would not generate vehicle traffic to the same extent as a typical multi-family residential use. Other than one manager's unit, all apartments would be studio apartments that would provide permanent supportive housing for the very low-income (32 units) and extremely low-income (25 units) homeless population. Therefore, acknowledging that the income levels of future residents would be such that few would own vehicles, the project would not generate substantial vehicle traffic.

Trip Generation

Although it is anticipated few project residents would own vehicles, the project's daily trip generation was conservatively estimated using the Affordable Housing LUC (223) from the ITE Trip Generation Manual 11th Edition. As discussed in Section 14, *Population and Housing*, it is anticipated that that one person would occupy each studio unit. Assuming that the two-bedroom unit would be occupied by up to four people, the project would therefore accommodate approximately 61 persons. Based on a daily trip rate of 1.46 trips per resident under LUC 223, the project would

generate approximately 89 daily trips. This trip rate is comparable to the daily rate of 1.50 used by City of Los Angeles for a permanent supportive housing project outside of a Transit Priority Area.

Similar to the Bell Oasis Apartments I, it is also anticipated staffing and visitors would be minimal under the proposed project. Therefore, based on the assumption that few project residents would own vehicles, the project would not add significant traffic to the project area. Furthermore, the proposed project would be within walking and biking distance of existing public transit options, consisting of bus stops for Metro Line 108 along Slauson Avenue and Metro Line 258 and Commerce Orange Line along Eastern Avenue. Therefore, the proposed project would not have the potential to conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

In December 2018, the California Natural Resources Agency certified and adopted the updated CEQA Guidelines package. The amended CEQA Guidelines, specifically Section 15064.3, generally require the use of VMT as the primary metric for the evaluation of transportation impacts associated with land use and transportation projects. In general terms, VMT quantifies the amount and distance of automobile travel attributable to a project or region. All agencies and projects statewide are required to utilize the updated CEQA Guidelines for evaluating transportation impacts as of July 1, 2020.

However, the proposed project is 100 percent affordable housing and is presumed to have a less than significant impact on VMT per the Governor's Office of Planning and Research Technical Advisory (OPR 2018). Therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

The proposed project would be developed on a vacant lot with street parking provided along K Street. The proposed use would be similar to the existing adjacent Bell Oasis Apartments I in scale and architectural design and would not introduce an incompatible or hazardous use to the project area. The project site would continue to be accessible for residents and visitors via K Street. Pedestrians would be able to safely access the project site via the existing outlined walkways along K Street and the proposed sidewalk at the project frontage, which would connect to the existing walkway network surrounding the site. Figure 5 and Figure 10 collectively show the proposed concrete sidewalk along the northern boundary of the site that connects to the existing concrete sidewalk at the Bell Oasis Apartments I northern frontage to the west and the painted pedestrian walk along K Street to the east. The painted pedestrian walk further connects to the painted crosswalk at Mansfield Way, where pedestrians have access to a concrete sidewalk along Mansfield Way connecting to Eastern Avenue. Construction of the project would also "straighten" K Street so that it continues in a straight path east to west, parallel to the existing Bell Oasis Apartments I and northern boundary of the proposed project. Therefore, the project would not include development of new roads, sharp curves, or intersections. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project result in inadequate emergency access?

During construction, temporary and occasional lane closures may be required, however two-way traffic would still be maintained at construction entry points. Implementation of the project would not create new obstructions to emergency access in the project area. In addition, the project would not result in inadequate emergency access because it would be subject to LACFD review of site plans, site construction, and the actual structures prior to occupancy to ensure that required fire protection safety features, including building sprinklers and emergency access, are implemented. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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18 Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code Section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	☐	■	☐	☐
b. 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 I of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision I of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	■	☐	☐

AB 52 establishes that "A project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment" (PRC Section 21084.2). It further states that the lead agency shall establish measures to avoid impacts that would alter the significant characteristics of a tribal cultural resource, when feasible (PRC Section 21084.3).

PRC Section 21074 (a)(1)(A) and (B) defines tribal cultural resources as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" that are either:

1. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC Section 5020.1(k), or

2. 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 I of PRC Section 5024.1. In applying these criteria, the lead agency shall consider the significance of the resource to a California Native American tribe.

AB 52 also establishes a formal consultation process for California tribes regarding those resources. The consultation process must be completed before a CEQA document can be certified. Under AB 52, lead agencies are required to "begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project." Native American tribes to be included in the process are those that have requested notice of projects proposed within the jurisdiction of the lead agency.

Rincon contacted the NAHC on June 6, 2022, to request a search of the SLF, as well as a contact list of Native American tribes with traditional and cultural affiliation with the geographic area in which the project is located. On July 5, 2022, the NAHC responded to the request stating that the SLF search was negative (indicating no known cultural resources were present in the project site), and with a consultation list of seven tribes and nine tribal contacts. Based on this list, and per PRC Section 21080.3.1, the City sent out consultation letters on August 8, 2022 to the nine individuals listed below to request information on potential tribal cultural resources in the project site vicinity that may be impacted by the proposed project's development.

- Gabrieleño Band of Mission Indians – Kizh Nation: Andrew Salas, Chairperson
- Gabrieleño/Tongva San Gabriel Band of Mission Indians: Anthony Morales, Chairperson
- Gabrielino /Tongva Nation: Sandonne Goad, Chairperson
- Gabrielino Tongva Indians of California Tribal Council: Christina Conley, Tribal Consultant and Administrator; Robert Dorame, Chairperson
- Gabrielino-Tongva Tribe: Charles Alvarez
- Santa Rosa Band of Cahuilla Indians: Lovina Redner, Tribal Chair
- Soboba Band of Luiseno Indians: Isaiah Vivanco, Chairperson; Joseph Ontiveros Cultural Resource Department

On August 8, 2022, Christina Conley, Tribal Consultant and Administrator of the Gabrielino Tongva Indians of California responded via email requesting additional information about the cultural resources survey for the project. On March 15, 2023, the City followed up with the Gabrielino Tongva Indians of California and provided the Cultural Resources Assessment Report prepared by Rincon in August 2022 (Appendix C). On March 20, 2023, the Gabrielino Tongva Indians of California responded expressing concerns due to the project's location adjacent to the Los Angeles River and requesting to be present during all ground disturbances associated with project construction, which was taken into consideration as part of the mitigation measures included in this section.

On August 9, 2022, Andrew Salas, Chairperson of the Gabrieleño Band of Mission Indians-Kizh Nation (Kizh Nation) responded via email and requested to consult with the City on the project. The City held a consultation meeting with Kizh Nation on February 9, 2023. The Kizh Nation submitted an excerpt from "The First Angelinos" and a map to the City for review ahead of a consultation meeting. City Staff met with Chairperson Andrew Salas and Matt Teutimez, also representing the Kizh Nation, to discuss the project. During the meeting, the Kizh Nation requested additional data regarding the project be sent to them, including the extent/depth of ground disturbance, the Cultural Resources Assessment, and any other geotechnical or site assessment reports associated with the project. The City provided the requested information to Kizh Nation on February 27, 2023.

On March 3, 2023, based on the information provided, the Kizh Nation provided the City with their recommended language for mitigation of the project's potential impacts to tribal cultural resources.

As consultation with the Gabrielino Tongva Indians of California was ongoing at this time, on April 5, 2023, the City provided revised mitigation language to both the Kizh Nation and Gabrielino Tongva Indians of California~~, identified in this section of the IS-MND as mitigation measures TCR-1 through TCR-4~~, for their respective review and concurrence. On April 5, 2023, the Gabrielino Tongva Indians of California responded with some suggested revisions to the mitigation language. On April 6, 2023, the City sent the revised mitigation language to both the Kizh Nation and the Gabrielino Tongva Indians of California for another round of review. On April 7, 2023, the Gabrielino Tongva Indians of California accepted the mitigation language via email and consultation under AB 52 was concluded with agreement pursuant to PRC Section 21080.3.2(b)(1). On April 14, 2023, the Kizh Nation responded requesting another meeting to discuss the mitigation language. ~~Consultation with the Kizh Nation is still ongoing at the time of this writing but will be concluded prior to certification of the IS-MND.~~ On May 11, 2023, the City met with the Kizh Nation to discuss the mitigation language once again. During this meeting, the Kizh Nation requested that their original recommended language be included as mitigation for potential impacts to tribal cultural resources. On May 12, 2023, the City circulated the Draft IS-MND for a 30-day public review and comment period while consultation with the Kizh Nation remained ongoing. Following the meeting with the Kizh Nation, the City coordinated with Rincon to revise the mitigation measure language to distinguish action items with both the Gabrielino Tongva Indians of California and the Kizh Nation as consulting tribes and accommodate simultaneous monitoring by both tribes during ground-disturbing activities associated with project construction. As shown in this section, this resulted in revisions and expansions to Mitigation Measure TCR-2 into TCR-2a through TCR-2d as well as the addition of Mitigation Measure TCR-5. Due to this revised language, the City reopened consultation with the Gabrielino Tongva Indians of California and provided both tribes with the revised mitigation language on August 31, 2023 for another round of review. On August 31, 2023, the Gabrielino Tongva Indians of California accepted the mitigation language via email and on September 13, 2023, consultation under AB 52 was concluded with the Gabrielino Tongva Indians of California with agreement pursuant to PRC Section 21080.3.2(b)(1). On August 31, 2023 the Kizh Nation responded stating that they disagree with the revised mitigation language and on September 13, 2023, consultation under AB 52 was concluded with the Kizh Nation without agreement pursuant to PRC Section 21080.3.2(b)(2).

A. Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?

b. Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision I of Public Resources Code Section 5024.1?

AB 52 consultation conducted for the project did not result in the identification of Tribal Cultural Resources (TCRs) within the project site as specified in PRC Section 21074 (a)(1)(A) and (B). Despite the disturbances of the project site that may have displaced or buried TCRs (or archaeological resources relating to TCRs) on the surface, such intact resources may exist at depth given the proven pre-contact era Tribal residence in the region and the favorable natural conditions that would have attracted pre-contact era people to the area. In the event such previously unknown TCRs are found,

significant effects may occur if the resource is disturbed, destroyed, or otherwise improperly treated. As such, mitigation measures TCR-1 through ~~TCR-4~~TCR-5 would require retention of a Native American monitor prior to the start of ground-disturbing activities, preparation of daily monitoring logs during ground-disturbing activities, and specific procedures in the event such TCRs are uncovered during construction. Implementation of mitigation measure TCR-1 through ~~TCR-4~~TCR-5 would reduce potential impacts to tribal cultural resources to a less than significant level.

Mitigation Measures

TCR-1 Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities

The project applicant shall retain Native American monitors from both the Gabrieleño Band of Mission Indians – Kizh Nation and the Gabrielino Tongva Indians of California to monitor ground disturbing activities on a rotating basis during project implementation. The project applicant will be responsible for establishing the Native American monitoring contracts and conveying project information such as location and schedule. The monitors shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project). "Ground disturbing activity" includes, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.

A copy of the executed monitoring contracts shall be submitted to the City of Bell prior to the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.

~~*TCR-2 Native American Monitoring of Ground-Disturbing Activities*~~

~~The Native American monitors retained under Mitigation Measure TCR-1 shall complete daily monitoring logs that shall provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitoring logs shall identify and describe any discovered Tribal Cultural Resources, including, but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., as well as any discovered Native American (ancestral) human remains and burial-associated items. Copies of monitor logs shall be provided to the project applicant and City of Bell within 90 days after the conclusion of monitoring activities.~~

~~On-site tribal monitoring shall conclude when either of the following occurs: (1) written confirmation to both the Kizh Nation and Gabrielino Tongva Indians of California from the City of Bell that all ground-disturbing activities and phases that may involve ground-disturbing activities within the project site are complete; or (2) a determination and written notification by both the Kizh Nation and Gabrielino Tongva Indians of California to the City of Bell that no future, planned construction activity and/or development/construction phase within the project site possesses the potential to impact Tribal Cultural Resources or archaeological resources of Native American origin.~~

~~Upon discovery of any Tribal Cultural Resources, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovery has been fully assessed by the Kizh Nation monitor, Gabrielino Tongva Indians of California monitor, and an archaeologist. The Kizh Nation and Gabrielino Tongva Indians of California shall consult with City on measures to recover and retain all discovered Tribal Cultural~~

~~Resources in the form and manner the Tribes deems appropriate in the Tribes' discretion, and agreed upon through consultation with the City. These measures may include recovering the Tribal materials (excluding human remains) for educational, cultural and/or historic purposes.~~

TCR-2a Native American Monitoring by the Gabrielino Tongva Indians of California Tribal Council

The project applicant shall invite a Native American monitor representing the Gabrielino Tongva Indians of California Tribal Council to monitor during ground-disturbing activities for project construction, including but not limited to site clearing, grubbing, demolition, trenching, and excavation, for the duration of the aforementioned activities or until the City in consultation with the Native American monitor determines monitoring is no longer necessary based on soil conditions and negative findings, whichever occurs first. In the event a mutual agreement cannot be made between the City and the Native American monitor to terminate monitoring services prior to the end of ground-disturbing activities, the Native American monitor shall be given the opportunity to continue monitoring for tribal cultural resources during ground-disturbing activities.

The project applicant shall notify the Gabrielino Tongva Indians of California Tribal Council at least 30 days prior to commencement of ground-disturbing construction activities and request monitoring services. The Tribe must respond to the request for monitoring within 30 days of the notification. The project applicant shall provide the City with a copy of the executed tribal monitoring agreement with the Gabrielino Tongva Indians of California Tribal Council prior to commencement of construction. If no response from the Gabrielino Tongva Indians of California Tribal Council is received within 30 days, project construction can commence without the monitoring services of the Gabrielino Tongva Indians of California Tribal Council for the duration of ground-disturbing construction activities.

On-site tribal monitoring shall conclude when either of the following occurs: (1) written confirmation to the Gabrielino Tongva Indians of California from the City of Bell that all ground-disturbing activities and phases that may involve ground-disturbing activities within the project site are complete; or (2) a determination and written notification by Gabrielino Tongva Indians of California to the City of Bell that no future, planned construction activity and/or development/construction phase within the project site possesses the potential to impact Tribal Cultural Resources or archaeological resources of Native American origin.

The Native American monitor shall prepare daily monitoring logs that provide the location, type and description of the ground-disturbing construction activities performed, soil types, and cultural materials, if discovered. The daily monitoring logs shall describe Native American artifacts, remains, and places of significance, as well as any Native American human remains or burial goods, if identified. The Native American monitor shall submit weekly updates to the City. Upon completion of monitoring activities, the Native American monitor shall prepare and submit a summary statement to the City.

TCR-2b Consultation with the Gabrielino Tongva Indians of California Tribal Council in the Event of Inadvertent Discovery of Tribal Cultural Resources

In the event that Tribal Cultural Resources of Native American origin are identified during construction, work within a 50-foot radius of the find shall be halted and redirected. The City shall initiate Native American consultation procedures with the Gabrielino Tongva Indians of California Tribal Council. If the City, in consultation with the Native American monitor representing the Gabrielino Tongva Indians of California Tribal Council, determines that the resource is a Tribal Cultural Resource and thus significant under CEQA, a mitigation plan shall be prepared and implemented in accordance with CEQA and in consultation with the Gabrielino Tongva Indians of California Tribal Council. The mitigation plan may include, but would not be limited to, avoidance of the identified Tribal Cultural Resource, capping in place, excavation and removal of the resource, interpretive displays, sensitive area signage, and/or other mutually agreed upon measures. The mitigation plan shall be prepared within 30 days of discovery of the find(s) and approved by the City of Bell. This measure does not apply to the finding of human remains which must comply with California Health and Safety Code 7050.5.

TCR-2c Native American Monitoring by the Gabrieleño Band of Mission Indians – Kizh Nation

The project applicant shall invite a Native American monitor representing the Gabrieleño Band of Mission Indians – Kizh Nation to monitor during ground-disturbing activities for project construction, including but not limited to site clearing, grubbing, demolition, trenching, and excavation, for the duration of the aforementioned activities or until the City in consultation with the Native American monitor determines monitoring is no longer necessary based on soil conditions and negative findings, whichever occurs first. In the event a mutual agreement cannot be made between the City and the Native American monitor to terminate monitoring services prior to the end of ground-disturbing activities, the Native American monitor shall be given the opportunity to continue monitoring for Tribal Cultural Resources during ground-disturbing activities.

The project applicant shall notify the Gabrieleño Band of Mission Indians – Kizh Nation at least 30 days prior to commencement of ground-disturbing construction activities and request monitoring services. The Tribe must respond to the request for monitoring within 30 days of the notification. The project applicant shall provide the City with a copy of the executed tribal monitoring agreement with the Gabrielino Band of Mission Indians – Kizh Nation prior to commencement of construction. If no response from the Gabrieleño Band of Mission Indians – Kizh Nation is received within 30 days, project construction can commence without the monitoring services of the Gabrieleño Band of Mission Indians – Kizh Nation for the duration of ground-disturbing construction activities.

On-site tribal monitoring shall conclude when either of the following occurs: (1) written confirmation to the Gabrieleño Band of Mission Indians – Kizh Nation from the City of Bell that all ground-disturbing activities and phases that may involve ground-disturbing activities within the project site are complete; or (2) a determination and written notification by Gabrieleño Band of Mission Indians – Kizh Nation to the City of Bell that no future, planned construction activity and/or development/construction phase within the project site possesses the potential to impact Tribal Cultural Resources or archaeological resources of Native American origin.

The Native American monitor shall prepare daily monitoring logs that provide the location, type and description of the ground-disturbing construction activities performed, soil types, and cultural materials, if discovered. The daily monitoring logs shall describe Native American artifacts, remains, and places of significance, as well as any Native American human remains or burial goods, if identified. The Native American monitor shall submit weekly updates to the City. Upon completion of monitoring activities, the Native American monitor shall prepare and submit a summary statement to the City.

TCR-2d Consultation with the Gabrieleño Band of Mission Indians – Kizh Nation in the Event of Inadvertent Discovery of Tribal Cultural Resources

In the event that cultural resources of Native American origin are identified during construction, work within a 50-foot radius of the find shall be halted and redirected. The City shall initiate Native American consultation procedures with the Gabrieleño Band of Mission Indians – Kizh Nation. If the City, in consultation with the Native American monitor representing the Gabrieleño Band of Mission Indians – Kizh Nation, determines that the resource is a tribal cultural resource and thus significant under CEQA, a mitigation plan shall be prepared and implemented in accordance with State guidelines and in consultation with the Gabrieleño Band of Mission Indians – Kizh Nation. The mitigation plan may include, but would not be limited to, avoidance of the Tribal Cultural Resource, capping in place, excavation and removal of the Tribal Cultural Resource, interpretive displays, sensitive area signage, and/or other mutually agreed upon measures. The mitigation plan shall be prepared within 30 days of discovery of the find(s) and approved by the City. This measure does not apply to the finding of human remains which must comply with California Health and Safety Code 7050.5.

TCR-3 Unanticipated Discovery of Human Remains and Associated Funerary Objects

Tribal Native American human remains are defined in California Public Resources Code (PRC) Section 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave items in California PRC Section 5097.98, are also to be treated according to this statute.

If human remains and/or grave items are discovered or recognized on the project site, then all construction activities shall immediately cease. Construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or burial items, if the Native American monitor(s) determines that resuming construction activities at that distance is acceptable and provides the project proponent and the City express consent of that determination, along with other mitigation measures the Native American monitor and/or archaeologist deems appropriate for protection of the discovery.

If the discovery includes human skeletal material, the find shall be immediately reported to the County Coroner pursuant to California Health and Safety Code Section 7050.5. Pursuant to California PRC Section 5097.98, all ground-disturbing activities shall immediately halt in the vicinity (200 feet) of the discovery and shall remain halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American origin or has reason to believe they are Native American, they shall contact the Native American Heritage Commission by telephone within 24 hours.

A Most Likely Descendent (MLD) will be assigned by the NAHC to ensure the ancestor(s) will be treated with dignity and respect and the MLD shall complete their inspection and make recommendations or preferences for treatment within 48 hours (California PRC Section 5097.98).

A certified osteologist will be retained to verify the human remains authenticity and work to help remove the ancestor(s) from the site area with the discretion and advise from the MLD. The Tribal monitor(s) assigned to the project will assist the osteologist and archeological monitors in the recovery process. The MLD will determine where the ancestors will be housed pending a final decision for the reinterment of the ancestor(s).

Human remains and grave and burial items shall be treated alike per California PRC Section 5097.98 (d)(1) and California PRC Section 5097.98 (d)(2).

TCR-4 Procedures for Burials and Associated Funerary Objects

Any soil surrounding burials and any cremation soils shall be treated in the same manner as their associated human remains. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or for the purpose of containing human remains can also be considered as associated funerary objects.

The City and the designated MLD Tribe shall make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials shall be removed. In the event preservation in place is not possible despite good faith efforts by the project applicant and the City, before ground-disturbing activities may resume within the vicinity of the discovery, the City, MLD, and project proponent shall consult and arrange a designated site location within the APE for the respectful reburial of the human remains and/or ceremonial objects. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the MLD, the City, and the project proponent, at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

Recovery of human remains shall be completed by a qualified archaeologist approved by the MLD Tribe. Cremations shall either be removed in bulk or by means as necessary to ensure complete recovery of all associated sacred materials.

Each occurrence of human remains and associated funerary objects shall be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony shall be removed to a secure container on site, if possible. These items should be retained and reburied within six months of recovery.

In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains shall be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours.

The MLD Tribe shall work closely with the project's qualified archaeologist to ensure that the excavation is treated carefully, ethically, and respectfully. If data recovery is approved by the MLD Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery-related forms of documentation shall be approved in advance by the MLD Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the MLD Tribe, the City, and the NAHC.

TCR-5 Tribal Cultural Resource Finds Dispute Resolution

In the event a Tribal Cultural Resource(s) of Native American origin is identified during monitoring, including but not limited to projectile points, chipped stone, groundstone, beads, and shell artifacts, that cannot be directly associated with the Gabrielino Tongva Indians of California Tribal Council or the Gabrieleño Band of Mission Indians – Kizh Nation through analysis, such as deoxyribonucleic acid (DNA) analysis, the City shall request a consultation meeting with the Gabrielino Tongva Indians of California Tribal Council and the Gabrieleño Band of Mission Indians – Kizh Nation to consult on the disposition of the find(s). This measure does not apply to the finding of human remains which must comply with California Health and Safety Code 7050.5. The tribes must respond within 30 days of the consultation request and the meeting shall occur no later than 45 days after the City transmits the request for a consultation meeting. As part of a good faith effort, the City shall reach out to the tribes via telephone up to two times during that 30-day period to attempt to schedule a consultation meeting. If any one tribe does not respond to the City's consultation request within 30 days, the City may consult with the responding tribe as to the disposition of the Tribal Cultural Resource find(s). If both tribes respond to the City's consultation request within 30 days, the City shall consult with both tribes to determine final disposition of the Tribal Cultural Resource find(s) and, if desired by the tribe(s), a reburial ceremony(ies).

Once the consultation effort is complete, the City shall notify the Gabrielino Tongva Indians of California Tribal Council and the Gabrieleño Band of Mission Indians – Kizh Nation in writing as to the final disposition of the Tribal Cultural Resource find(s). The timing and location of any reburial efforts shall be determined by the City based on the construction schedule and availability of a reburial location. Construction activities may continue on site outside the 50-foot radius during the consultation effort and may resume at the location of the find(s) once the find(s) has been secured. In the event a mutual agreement on the treatment of the resource(s) cannot be made between the Gabrielino Tongva Indians of California Tribal Council and the Gabrieleño Band of Mission Indians – Kizh Nation within 30 days of the initial consultation meeting, the City shall rebury the Tribal Cultural Resource find(s) under review on site in a location free from future ground-disturbing construction activities. In the event that neither tribe consults with the City , the City shall rebury the Tribal Cultural Resource find(s) on site in a location free from future ground-disturbing construction activities.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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19 Utilities and Service Systems

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	■	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	■	☐
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provIder's existing commitments?	☐	☐	■	☐
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	■	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	■	☐

a. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

c. Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

The project would require utility work as part of project construction; however, the project would only require new infrastructure to connect the proposed building's utility lines (all underground) to the existing main utility lines. The existing main utility lines (i.e., domestic water, fire water, gas, and

wastewater/sewer) would have adequate capacity to serve the project without the need for new or expanded connections to the main infrastructure to increase capacity. Furthermore, underground electric/cable infrastructure would run from the project transformer and connect to existing SCE power poles along the north side of K Street lines.

Water and Wastewater Treatment

The City of Bell owns the City's sewer infrastructure, which consists of 37 miles of gravity sewer main with 8,611 lateral connections. Sewage generated by the City is managed by the Los Angeles County Sanitation District (LACSD) (City of Bell 2018). Wastewater collected by the LACSD is conveyed to the Joint Water Pollution Control Plant located at 24501 Figueroa Street in Carson. This treatment plant provides primary and secondary treatment for approximately 280 million gallons per day (mgd) and has a total permitted capacity of 400 mgd. Thus, a remaining capacity of 120 mgd is available for future development in the region.

According to CalEEMod outputs (Appendix B), the project water demand would be approximately 2.2 million gallons of water per year. Conservatively assuming total wastewater is equivalent to water demand, the project would produce up to 2.2 million gallons of wastewater per year or less than 0.01 mgd. This would account for approximately 0.005 percent of the remaining capacity. Therefore, the LACSD would have adequate capacity to provide wastewater treatment for the proposed project and the proposed project would not require the construction of new or expanded wastewater treatment facilities. Potential impacts would be less than significant.

Stormwater

The project site would require construction of infrastructure to connect the site to the existing storm drain system operated and maintained by the City. The proposed project would increase impervious surfaces over the project site due to construction of the proposed multifamily building. As discussed in Section 10, *Hydrology and Water Quality,* the City of Bell is a co-permittee in the Los Angeles County MS4 permit, Order No. R4-2012-0175 (NPDES No. CAS004001), as amended. NPDES permit requirements include the implementation of BMPs. Therefore, upon compliance with applicable regulations, potential impacts related to new or expanded stormwater facilities would be less than significant.

Electric Power, Natural Gas, and Telecommunications

The proposed project would not cause substantial population growth (see Section 14, *Population and Housing*), and would not result in wasteful or inefficient use of energy (see Section 6, *Energy*).

According to CalEEMod outputs (Appendix B), estimated natural gas consumption for the project would be approximately 644 MMBtu. Natural gas would be provided by SoCalGas, which provided 226 million MMBtu of natural gas to residential countermine in the year 2021 (CEC 2021). The project's natural gas consumption would represent less than 0.001 percent of natural gas provided by SoCalGas, indicating that there are adequate facilities and supplies in the area to serve the project. Therefore, the project would not require additional natural gas storage/transmission facilities. Likewise, the project site is an infill project served by existing telecommunications facilities within the city and would not require the expansion or construction of new telecommunications infrastructure.

As described in the above analysis, the project would not result in significant environmental impacts due to the construction of new utility facilities and the project would be served by a wastewater treatment plant with adequate capacity. Potential impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

Calwater provides water to the project site (City of Bell 2018). Calwater uses a combination of local groundwater and purchased water from MWD, which is imported from the Colorado River and the State Water Project in northern California (Calwater 2022). Calwater has implemented a Drought Response Program intended to achieve short-term reductions in water use and longer-term changes in water use patterns to help ensure that service areas will have a reliable supply of water for years to come (Calwater 2022b). Measures to ensure reliable supply include potable water use restrictions. Furthermore, according to the Calwater 2020 Urban Water Management Plan (UWMP), Calwater will be able to serve 100 percent of projected demands in normal, single-dry, and multiple-dry years (Calwater 2022b). Potential impacts related to water supply would be less than significant.

LESS THAN SIGNIFICANT IMPACT

d. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

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

Republic Services provides exclusive recycling and waste collection services for residential and commercial accounts for the City of Bell (Republic Services 2022). Solid waste is collected by Republic Services and taken to Republic Services' Sunshine Canyon Landfill in Sylmar for disposal. The landfill accepts mixed municipal, inert, industrial, green materials, and construction/demolition waste. This landfill is operated under Solid Waste Facility Permit 19-AA-2000, issued by California Department of Resources Recycling and Recovery (CalRecycle), which allows the landfill to receive up to 12,100 tons per day of municipal solid waste for disposal. The landfill has a remaining capacity of 77,900,000 cubic yards of waste (CalRecycle 2019).

Construction of the proposed project would generate some solid waste, though waste generation would be minimal as the proposed project does not include demolition of any structures. Any construction debris generated would be removed and disposed of in a timely manner and in accordance with all applicable laws and regulations.

According to the CalEEMod results operation of the proposed project would generate approximately 15 tons of solid waste per year, or 0.04 tons per day (Appendix B). The project's waste generation would represent less than 0.001 percent of the daily permitted waste disposal at the Sunshine Canyon Landfill. Therefore, the project would not generate waste that would exceed the current estimated remaining daily capacity of the landfill. In addition, the proposed project would comply with federal, State, and local statues and regulations related to solid waste and the City's recycling programs for commercial businesses. Therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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20 Wildfire

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

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

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

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

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

The proposed project is not located in or near SRA or lands classified as a VHFSZ (CAL FIRE 2022). The closest VHFSZ is approximately seven miles to the northeast and the closest SRA is approximately 5.4 miles to the northeast (CAL FIRE 2022). The proposed project consists of a 58-unit apartment building for homeless individuals within a developed urban area that is relatively flat. Implementation of the proposed project would not interfere with existing emergency evacuation plans or emergency response plans in the area, would not exacerbate wildfire risk, and would not expose people or structures to downslope or downstream flooding or landslides due to runoff, post-fire slope instability, or drainage changes. In addition, the project would not involve the construction of new roads that could exacerbate wildfire risk or result in temporary or ongoing impacts to the environment. The project would also comply with the latest 2022 California Building Standards Code (CCR, Title 24, Parts 1 through 12), including the California Building Code (CCR, Title 24, Part 2) and California Fire Code (CCR, Title 24, Part 9), which establish provisions for fire safety related to construction, maintenance and design of buildings and land uses. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

21 Mandatory Findings of Significance

	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?	☐	■	☐	☐
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 past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	■	☐
c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	■	☐

a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

As discussed in Section 4, *Biological Resources*, there are no mapped essential habitat connectivity areas in the immediate vicinity of the project site. In addition, regional wildlife movement is restricted given the built-out nature of the project area surroundings, and no native resident or migratory fish or wildlife species, established native resident or migratory wildlife corridors, or native wildlife nursery sites exist on the project site. However, the site currently contains mature trees which may provide nesting habitat for birds. Therefore, Mitigation Measure BIO-1 would be implemented to avoid impacts to protected birds. As discussed in Section 5, *Cultural Resources* the

proposed project would have a less than significant impact to cultural resources and tribal cultural resources with implementation of Mitigation Measures CR-1 and TCR-1 through TCR-5, which require adherence to existing local, State, and federal regulations related to the discovery of any unanticipated archaeological resources and tribal cultural resources during construction activity. Furthermore, as discussed in Section 7, *Geology and Soils*, impacts related to on paleontological resources would be less than significant with implementation of GEO-2, which would require that a Qualified Paleontologist conduct a Worker Environmental Awareness Program prior to the start of construction. The Worker Environmental Awareness Program would instruct construction staff on the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered during ground-disturbing activities. Mitigation Measure GEO-2 also requires additional actions in the event a fossil is discovered, such as establishment of a 50-foot buffer around the find until a Qualified Professional Paleontologist can examine the find.

Therefore, the proposed project would not 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. Impacts would be less than significant with the mitigation identified in this document.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

As concluded in Sections 1 through 20, the project would have no impact, a less than significant impact, or a less than significant impact with mitigation incorporated, with respect to all environmental issues considered in this document. Cumulative impacts of several resource areas have been addressed in the individual resource sections, including Air Quality, Greenhouse Gases, Noise, and Transportation/Traffic (see CEQA Guidelines Section 15064(h)(3)). As discussed in Section 1, *Air Quality*, and Section 7, *Greenhouse Gas Emissions*, the proposed project would result in less than significant impacts associated with air quality and greenhouse gas emissions.

Other resource areas (agricultural and mineral) were determined to have no impact in comparison to existing conditions. Others, such as Section 15, *Public Services*, Section 16, *Recreation*, and Section 19, *Utilities and Service Systems*, were determined to have less than significant impacts. Therefore, the project would not contribute to cumulative impacts related to these issues. Other issues (e.g., geology, hazards, and hazardous materials) are by their nature project specific and impacts at one location do not add to impacts at other locations or create additive impacts. As such, cumulative impacts would be less than significant (not cumulatively considerable).

LESS THAN SIGNIFICANT IMPACT

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

In general, impacts to human beings are associated with air quality, hazards and hazardous materials, and noise impacts. As detailed in analyses for air quality, hazard and hazardous material and noise, the proposed project would not result, either directly or indirectly, in adverse hazards

related to air quality or noise. Compliance with applicable rules and regulations would reduce potential impacts on human beings to a less than significant level.

LESS THAN SIGNIFICANT IMPACT

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