

**INITIAL STUDY
AND
MITIGATED NEGATIVE DECLARATION**

**THE SALVATION ARMY BELL OASIS APARTMENTS
5600 RICKENBACKER ROAD
BELL, CALIFORNIA**



LEAD AGENCY:

**CITY OF BELL
DEPARTMENT OF COMMUNITY DEVELOPMENT
6330 PINE AVENUE
BELL, CALIFORNIA 90201**

REPORT PREPARED BY:

**BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING
16388 EAST COLIMA ROAD, SUITE 206J
HACIENDA HEIGHTS, CALIFORNIA 91745**

APRIL 5, 2016
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TABLE OF CONTENTS

Section	Page
1. Introduction.....	7
1.1 Initial Study’s Scope and Purpose	7
1.2 Initial Study’s Organization	7
1.3 Initial Study Checklist.....	8
2. Project Description	17
2.1 Project Overview	17
2.2 Project Location	17
2.3 Environmental Setting.....	18
2.4 Project Description	26
2.5 Project Objectives	34
2.6 Discretionary Actions.....	35
3. Environmental Analysis	37
3.1 Aesthetics	17
3.2 Agricultural and Forestry Resources.....	17
3.3 Air Quality.....	18
3.4 Biological Resources	26
3.5 Cultural Resources.....	34
3.6 Geology and Soils.....	35
3.7 Greenhouse Gas Emissions	17
3.8 Hazards and Hazardous Materials	17
3.9 Hydrology and Water Quality.....	18
3.10 Land Use and Planning.....	26
3.11 Mineral Resources	34
3.12 Noise.....	35
3.13 Population and Housing	17
3.14 Public Services	17
3.15 Recreation	18
3.16 Transportation and Circulation.....	26
3.17 Utilities.....	34
3.18 Mandatory Findings of Significance.....	35
4. Conclusions.....	109
4.1 Findings.....	109
4.2 Mitigation Monitoring.....	109
5. References	111
5.1 Preparers	111
5.2 References	111
Appendix A – Air Quality Worksheets.....	115

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MITIGATED NEGATIVE DECLARATION

PROJECT NAME: The Salvation Army Bell Oasis Apartments.

APPLICANT: Alen Davtian, Business Contracts Administrator, The Salvation Army Los Angeles Metro, 180 East Ocean Boulevard, Suite #500, Long Beach, California 90802.

ADDRESS: 5600 Rickenbacker Road. Assessor Parcel Number (APN): 6332-002-036.

CITY AND COUNTY: Bell, Los Angeles County.

DESCRIPTION: The City of Bell Community Development Department is reviewing a request to construct a new residential development that will provide permanent housing for homeless persons. The proposed development will consist of two three-story apartment buildings and a one-story community building. The project site is located in the north-eastern portion of the City of Bell east of the Long Beach Freeway (I-710). The project site will be located within the southerly portion of the larger Salvation Army facility that is located at 5600 Rickenbacker Road. The project site occupies a 1.57-acre property in the southern portion of the 5600 Rickenbacker parcel, south of K Street. The Applicant will be seeking a new address assignment for the new residential complex. The key project elements include the following:

- The proposed project will consist of two three-story apartment buildings, referred to as Building A and Building B, and a one-story community building, referred to as Building C. The three structures will have a total floor area of 44,908 square feet. Building A and B will contain 65 residential units and Building C will house administrative offices and community services such as social and medical services.
- Building A, which will be located on the western portion of the project site, will consist of three floors and will have a floor area of 22,141 square feet. Building B, which will be located on the center portion of the project site, will also consist of three floors and will have a floor area of 17,743 square feet. Building A and Building B will have a combined total of 64 studio apartments. The 64 studio apartments will each have a total floor area of 425 square feet. In addition, a two-bedroom apartment with a total floor area of 750 square feet will be provided for the on-site manager. The two apartment buildings will also contain a number of other amenities including a gymnasium and community decks. Finally, Building C will be located in the eastern portion of the project site and will consist of one story, with a floor area of 5,024 square feet. Building C will be a community building which will house the rental office, the manager's office, a multi-purpose room, four offices for counseling and support services, a common laundry area, and a medical clinic for tenants.
- The dedicated parking areas will include 35 parking stalls. The stalls will be located along the northern and western boundaries of the site and will include two ADA parking stalls. Bicycle racks will also be provided.

- Approximately 17,314 square feet will be dedicated for landscaping along all of the project's boundaries and throughout the project site.
- Pedestrian access to the site will be provided a sidewalk connection with the south side of K Street.

FINDINGS:

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

- The approval and subsequent implementation of the proposed project *will not* have the potential to degrade the quality of the environment.
- The approval and subsequent implementation of the proposed project *will not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals.
- The approval and subsequent implementation of the proposed project *will not* have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity.
- The approval and subsequent implementation of the proposed project *will not* have environmental effects that will adversely affect humans, either directly or indirectly.

Marc Blodgett – Consultant to the City of Bell

Date



SECTION 1 - INTRODUCTION

1.1 INITIAL STUDY'S SCOPE AND PURPOSE

The City of Bell, in its capacity as Lead Agency for the proposed project, circulated this Initial Study and Mitigated Negative Declaration for a 20-day period that commenced on April 6, 2016. During this review period, City staff determined that a number of revisions were warranted to correct errors or to provide clarification. These changes are noted using underlining or strike-out. None of the revisions will affect the conclusions of this Initial Study or require any mitigation measures. The City of Bell Community Development Department is reviewing a request to construct two three-story apartment buildings and a one-story community building, totalling 44,908 square feet, on a 1.57-acre (68,459-square foot) site. The project site is located within the existing Salvation Army Bell Shelter facility that is located in the Cheli portion of the City of Bell. The proposed project will consist of two three-story apartment buildings, referred to as Building A and Building B, and a one-story community building, referred to as Building C. The three structures will have a total floor area of 44,908 square feet. Buildings A and B will contain the residential units and Building C will house administration and community services such as social and medical services. Building A and Building B will have a combined total of 64 studio apartments. The 64 studio apartments will each have a total floor area of 425 square feet. The studio units will be rental units for individuals that were previously homeless. In addition, a two-bedroom apartment with a total floor area of 750 square feet will be provided for the on-site manager.¹ As part of the project's environmental review, the City of Bell authorized the preparation of this Initial Study.² The CEQA Guidelines state that the purposes of an Initial Study are:

- To provide the Lead Agency with information to use as the basis for deciding the appropriate environmental document for the proposed project;
- To facilitate a project's environmental assessment early in the design and development of the project; and,
- To eliminate unnecessary EIRs.

Although this Initial Study was prepared with consultant support, the analysis, conclusions, and findings made as part of its preparation fully represent the independent judgment and position of the City of Bell, acting as the Lead Agency. The project Applicant is Alen Davtian, Business Contracts Administrator, The Salvation Army Los Angeles Metro, 180 East Ocean Boulevard, Suite #500, Long Beach, California 90802.

1.2 INITIAL STUDY'S ORGANIZATION

The format and structure of this Initial Study generally reflect the Initial Study Checklist, which is provided below and on the following pages in Section 1.3. The following is an annotated outline summarizing the contents of this Initial Study:

¹ Carde-Ten Architects. Design Package, *The Salvation Army Oasis Apartments*. March 1, 2016.

² California, State of, *Title 14, California Code of Regulations, Chapter 3, Guidelines for the Implementation of the California Environmental Quality Act*. As Amended 1998 (CEQA Guidelines) § 5050.

- *Section 1 – Introduction*, provides the procedural context surrounding this Initial Study's preparation and insight into its composition. The Initial Study Checklist provides an issue-by-issue summary of potential impacts.
- *Section 2 - Project Description*, provides an overview of the environmental setting of the affected area along with the physical and operational characteristics of the proposed project.
- *Section 3 - Environmental Analysis*, contains an analysis of potential impacts associated with the proposed project. In addition, this section describes the requisite mitigation that will be effective in reducing potential impacts.
- *Section 4 – Conclusions*, indicates how the proposed project may yield, or have the potential to yield, a significant effect upon one or more of the issue areas analyzed in this Initial Study. In addition, this section includes the Mitigation Monitoring and Reporting Program (MMRP).
- *Section 5 - References*, identifies the references used in the preparation of this Initial Study.

1.3 INITIAL STUDY CHECKLIST

The environmental analysis in Section 3 of this Initial Study indicates that the proposed project will not result in any inmitigable adverse impacts. The Initial Study Checklist provided below and on the following pages, summarizes the findings of the environmental analysis.

**Table 1-1
Initial Study Checklist**

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
Section 3.1 Aesthetics					
3.1.A	Would the project have a substantial adverse effect on a scenic vista?				X
3.1.B	Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?				X
3.1.C	Would the project substantially degrade the existing visual character or quality of the site and its surroundings?				X
3.1.D	Would the project create a new source of substantial light or glare which would adversely affect day- or night-time views in the area?				X
Section 3.2 Agricultural and Forestry Resources					
3.2.A	Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X

**Table 1-1
 Initial Study Checklist**

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.2.B	Would the project conflict with existing zoning for agricultural use or a Williamson Act Contract?				X
3.2.C	Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code §4526), or zoned timberland production (as defined by Government Code §51104[g])?				X
3.2.D	Would the project result in the loss of forest land or the conversion of forest land to a non-forest use?				X
3.2.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 the conversion of forest land to a non-forest use?				X
Section 3.3 Air Quality					
3.3.A	Would the project conflict with or obstruct implementation of the applicable air quality plan?				X
3.3.B	Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?		X		
3.3.C	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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	
3.3.D	Would the project expose sensitive receptors to substantial pollutant concentrations?				X
3.3.E	Would the project create objectionable odors affecting a substantial number of people?				X
Section 3.4 Biological Resources					
3.4.A	Would the project, either directly or through habitat modifications, have a substantial adverse effect 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?				X
3.4.B	Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				X

**Table 1-1
Initial Study Checklist**

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.4.C	Would the project have a substantial adverse effect on Federally protected wetlands as defined by §404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
3.4.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 life corridors, or impede the use of native wildlife nursery sites?				X
3.4.E	Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
3.4.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?				X
Section 3.5 Cultural Resources					
3.5.A	Would the project cause a substantial adverse change in the significance of a historical resource, including tribal cultural resources, as defined in §15064.5 of the CEQA Guidelines?				X
3.5.B	Would the project cause a substantial adverse change in the significance of an archaeological resource, including tribal cultural resources, pursuant to §15064.5 of the CEQA Guidelines?		X		
3.5.C	Would the project directly or indirectly destroy a unique paleontological resource, site or unique geologic feature?				X
3.5.D	Would the project disturb any human remains, including those interred outside of formal cemeteries, including Native American Sacred Sites?				X
Section 3.6 Geology and Soils					
3.6.A	Would the project expose people or structures to 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), ground-shaking, liquefaction, or landslides?			X	
3.6.B	Would the project result in substantial soil erosion or the loss of topsoil?				X
3.6.C	Would the project be located on a soil or geologic unit that is unstable, or that would become unstable as a result of the project, and potentially result in on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?			X	

**Table 1-1
Initial Study Checklist**

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.6.D	Would the project result in, or expose people to potential impacts, including location on expansive soil, as defined in Table 18-1-B of the California Building Code (2012) creating substantial risks to life or property?				X
3.6.E	Would the project be located on soils that are incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X
Section 3.7 Greenhouse Gas Emissions					
3.7.A	Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
3.7.B	Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gasses?			X	
Section 3.8 Hazards and Hazardous Materials					
3.8.A	Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?		X		
3.8.B	Would the project create a significant hazard to the public or the environment or result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				X
3.8.C	Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
3.8.D	Would the project be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code §65962.5, and as a result, would it create a significant hazard to the public or the environment?				X
3.8.E	For a project within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
3.8.F	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
3.8.G	Would the project impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?				X

**Table 1-1
 Initial Study Checklist**

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.8.H	Would the project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X
Section 3.9 Hydrology and Water Quality					
3.9.A	Would the project violate any water quality standards or waste discharge requirements?				X
3.9.B	Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge in such a way that would cause a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?		X		
3.9.C	Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?				X
3.9.D	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, in a manner which would result in flooding on- or off-site?				X
3.9.E	Would the project create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?				X
3.9.F	Would the project otherwise substantially degrade water quality?				X
3.9.G	Would the project place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
3.9.H	Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
3.9.I	Would the project expose people or structures to a significant risk of flooding as a result of dam or levee failure?			X	
3.9.J	Would the project result in inundation by seiche, tsunami or mudflow?				X
Section 3.10 Land Use and Planning					
3.10.A	Would the project physically divide an established community or otherwise result in an incompatible land use?				X

**Table 1-1
Initial Study Checklist**

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.10.B	Would the project conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X	
3.10.C	Would the project conflict with any applicable habitat conservation or natural community conservation plan?				X
Section 3.11 Mineral Resources					
3.11.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?				X
3.11.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?				X
Section 3.12 Noise					
3.12.A	Would the project result in exposure of persons to, or the generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
3.12.B	Would the project result in exposure of people to, or the generation of, excessive ground-borne noise levels?			X	
3.12.C	Would the project result in substantial permanent increase in ambient noise levels in the project vicinity above noise levels existing without the project?			X	
3.12.D	Would the project result in substantial temporary or periodic increases in ambient noise levels in the project vicinity above levels existing without the project?			X	
3.12.E	For a project located with an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
3.12.F	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X
Section 3.13 Population and Housing					
3.13.A	Would the project induce substantial population growth in an area, either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?				X

**Table 1-1
Initial Study Checklist**

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.13.B	Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
3.13.C	Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X
Section 3.14 Public Services. <i>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives in any of the following areas:</i>					
3.14.A	Fire protection services?				X
3.14.B	Police protection services?				X
3.14.C	School services?				X
3.14.D	Other governmental services?				X
Section 3.15 Recreation					
3.15.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?				X
3.15.B	Would the project affect existing recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X
Section 3.16 Transportation and Traffic					
3.16.A	Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			X	
3.16.B	Would the project conflict with an applicable congestions management program, including but not limited to, level of service standards and travel demand measures, or other standards established by the County Congestion Management Agency for designated roads or highways?				X
3.16.C	Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in the location that results in substantial safety risks?				X

**Table 1-1
 Initial Study Checklist**

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.16.D	Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
3.16.E	Would the project result in inadequate emergency access?				X
3.16.F	Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?			X	
Section 3.17 Utilities					
3.17.A	Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				X
3.17.B	Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts?				X
3.17.C	Would the project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
3.17.D	Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				X
3.17.E	Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X
3.17.F	Would the project be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs?				X
3.17.G	Would the project comply with Federal, State, and local statutes and regulations related to solid waste?				X
Section 3.18 Mandatory Findings of Significance					
3.18.A	The approval and subsequent implementation of the proposed project will not have the potential to degrade the quality of the environment, with the implementation of the recommended standard conditions and mitigation measures included herein.				X

**Table 1-1
 Initial Study Checklist**

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.18.B	The approval and subsequent implementation of the proposed project will not have the potential to achieve short-term goals to the disadvantage of long-term environmental goals, with the implementation of the recommended standard conditions and mitigation measures referenced herein.				X
3.18.C	The approval and subsequent implementation of the proposed project will not have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity, with the implementation of the recommended standard conditions and mitigation measures contained herein.				X
3.18.D	The approval and subsequent implementation of the proposed project will not have environmental effects that will adversely affect humans, either directly or indirectly, with the implementation of the recommended standard conditions and mitigation measures contained herein.				X
3.18.E	The Initial Study indicated there is no evidence that the proposed project will have an adverse effect on wildlife resources or the habitat upon which any wildlife depends.				X



SECTION 2 - PROJECT DESCRIPTION

2.1 PROJECT OVERVIEW

The City of Bell Community Development Department is reviewing a request to construct two three-story apartment buildings and a one-story community building, totalling 44,908 square feet, on a 1.57-acre (68,459-square foot) site. The project site is located within the existing Salvation Army Bell Shelter facility that is located in the Cheli portion of the City of Bell. The proposed project will consist of two three-story apartment buildings, referred to as Building A and Building B, and a one-story community building, referred to as Building C. The three structures will have a total floor area of 44,908 square feet. Buildings A and B will contain the residential units and Building C will house administrative offices and community services such as social and medical services. Building A and Building B will have a combined total of 64 studio apartments. The 64 studio apartments will each have a total floor area of 425 square feet. The studio units will be rental units for individuals that were previously homeless. In addition, a two-bedroom apartment with a total floor area of 750 square feet will be provided for the on-site manager.³

2.2 PROJECT LOCATION

The City of Bell is located within the greater Los Angeles metropolitan area approximately 10 miles southeast of downtown Los Angeles in Los Angeles County. 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.⁴ Bell consists of two distinct geographic areas that are connected by the Los Angeles River and the Long Beach Freeway (I-710). The southerly portion of the City is commonly referred to as the *Central City* and includes the residential neighborhoods and the local commercial districts. The second portion of the City is located to the north of the Central City and east of the Los Angeles River and the Long Beach Freeway. This area is industrial in character and is referred to as the *Cheli Area*. The project site is located in the Cheli Area. The proposed project site is located in the southern portion of the larger Salvation Army Bell Shelter. This larger facility is located at 5600 Rickenbacker Road. A new address will be assigned to the project site once the proposed project is approved. The Assessor Parcel Number (APN) applicable to the larger Salvation Army Bell Shelter site is 6332-002-036.⁵

The project site is located in the southern portion of the 5600 Rickenbacker property, south of K Street and occupies the segment located east of the drainage channel that protrudes into the southern portion of the parcel. The project site is bounded on the south by a railroad right-of-way (ROW) and on the west by the aforementioned drainage channel. The eastern boundary of the project site will abut a vacant lot that is part of the larger Salvation Army Bell Shelter parcel. Major roadways in the vicinity of the project site include Slauson Avenue, located 0.12 miles to the south of the project site; Eastern Avenue, located 0.38 miles to the east; and Bandini Boulevard, located 0.56 miles to the north. Regional access to the project site is provided by the Long Beach Freeway (I-710). The nearest I-710 freeway connection is provided by

³ Carde-Ten Architects. Design Package, *The Salvation Army Oasis Apartments*. March 1, 2016.

⁴ United States Geological Survey. *South Gate 7 1/2 Minute Quadrangle*. 1987.

⁵ Los Angeles County. *Los Angeles County Tax Assessor, Parcel Viewer*. Website accessed on March 4, 2016.

the Bandini Boulevard ramp connections located 0.86 miles northwest of the project site.⁶ Access to the project site is provided by K Street which transitions into Mansfield Way. A regional map is provided in Exhibit 2-1. A vicinity map is provided in Exhibit 2-2. Finally, a local map is provided in Exhibit 2-3.

2.3 ENVIRONMENTAL SETTING

The project site is located in the midst of the City's northeastern industrial Cheli area. Exhibit 2-4 shows an aerial photograph of the project site and the nearby development. The project site is currently vacant and occupies frontage along the south side of K Street. It is bounded on the south by a railroad ROW and on the west by a drainage channel. The eastern boundary of the project site will abut a vacant lot that is within the larger 5600 Rickenbacker Road parcel. Surrounding land uses in the vicinity of the project site are listed below:

- *North of the Project Site.* K Street extends along the project site's northern boundary. Two large buildings occupy frontage along the northern side of K Street and are also operated by The Salvation Army.⁷ Building 1, located directly north of the project site, is utilized as a distribution center for other Salvation Army locations. Building 2A-B is located northwest of the project site and serves as a shelter and resource center for the population The Salvation Army serves. Views of this area are provided in Exhibit 2-5.
- *South of the Project Site.* A railroad right-of-way (ROW) abuts the project site on the south. A drainage channel extends along the southern portion of the project site. Other industrial uses are located further south.⁸ Views of this area are provided in Exhibit 2-5.
- *East of the Project Site.* A vacant parcel that is part of the larger 5600 Rickenbacker parcel abuts the project site to the east.⁹ Further east, 6th Street abuts the larger 5600 Rickenbacker parcel that houses the project site. Views of this area are provided in Exhibit 2-6.
- *West of the Project Site.* A drainage channel and a storm water retention basin are located along the west side of the project site. Further west, the Long Beach Freeway (I-710) abuts the larger 5600 Rickenbacker parcel that includes the project site.¹⁰ Views of this area are provided in Exhibit 2-6.

The project site itself is not occupied by any buildings, though remnants of foundations once used for mobile homes remain. The northern portion of the site is paved with asphalt and is currently being used for parking. The southern portion of the project site consists of earth covered in ruderal vegetation. The existing asphalt and other on-site surface improvements will be removed to accommodate the proposed project. Photographs of the project site are shown in Exhibit 2-7.

⁶ Google Earth. Site accessed March 4, 2016.

⁷ Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted on March 11, 2016.

⁸ Ibid.

⁹ Ibid.

¹⁰ Ibid.

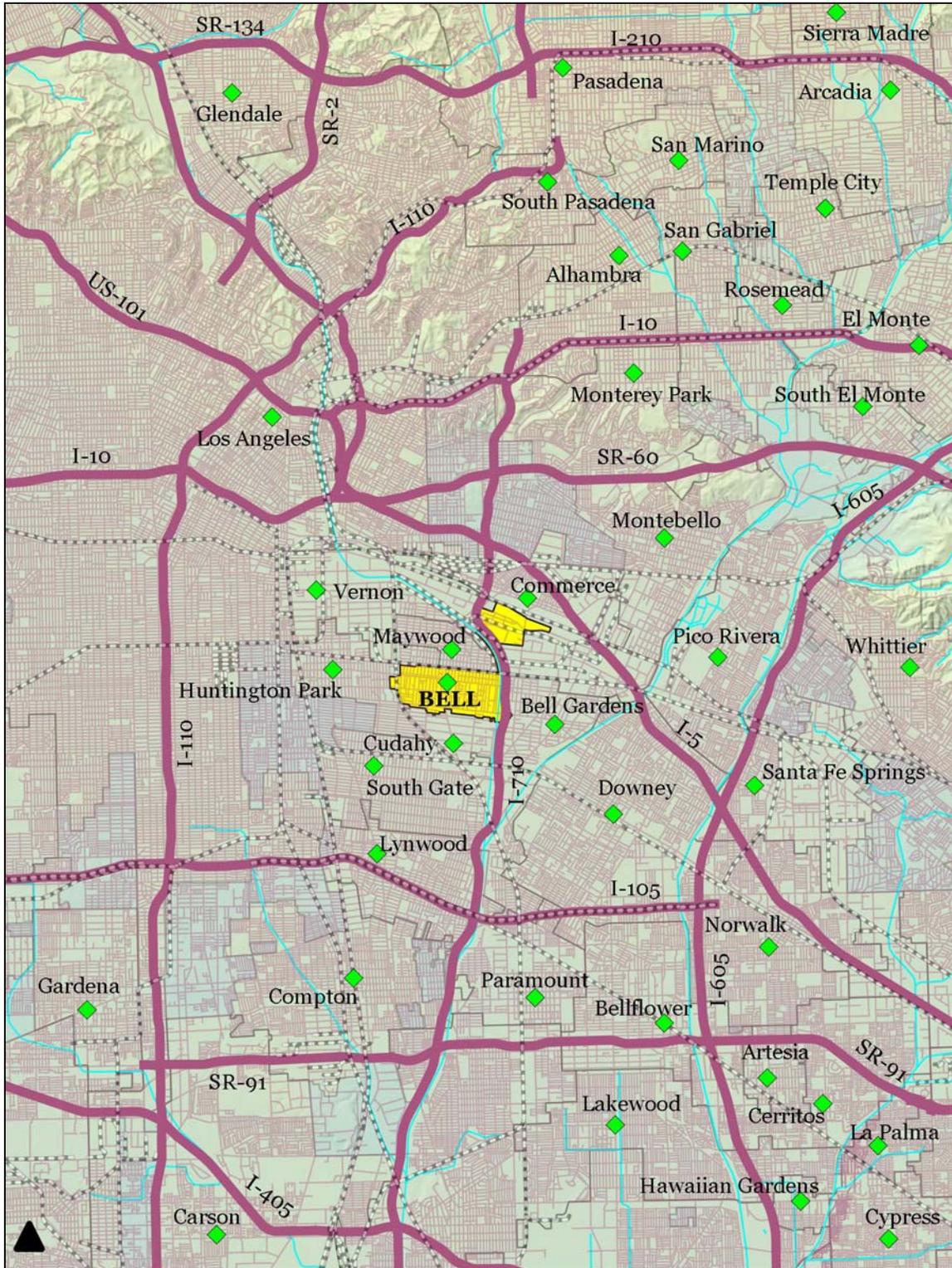


EXHIBIT 2-1
REGIONAL LOCATION
Source: Quantum GIS

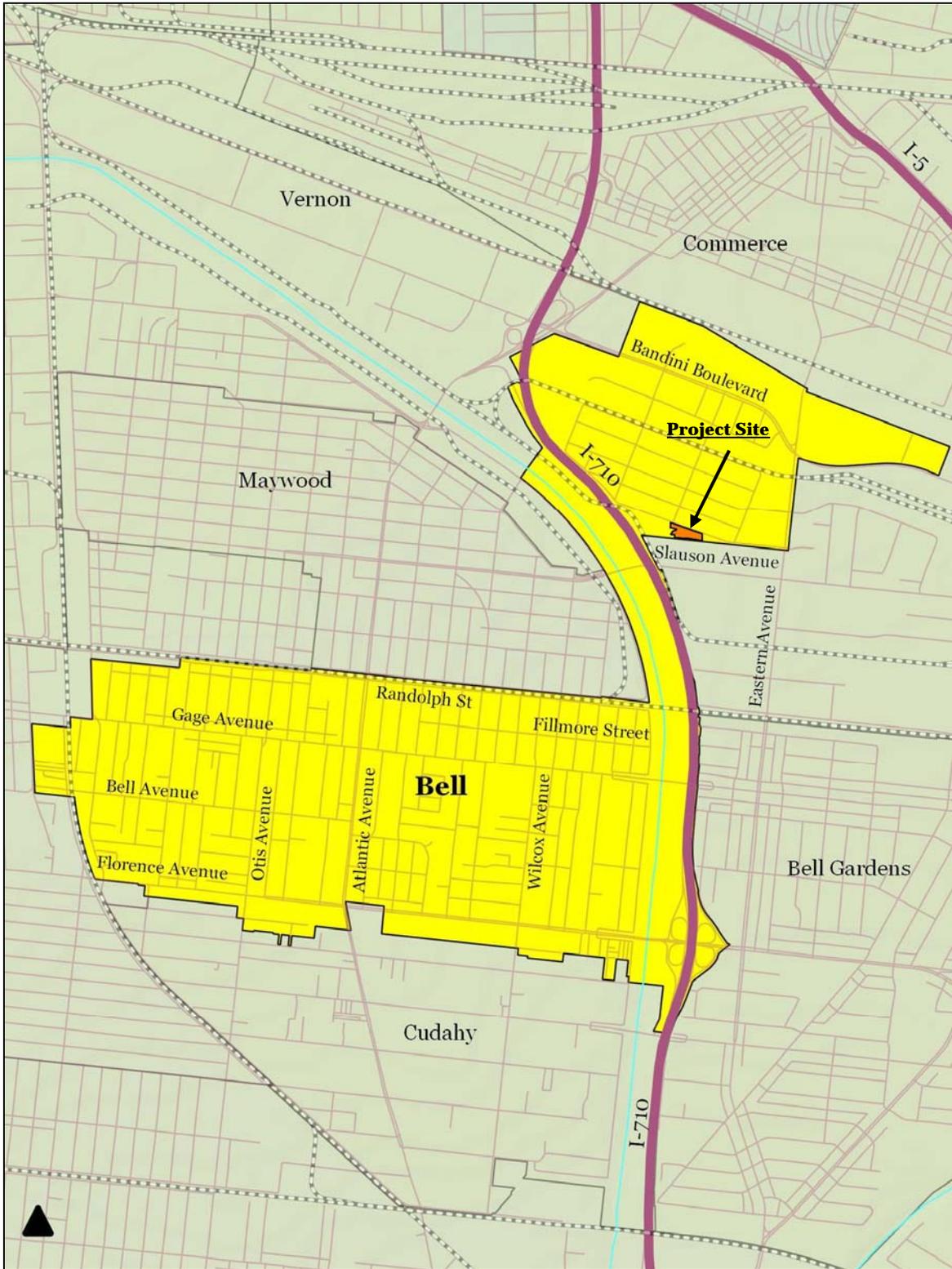


EXHIBIT 2-2
PROJECT LOCATION IN THE CITY OF BELL
Source: Quantum GIS

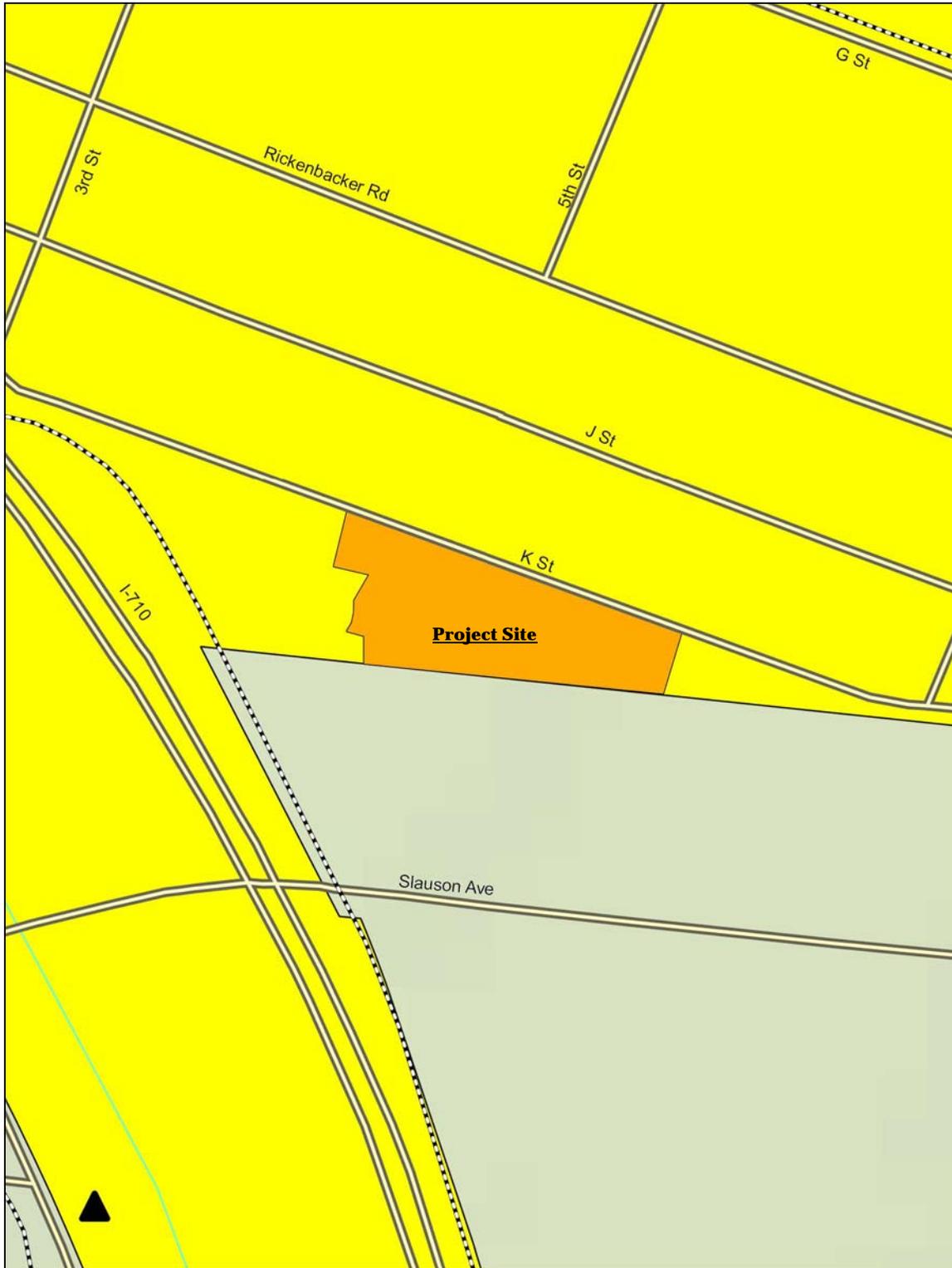


EXHIBIT 2-3
PROJECT VICINITY MAP
Source: Quantum GIS



EXHIBIT 2-4
AERIAL PHOTOGRAPH
Source: Google Earth



View of K Street to the north facing east.



View of the railroad ROW and the uses to the south facing south

EXHIBIT 2-5
PHOTOGRAPHS OF THE USES TO THE NORTH AND SOUTH

Source: Blodgett Baylosis Environmental Planning



View of the existing uses to the east outside of the larger Salvation Army facility facing east.



View of the existing parking lot to the west shown in the background. Views of the project site are shown in the foreground.

EXHIBIT 2-6

PHOTOGRAPHS OF THE USES TO THE EAST AND WEST

Source: Blodgett Baylosis Environmental Planning



View of the project site facing southwest



View of the project site facing east

EXHIBIT 2-7
PHOTOGRAPHS OF THE PROJECT SITE
Source: Blodgett Baylosis Environmental Planning

2.4 PROJECT DESCRIPTION

2.4.1 PHYSICAL CHARACTERISTICS

The proposed project is an affordable housing complex that will consist of 64 studio units for homeless individuals and a manager's unit (2-bedroom). The proposed project consists of 44,908 square feet within the 1.57-acre project site. The proposed project will consist of the following elements:

- *Construction.* The proposed project's implementation will first involve the removal of the existing asphalt. The demolition debris will be sorted (inert materials, recyclable materials, and debris containing hazardous materials) and disposed of accordingly. The proposed project will take approximately thirteen months to complete.
- *Site Plan.* The proposed project will consist of two three-story apartment buildings, referred to as Building A and Building B, and a one-story community building, referred to as Building C. The three structures will have a total floor area 44,908 square feet. Building A and B will contain the residential units and Building C will house administrative offices and community services such as social and medical services. The three new buildings' footprint will total 21,550 square feet. The building's lot coverage will be 31%. The floor area ratio (FAR) of the proposed project will be FAR 0.66.¹¹
- *Building A.* This building will be located on the western portion of the project site and will consist of three floors and will have a total floor area of 22,141 square feet. Building A will have a covered patio at the first level, a covered deck at the second level, and one covered deck and one open deck on the third level. This building will contain 37 studio rental units within three levels. Each first floor unit will be provided with a 63 square-foot enclosed patio. The building's maximum height will be 36 feet.¹²
- *Building B.* This building will be located on the center portion of the project site and will consist of three floors and will have a floor area of 17,743 square feet. Building B will have a covered deck on the second level, and one covered deck and one open deck on the third level. This building will contain 27 studio rental units within three levels, plus one two-bedroom unit for the on-site manager on the first level. Each first floor unit will be provided with a 63 square-foot enclosed patio. The building's maximum height will be 36 feet.¹³
- *Building C.* This building will be located on the eastern portion of the project site and will consist of one story, with a floor area of 5,024 square feet. Building C will be a community building which will house the rental office, the manager's office, a multi-purpose room, four offices for counseling

¹¹ Carde-Ten Architects. Design Package, *The Salvation Army Oasis Apartments*. March 1, 2016.

¹² Ibid.

¹³ Ibid.

and support services, a common laundry area, and a medical clinic for tenants. The building's maximum height will be 22 feet and 10 inches.¹⁴

- *Room Count.* As indicated above, Building A and Building B will have a combined total of 64 studio apartments. The studio units will be rental units for individuals that were previously homeless. The 64 studio apartments will each have a total floor area of 425 square feet. In addition, a two-bedroom apartment with a total floor area of 750 square feet will be provided for the on-site manager. Each first floor apartment will be provided with a 63 square-foot enclosed patio. The two apartment buildings will also contain a number of other amenities including a gymnasium, an exercise room and community decks.¹⁵
- *Access and Parking.* No driveways or curb cuts will be provided but access will be provided to the parking area on the northwest portion of the project site. Additionally, more parking stalls will line the northern boundary of the site at a 90-degree angle to K Street. The dedicated parking areas will include 35 parking stalls. The stalls will be located along the northern and western boundaries of the site and will include two ADA parking stalls. Bike racks will also be provided. Eventually, the applicant will provide up to 20 bike racks. The Applicant will seek a variance on parking standards to allow for 35 parking stalls, which would provide 1/2 stall per dwelling unit, which is less than the amount required by the City of Bell, as many residents of the Bell Oasis apartments are not expected to own a vehicle.¹⁶
- *Accessories.* Tenants will be provided with various accessories for enhanced livability and security. Accessories include a gym, an exercise room, two courtyards, a breezeway through Buildings A and B, and a Central Path, which is a walkway that will connect all three new buildings. The Central Path will have outdoor furniture to create community gathering areas. In addition, a Community Walk will be provided. The Community Walk will be a landscaped public walkway outside of the secured boundary of the living area. A stairway will be provided for Building A, plus a back stairway. A stairway and a back stairway will also be provided for Building B. One elevator will be provided in Building A and another elevator will be provided in Building B. Two trash enclosures will be provided and built into Buildings A and B so tenants can have access to trash chutes. No free-standing trash enclosures will be provided.¹⁷
- *Security.* The property will employ Crime Prevention through Environmental Design (CPTED), which incorporates environmental features, such as the design and placement of buildings and open space, to enhance supervision and visibility, which alters offender behavior and discourages crime. Among these features are wrought iron security fences, well-lit walkways, gathering areas, and security cameras. For tenant security, a six-foot high wrought iron fence will surround the property. In addition, a six-foot high gate will be installed at the tenant entry area and will be provided with an automatic closer. Finally, the only point of public entry will be located by the entrance to Building C, which will be supervised by Salvation Army staff.

¹⁴ Carde-Ten Architects. Design Package, *The Salvation Army Oasis Apartments*. March 1, 2016.

¹⁵ Ibid.

¹⁶ Ibid.

¹⁷ Ibid.

- *Landscaping.* Approximately 17,314 square feet will be dedicated for landscaping. Landscaping will be provided along all of the site’s boundaries and will also be provided throughout the project site. Landscape features include a landscaped public Community Walk, pervious parking stalls and paving, evergreen screen trees, tenant garden plots, a rain garden and a landscaped buffer behind the drainage channel that runs through the south side of the project site.¹⁸

The proposed project is summarized below in Table 2-1. A conceptual site plan for the proposed project is provided in Exhibit 2-8. Building elevations are shown in Exhibits 2-9 through 2-12.

**Table 2-1
 Summary of Proposed Project**

Project Element	Description
Project Site Area	1.57 acres (68,459 sq. ft.)
Total New Building to be Constructed	44,908 sq. ft.
Floor Area Ratio (FAR) and Lot Coverage	0.66 (FAR) and 31% (Lot Coverage)
Total Room Count	64 studio units and 1 manager’s unit
Building A	22,141 sq. ft.; 37 studio units
Building B	17,743 sq. ft.; 27 studio units and 1 manager unit
Building C	5,024 sq. ft.; meeting room, offices, counseling rooms, and medical room
Landscaping	17,314 sq. ft.
Parking	33 Standard and 2 ADA

Source: Scott Carde, Architect. March 1, 2016.

2.4.2 OPERATIONAL CHARACTERISTICS

The three new buildings will provide permanent housing and amenities for homeless individuals. The new development will accommodate tenants in 64 studio apartments and an on-site manager in a two-bedroom apartment. The projected resident population will be approximately 70 residents, assuming one resident per every studio unit with the occasional married couple or single parent with a young child. In addition, the manager’s unit will contain between one and two residents. In addition to being homeless, the tenants in 31 of the units must qualify by having incomes at less than 30% of area median income while the tenants in the remaining 33 studio units must have incomes between 30% and 50% of area median income. Most tenants will also have a physical, mental, health, or addiction-related disability and approximately half of the tenants will be military veterans. In addition to providing housing for qualifying individuals, The Salvation Army will provide counseling, medical and rehabilitation services to assist individuals in gaining independence.

¹⁸ Carde-Ten Architects. Design Package, *The Salvation Army Oasis Apartments*. March 1, 2016.

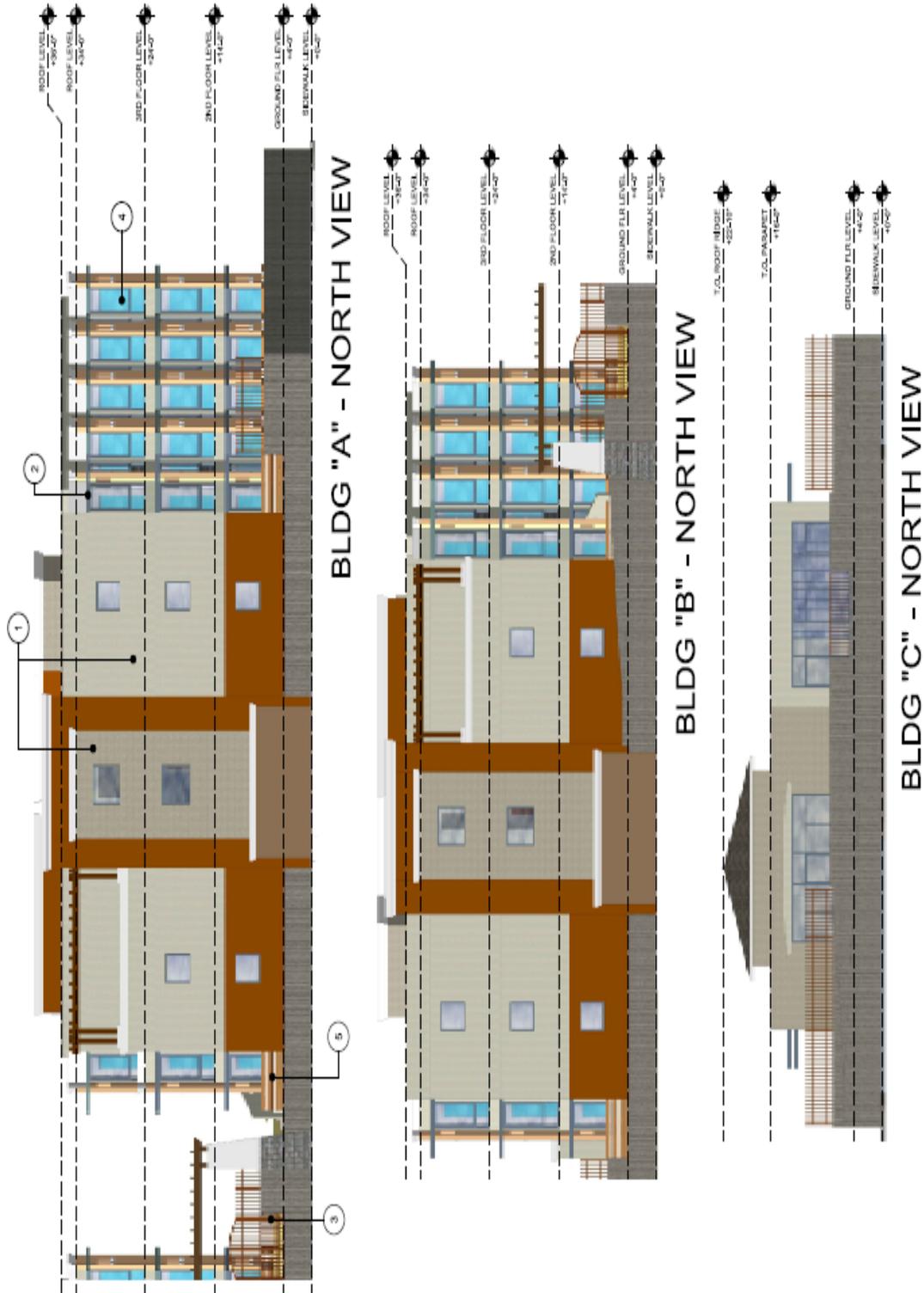
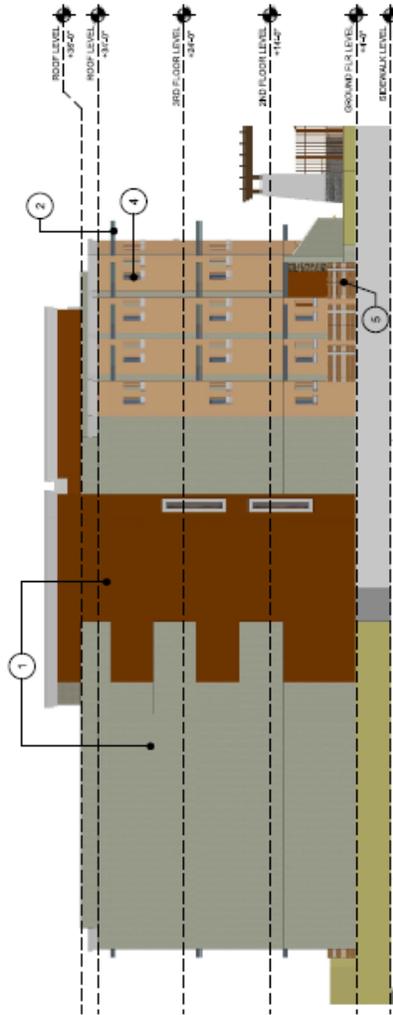
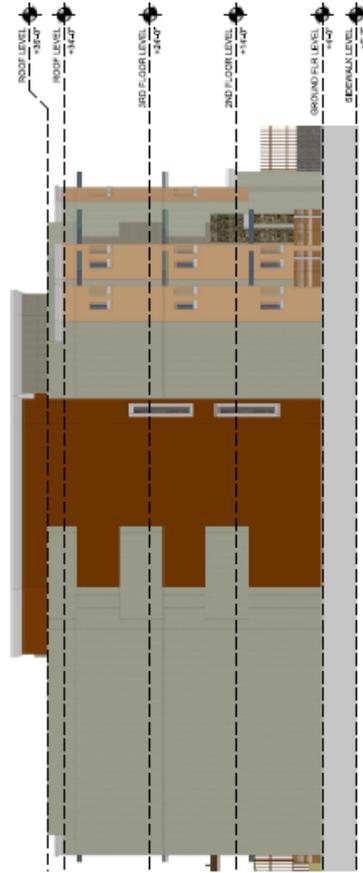


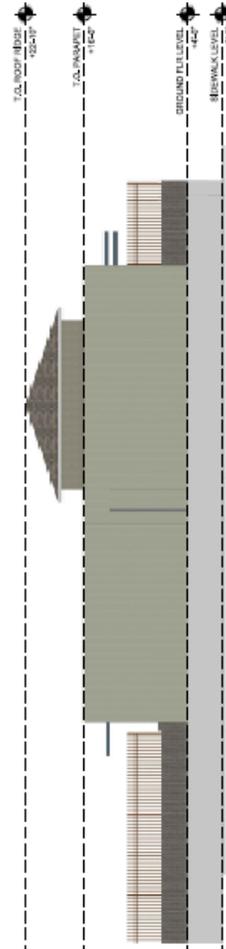
EXHIBIT 2-9
PROPOSED BUILDING ELEVATIONS – NORTH
 Source: Carde-Ten Architects



BLDG "A" - SOUTH VIEW



BLDG "B" - SOUTH VIEW



BLDG "C" - SOUTH VIEW

EXHIBIT 2-10
PROPOSED BUILDING ELEVATIONS – SOUTH
Source: Carde-Ten Architects



EXHIBIT 2-11
PROPOSED BUILDING ELEVATIONS – EAST
 Source: Carde-Ten Architects



EXHIBIT 2-12
PROPOSED BUILDING ELEVATIONS – WEST

Source: Carde-Ten Architects

2.4.3 CONSTRUCTION CHARACTERISTICS

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

- *Demolition.* This initial phase will involve the demolition of the existing asphalt surface improvements. This phase will take less than one month to complete.
- *Site Preparation.* The project site will be prepared for the construction of the building. The predominant activities during this phase will include final grading. The building footings and pads will also be completed during this phase. This phase will take approximately two months to complete.
- *Building Erection.* The three new buildings, with a total floor area of 44,908 square feet, will be erected during this phase. This phase will take approximately eight months to complete.
- *Finishing.* This concluding phase will involve the finishing of the new building, the paving of the parking areas, and the installation of the landscaping. This phase will take approximately two months to complete.

2.5 PROJECT OBJECTIVES

The project Applicant is seeking to accomplish the following objectives with the proposed project:

- To more efficiently utilize the site;
- To operate an affordable housing facility for individuals in need; and,
- To realize the mission of The Salvation Army as it applies to those in need of affordable housing.

The City of Bell seeks to accomplish the following objectives with this review of the proposed project:

- To minimize the environmental impacts associated with the proposed project;
- To assist in the provision of new housing opportunities for those homeless persons in need of such housing; and,
- To ensure that the proposed development and the attendant use is in conformance with the policies of the City of Bell General Plan.

2.6 DISCRETIONARY ACTIONS

A Discretionary Decision is an action taken by a government agency (for this project, the government agency is the City of Bell) that calls for an exercise of judgment in deciding whether to approve a project. The proposed project will require the approval of the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program. ~~Other discretionary approvals will include a Tentative Parcel Map, a Conditional Use Permit, and a Parking Modification.~~ The City of Bell, subsequent to the circulation of the IS/MND, determined that the Commercial Manufacturing (C-M) zone district that is currently applicable to the Cheli industrial area is not applicable to the project site. For this reason, City staff determined that a rezoning of the site to *General Commercial* and *Residential Zone (C-3R)* would be the most appropriate zoning designation that would accommodate the project, which requires an application to rezone the parcel. Therefore, the discretionary approvals now include the rezoning of the Bell Oasis Apartment site to C-3R, a tentative parcel map, a conditional use permit, and variances.



SECTION 3 - ENVIRONMENTAL ANALYSIS

This section of the Initial Study analyzes the potential environmental impacts that may result from the proposed project as described previously in Section 2. The issue areas evaluated in this Initial Study include the following:

- | | |
|---|---|
| <ul style="list-style-type: none">● Aesthetics (Section 3.1);● Agricultural and Forestry Resources (Section 3.2);● Air Quality (Section 3.3);● Biological Resources (Section 3.4);● Cultural Resources (Section 3.5);● Geology and Soils (Section 3.6);● Greenhouse Gas Emissions (Section 3.7);● Hazards and Hazardous Materials (Section 3.8); | <ul style="list-style-type: none">● Hydrology and Water Quality (Section 3.9);● Land Use and Planning (Section 3.10);● Mineral Resources (Section 3.11);● Noise (Section 3.12);● Population and Housing (Section 3.13);● Public Services (Section 3.14);● Recreation (Section 3.15);● Transportation and Traffic (Section 3.16);● Utilities (Section 3.17). |
|---|---|

Under each issue area, a description of the thresholds of significance is provided. These thresholds will assist the City of Bell in making a determination as to whether there is a potential for significant or adverse impacts on the environment. For the evaluation of potential impacts, the questions in the Initial Study Checklist are stated and an answer is provided according to the analysis undertaken as part of the Initial Study's preparation. The analysis considers both the short-term (construction-related) and long-term (operational) impacts associated with the proposed project's implementation, and where appropriate, the cumulative impacts. To each question, there are four possible responses:

- *No Impact.* The proposed project will not have any measurable environmental impact on the environment and no further analysis is required.
- *Less Than Significant Impact.* The proposed project may have the potential for impacts on the environment, although these impacts are below levels of thresholds that the City of Bell and other responsible agencies consider to be significant. For certain issues, however, mitigation measures have been recommended to further reduce the level of impact.
- *Less than Significant Impact with Mitigation.* The proposed project may have the potential to generate effects that the Lead Agency considers to represent a significant impact on the environment. However, mitigation measures have been recommended that will be effective in reducing the potential impacts to levels that are considered to be less than significant.
- *Potentially Significant Impact.* The proposed project may, or is known to, represent impacts that are considered significant, and/or additional analysis is required to identify mitigation measures.

3.1 AESTHETICS

3.1.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant adverse aesthetic impact if it results in any of the following:

- A substantial adverse effect on a scenic vista;
- Substantial damage to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway;
- A substantial degradation of the existing visual character or quality of the site and its surroundings; or,
- A new source of substantial light and glare that would adversely affect day- or night-time views in the area.

3.1.2 ENVIRONMENTAL ANALYSIS

3.1.A. Would the project have a substantial adverse effect on a scenic vista? • No Impact.

The project site is located in the midst of an industrial area located in the northeastern portion of the City in the Cheli area. The project site is bounded by K Street on the north, the Atchison Topeka and Santa Fe Railroad on the south, a drainage channel on the west and a vacant property that abuts the project site on the east side. The project site is currently vacant and a portion of the site is paved in asphalt and being used for surface parking. The proposed project will be a housing development that will consist of 65 studio units and a manager's unit within a 1.57-acre site. Of this total floor area, 39,884 square feet will consist of apartment building space and the remaining 5,024 square feet will be devoted to a community building. The community building will consist of a single level with a maximum height of 22 feet 10 inches and each of the two apartment buildings will consist of three levels with a maximum height of 36 feet.¹⁹ The major aesthetic impact will involve the removal of the existing asphalt and other surface improvements that will be replaced with the new buildings along with new landscaping. There are no protected views visible from the project site. The greatest visual change associated with the proposed project's implementation involves the aforementioned elimination of the existing paved parking areas and its replacement with the new buildings.²⁰ The nearest residential neighborhood to the project site is located approximately 1,715 feet southwest of the project site in the City of Maywood, west of the Long Beach Freeway (I-710). The new development will not be visible from these or any other homes in the area. The proposed project will not obstruct any significant views or view-sheds in the area. As a result, no impacts are anticipated.

¹⁹ Carde-Ten Architects. Design Package, *The Salvation Army Oasis Apartments*. March 1, 2016.

²⁰ California Department of Transportation. *Official Designated Scenic Highways*. www.dot.ca.gov

3.1.B. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and historic buildings within a State scenic highway? • No Impact.

There are no designated state scenic highways located in the vicinity of the project site.²¹ In addition, there are no City-designated scenic highways in Bell. The new buildings will include architectural features that will improve the site's appearance along the K Street frontage (refer to Exhibit 2-9 in Section 2). A new landscaped setback, identified as a Community Walk, will be provided along the K Street frontage. Parking stalls will directly abut K Street and will be paved with pervious material. The Community Walk will be directly south of the parking spaces and will include a paved walkway and landscaping on both sides of the walkway. In addition, the proposed project will not affect any native *Heritage* trees, rock outcroppings, or historic buildings. The project site and the surrounding properties have already undergone development and there are no natural topographic features remaining.²² There are no historic buildings that would be affected by the proposed project. The historic resources in the area are discussed herein in Section 3.5. As a result, no impacts are anticipated.

3.1.C. Would the project substantially degrade the existing visual character or quality of the site and its surroundings? • No Impact.

The project site is incompatible in use with the surrounding industrial buildings, which are characterized by large tilt-up walls and flat roofs. In order to maintain the integrity of the surrounding area, The Salvation Army Bell Oasis Apartments will have a maximum height similar to the surrounding industrial buildings and will maintain an industrial-like façade. Although the interior of the project site will be architecturally fitting for a residential property, the exterior will remain compatible with its industrial surroundings. Additionally, a new landscaped setback, identified as a Community Walk, will be provided along the K Street frontage and will enhance the visual character of the site and its surroundings. As a result, no impacts are anticipated.

3.1.D. Would the project create a new source of substantial light or glare that would adversely affect day- or night-time views in the area? • No Impact.

The Salvation Army Bell Shelter facility, north of the project site, is considered to be a light sensitive receptor.²³ The nearest residential neighborhood (which includes light sensitive receptors) are located in the City of Maywood approximately 1,715 feet southwest of the site, west of the Long Beach Freeway (I-710). The entire perimeter of the project site will be illuminated at night for security. Additionally, lighting will be installed in the walkways, on the buildings, and in the yard areas. Although generous lighting will be provided, measures utilizing light shields will effectively reduce potential light trespass. Given that no light trespass or spillover is anticipated, no impacts will result from the proposed project.

²¹ California Department of Transportation. *Official Designated Scenic Highways*. www.dot.ca.gov

²² Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted on March 11, 2016.

²³ Ibid.

3.1.3 SIGNIFICANT EFFECTS AND MITIGATION

The analysis determined that the proposed project would not result in any significant adverse aesthetic impacts. As a result, no mitigation is required.

3.2 AGRICULTURAL AND FORESTRY RESOURCES

3.2.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant impact on agricultural and/or forestry resources if it results in any of the following:

- The conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use;
- A conflict with existing zoning for agricultural use or a Williamson Act Contract;
- A conflict with the existing zoning, or cause the rezoning of, forest land (as defined in Public Resources Code Section 4526), or zoned timberland production (as defined by Government Code § 51104[g]);
- The loss of forest land or the conversion of forest land to a non-forest use; or,
- Changes to the existing environment which, due to their location or nature, could result in the conversion of Farmland to non-agricultural use or the conversion of forest land to a non-forest use.

3.2.2 ENVIRONMENTAL ANALYSIS

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

No agricultural activities are located within the vicinity of the project site. The site was formerly used for agricultural purposes between the years of 1928 and 1947. The proposed project will not result in the conversion of any existing farmland to urban uses and no impacts on protected farmland soils will result. As a result, no impacts on agricultural soils will result from the proposed project.

3.2.B. Would the project conflict with existing zoning for agricultural use or a Williamson Act Contract? • No Impact.

The project site is not subject to a Williamson Act Contract.²⁴ As a result, no impacts on existing Williamson Act Contracts will result from the proposed project's implementation.

²⁴ State of California. *The California Land Conservation [Williamson] Act, 2010 Status Report*. November 2010.

3.2.C. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 4526), or zoned timberland production (as defined by Government Code § 51104[g])? • No Impact.

The project site is located in the midst of an urban area (refer to Exhibit 3-1). No forest lands are located within the vicinity of the project site, nor does the City of Bell General Plan provide for any forest land protection. As a result, no impacts on forest land or timber resources will result from the proposed project's implementation.

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

No forest lands are located within the vicinity of the project site, nor does the City of Bell General Plan provide for any forest land protection. As a result, no loss or conversion of forest lands will result from the proposed project's implementation.

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

No agricultural activities are found within the project site or in the surrounding properties. The proposed project will not result in the conversion of any existing Farmland or forest land to urban uses. As a result, no farmland or forestland conversion impacts will result from the implementation of the proposed project.

3.2.3 SIGNIFICANT EFFECTS AND MITIGATION

The environmental analysis in the preceding sections determined that the proposed project will not result in any significant unavoidable adverse impacts on agricultural and forestry resources. As a result, no mitigation is required.

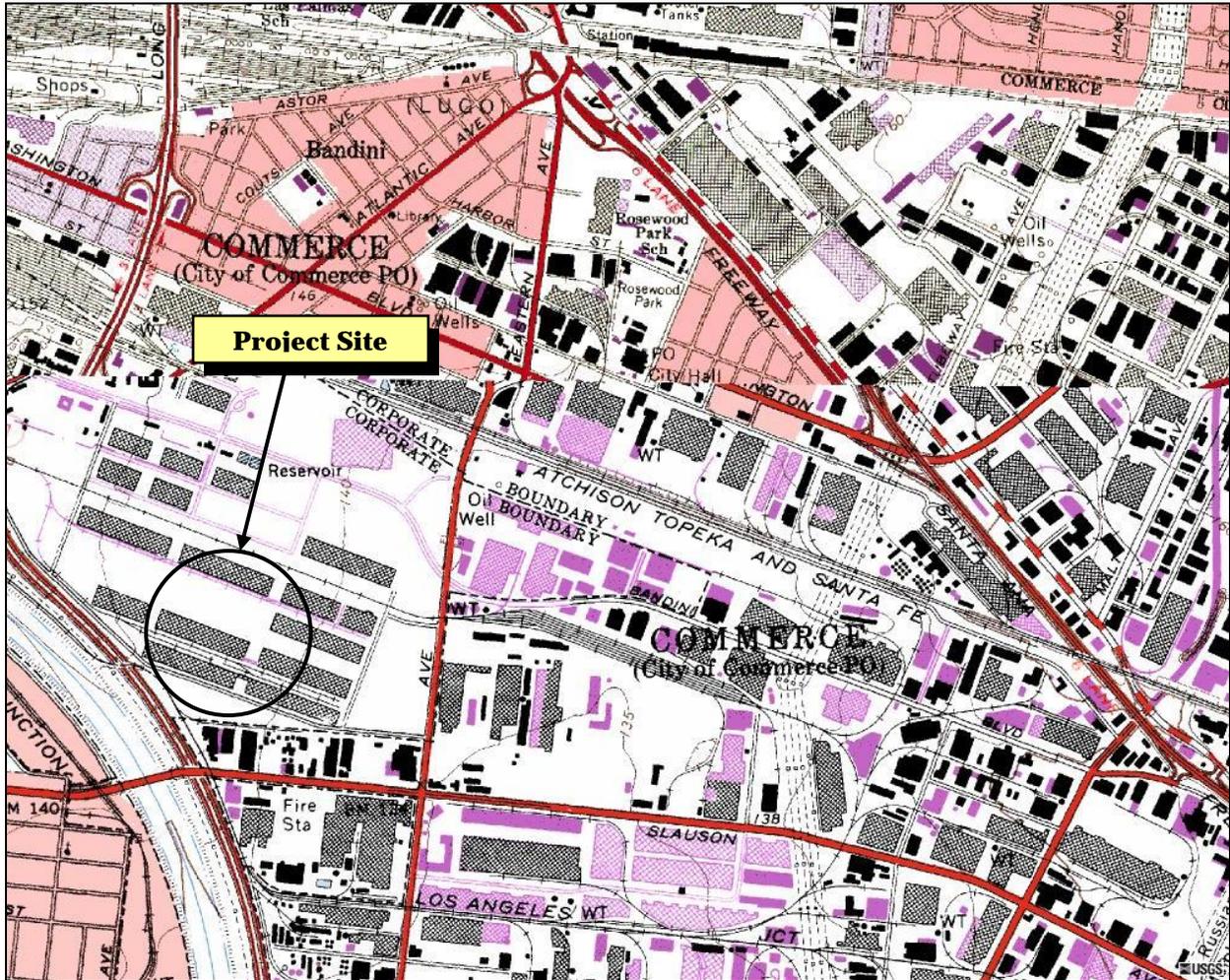


EXHIBIT 3-1
LAND COVER IN THE PROJECT AREA
Source: United States Geological Survey

3.3 AIR QUALITY

3.3.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project will be deemed to have a significant adverse environmental impact on air quality, if it results in any of the following:

- A conflict with or obstruction of the implementation of the applicable air quality plan;
- A violation of an air quality standard or a substantial contribution to an existing or projected air quality violation;
- 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors);
- The exposure of sensitive receptors to substantial pollutant concentrations; or,
- The creation of objectionable odors affecting a substantial number of people.

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

- *Ozone (O₃)* is a nearly colorless gas that irritates the lungs and damages materials and vegetation. O₃ is formed by photochemical reaction (when nitrogen dioxide is broken down by sunlight). Although O₃ concentrations have declined since 1991 to the lowest levels since monitoring began, Southern California continues to experience some of the highest recorded levels in the nation. In portions of Southern California, the O₃ levels are more than two times higher than the National standard and nearly three times higher than the more stringent State standard. Los Angeles and the surrounding South Coast Air Basin (SCAB) are designated by the Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) as an extreme ozone non-attainment area.
- *Carbon Monoxide (CO)* is a colorless, odorless toxic gas that interferes with the transfer of oxygen to the brain that is produced by the incomplete combustion of carbon-containing fuels emitted as vehicle exhaust. The SCAB is designated as an attainment area for carbon monoxide by the EPA.
- *Nitrogen dioxide (NO₂)* is a yellowish-brown gas that, at high levels, can cause breathing difficulties. NO₂ is formed when nitric oxide (a pollutant from burning processes) combines with oxygen. Although NO₂ concentrations have not exceeded National standards since 1991, NO₂ emissions remain a concern because of their contribution to the formation of O₃ and particulate matter. The SCAB is designated as an attainment area for NO₂ by the EPA.

- *Nitrogen dioxide (NO₂)* is a yellowish-brown gas that, at high levels, can cause breathing difficulties. NO₂ is formed when nitric oxide (a pollutant from burning processes) combines with oxygen. Although NO₂ concentrations have not exceeded National standards since 1991, NO₂ emissions remain a concern because of their contribution to the formation of O₃ and particulate matter. The SCAB is designated as an attainment area for NO₂ by the EPA.
- *Sulfur dioxide (SO₂)* is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Health effects include acute respiratory symptoms and difficulty in breathing for children. Though SO₂ concentrations have been reduced to levels that are well below State and Federal standards, further reductions in SO₂ emissions are desirable since SO₂ is a precursor to sulfate and PM₁₀. The SCAB is designated as an attainment area for SO₂ by the EPA.
- *PM₁₀* refers to particulate matter less than ten microns in diameter. PM₁₀ particulates cause a greater health risk than larger-sized particles since fine particles can more easily cause respiratory irritation. The Federal standards for PM₁₀ have been met in most areas within the SCAB, though standards were exceeded in portions of Riverside County. However, there was widespread exceedance of the more stringent State standards throughout the SCAB.
- *PM_{2.5}* refers to particulate matter less than 2.5 microns in diameter. PM_{2.5} also represents a significant health risk because particulate matter of this size may be more easily inhaled causing respiratory irritation. The annual average concentrations of PM_{2.5} exceeded Federal standards in some areas of the SCAB. As a result, PM_{2.5} continues to be designated non-attainment.

Daily and quarterly emissions thresholds for construction activities and the operation of a project have been established by the SCAQMD. Projects in the South Coast Air Basin (SCAB) generating *construction-related* emissions that exceed any of the following emissions thresholds are considered to be significant:

- 75 pounds per day or 2.5 tons per quarter of reactive organic compounds;
- 100 pounds per day or 2.5 tons per quarter of nitrogen dioxide;
- 550 pounds per day or 24.75 tons per quarter of carbon monoxide;
- 150 pounds per day or 6.75 tons per quarter of PM₁₀;
- 55 pounds per day or 2.43 tons per quarter of PM_{2.5}; or,
- 150 pounds per day or 6.75 tons per quarter of sulfur oxides.

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

- 55 pounds per day of reactive organic compounds;
- 55 pounds per day of nitrogen dioxide;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of PM₁₀;
- 55 pounds per day of PM_{2.5}; or,
- 150 pounds per day of sulfur oxides.

3.3.2 ENVIRONMENTAL ANALYSIS

3.3.A. *Would the project conflict with or obstruct implementation of the applicable air quality plan? • No Impact.*

The City of Bell is located within the South Coast Air Basin (SCAB). The SCAB covers a 6,600 square-mile area within Orange County and the non-desert portions of Los Angeles County, Riverside County, and San Bernardino County. Air quality in the SCAB is monitored by the South Coast Air Quality Management District (SCAQMD) at various monitoring stations located throughout the area. Measures to improve regional air quality are outlined in the SCAQMD's Air Quality Management Plan (AQMP). The Final 2012 AQMP was jointly prepared with the CARB and the Southern California Association of Governments (SCAG).²⁵ The plan will help AQMD maintain focus on the air quality impacts of major projects associated with goods movement, land use, energy efficiency and other key areas of growth. Key elements of the 2012 AQMP include enhancements to existing programs to meet the 24-hour PM_{2.5} Federal health standard and a proposed plan of action to reduce ground-level ozone. The SCAB has experienced poor air quality due in large part to the area's topography as well as meteorological influences that often lead to the creation of inversion layers that prevented the dispersal of pollutants. The primary criteria pollutants that remain non-attainment in the local area include PM_{2.5} and Ozone (O₃). Specific criteria for determining a project's conformity with the AQMP is defined in Section 12.3 of the SCAQMD's CEQA. The Air Quality Handbook refers to the following criteria as a means to determine a project's conformity with the AQMP:²⁶

- *Consistency Criteria 1* refers to a proposed project's potential for resulting in an increase in the frequency or severity of an existing air quality violation or its potential for contributing to the continuation of an existing air quality violation.
- *Consistency Criteria 2* refers to a proposed project's potential for exceeding the assumptions included in the AQMP or other regional growth projections relevant to the AQMP's implementation.²⁷

In terms of Criteria 1, the proposed project's long-term (operational) airborne emissions will be below levels that the SCAQMD considers as a significant adverse impact (refer to the analysis included in the next section, the long-term stationary and mobile emissions for the proposed project are summarized in Tables 3-1 and 3-2). The proposed project will also conform to Consistency Criteria 2. The proposed project will not significantly affect any regional population, housing, and employment projections prepared for the City of Bell by SCAG. Finally, the proposed project is consistent with the City of Bell General Plan (the proposed project is a permitted use under the City's General Plan) and will not lead to any area-wide growth-inducing impacts. As a result, no impacts related to the implementation of the AQMP are anticipated.

²⁵ South Coast Air Quality Management District. *Final 2012 Air Quality Plan*. Adopted 2012.

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

²⁷ Ibid.

3.3.B. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation? • Less than Significant Impact with Mitigation.

The potential construction-related emissions from the proposed project were estimated using the computer model CalEEMod developed for the SCAQMD (the worksheets are included in the Appendix). The entire project construction period is expected to last for approximately thirteen months (refer to Section 2) and would include the demolition of the existing surface improvements, grading and site preparation, the erection of the new buildings, and the finishing of the project (pavement areas, painting, and installation of landscaping). The analysis of daily construction emission has been prepared utilizing the California Emissions Estimator Model (CalEEMod V. 2013.2.2). As shown in Table 3-1, daily construction emissions are not anticipated to exceed the SCAQMD significance thresholds. Therefore, the mass daily construction-related impacts associated with the proposed project would be less than significant.

**Table 3-1
 Estimated Daily Construction Emissions**

Description of Construction Phase	ROG	NO₂	CO	SO₂	PM₁₀	PM_{2.5}
Demolition (on-site)	1.31	11.23	8.70	0.01	0.80	0.76
Demolition (off-site)	0.20	0.05	0.65	--	0.11	0.03
Demolition Subtotal	1.51	11.28	9.35	0.01	0.91	0.79
Site Preparation(on-site)	1.35	13.63	7.34	--	0.85	0.76
Site Preparation (off-site)	0.10	0.02	0.32	--	0.05	0.01
Site Preparation Subtotal	1.45	13.65	7.66	--	0.90	0.77
Grading (on-site)	1.31	11.23	8.70	0.01	1.55	1.18
Grading (off-site)	0.20	0.05	0.65	--	0.11	0.03
Grading Subtotal	1.51	11.28	9.35	0.01	1.66	1.21
Building Construction (on-site) 2016	1.38	13.70	8.21	0.01	0.93	0.86
Building Construction (off-site) 2016	1.18	1.04	4.27	--	0.65	0.18
Building Construction Subtotal (2016)	2.56	14.74	12.48	0.01	1.58	1.04
Building Construction (on-site) 2017	1.27	12.67	8.03	0.01	0.85	0.78
Building Construction (off-site) 2017	1.09	0.95	3.90	--	0.65	0.18
Building Construction Subtotal (2017)	2.36	13.62	11.93	0.01	1.50	0.96
Paving (on-site)	1.08	9.83	7.24	0.01	0.60	0.55
Paving (off-site)	0.33	0.08	1.05	--	0.20	0.05
Paving Subtotal	1.41	9.91	8.29	0.01	0.80	0.60
Architectural Coatings (on-site)	7.39	2.18	1.86	--	0.17	0.17
Architectural Coatings (off-site)	0.18	0.04	0.58	--	0.11	0.03
Architectural Coatings Subtotal	7.57	2.22	2.44	--	0.28	0.20
Maximum Daily Emissions	7.58	14.75	12.48	0.02	1.66	1.21
Daily SCAQMD Thresholds (lbs/day)	75	100	550	150	150	55

Source: California Air Resources Board, CalEEMod.

The estimated daily construction emissions (shown in Table 3-1) assume compliance with applicable SCAQMD rules and regulations for the control of fugitive dust and architectural coating emissions, which include, but are not limited to, water active grading of the site and unpaved surfaces at least three times daily, daily clean-up of mud and dirt carried onto paved streets from the site and use of low VOC paint.

Long-term emissions refer to those air quality impacts that will occur once the proposed project has been constructed and is operational. These impacts will continue over the operational life of the project. The long-term air quality impacts associated with the proposed project include the following: mobile emissions associated with vehicular traffic and off-site stationary emissions associated with the generation of energy (natural gas and electrical). The analysis of long-term operational impacts was also calculated using the CalEEMod computer model. As indicated in Table 3-2, the projected long-term emissions will also be below thresholds considered to be a significant impact.

**Table 3-2
 Estimated Operational Emissions**

Emissions Type	Criteria Pollutants (lbs/day)					
	ROG	NO ₂	CO	SO ₂	PM ₁₀	PM _{2.5}
Area-wide	1.31	0.06	5.32	--	0.02	0.02
Energy	0.02	0.23	0.09	--	0.01	0.01
Mobile	4.77	4.41	17.79	0.04	3.38	0.95
Total (lbs/day)	6.12	4.71	23.21	0.05	3.43	0.99
Daily Thresholds	55	55	550	150	150	32

Source: California Air Resources Board, CalEEMod.

As indicated in Table 3-2, the projected long-term emissions are below thresholds considered to represent a significant adverse impact. Because the project area is located in a non-attainment area for ozone and particulates, the following measures will be applicable to the proposed project as a means to mitigate potential construction emissions:

- All unpaved demolition and construction areas shall be wetted during excavation, grading and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
- All materials transported off-site shall either be sufficiently watered or securely covered to prevent excessive amounts of dust and spillage.
- All clearing, earthmoving, or excavation activities shall be discontinued during periods of high winds (i.e. greater than 15 mph), so as to prevent excessive amounts of fugitive dust.
- The Applicant shall ensure that the contractors adhere to all pertinent SCAQMD protocols regarding grading, site preparation, and construction activities.

The aforementioned mitigation will further reduce the potential construction-related impacts to levels that are less than significant.

3.3.C. 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)? • Less than Significant Impact.

As indicated in the previous section, the proposed project will result in short-term (construction-related) impacts and long-term (operational) impacts. The potential long-term (operational) and short-term (construction) emissions associated with the proposed project are compared to the SCAQMD's daily emissions thresholds in Tables 3-1 and 3-2, respectively. As indicated in these tables, the short-term and long-term emissions will not exceed the SCAQMD's daily thresholds. However, the proposed project will contribute incrementally to the SCAB's current non-attainment status in the absence of mitigation. The SCAB is currently non-attainment for ozone, PM₁₀, and PM_{2.5}. While the proposed project will result in additional vehicle trips, there will be a regional benefit in terms of a reduction in vehicle miles traveled (VMT) because it is an infill project that is consistent with the regional and State sustainable growth objectives. Finally, the proposed project will not exceed these adopted projections used in the preparation of the RTP (refer to the discussion included in Subsection A). The potential cumulative air quality impacts are deemed to be less than significant related to the generation of criteria pollutants.

3.3.D. Would the project expose sensitive receptors to substantial pollutant concentrations? • No Impact.

The SCAQMD is requesting local governments indicate whether a proposed project will result in an exceedance of *localized emissions thresholds* or LSTs. LSTs only apply to short-term (construction) and long-term (operational) emissions at a fixed location and do not include off-site or area-wide emissions. Sensitive receptors refer to land uses and/or activities that are especially sensitive to poor air quality and typically include homes, schools, playgrounds, hospitals, convalescent homes, and other facilities where children or the elderly may congregate.²⁸

Sensitive receptors in the vicinity of the proposed project site are identified in the map provided in Exhibit 3-2. The SCAQMD has developed a number of methodologies to assist in the completion of the LST analysis. The approach used in the analysis of the proposed project utilized a number of screening tables that identified maximum allowable emissions (in pounds per day) at a specified distance to a receptor. The pollutants that are the focus of the LST analysis include the conversion of NO_x to NO₂; carbon monoxide (CO) emissions from construction and operations; PM₁₀ emissions from construction and operations; and PM_{2.5} emissions from construction and operations. Persons that currently reside at the Bell Shelter are also considered to be sensitive receptors. The nearest other residential sensitive receptors to the project site include the residential area in the City of Maywood located approximately 1,715 feet southwest of the project site. The proposed project site is also considered to be a sensitive receptor.

²⁸ South Coast Air Quality Management District. *CEQA Air Quality Handbook*. April 1993.

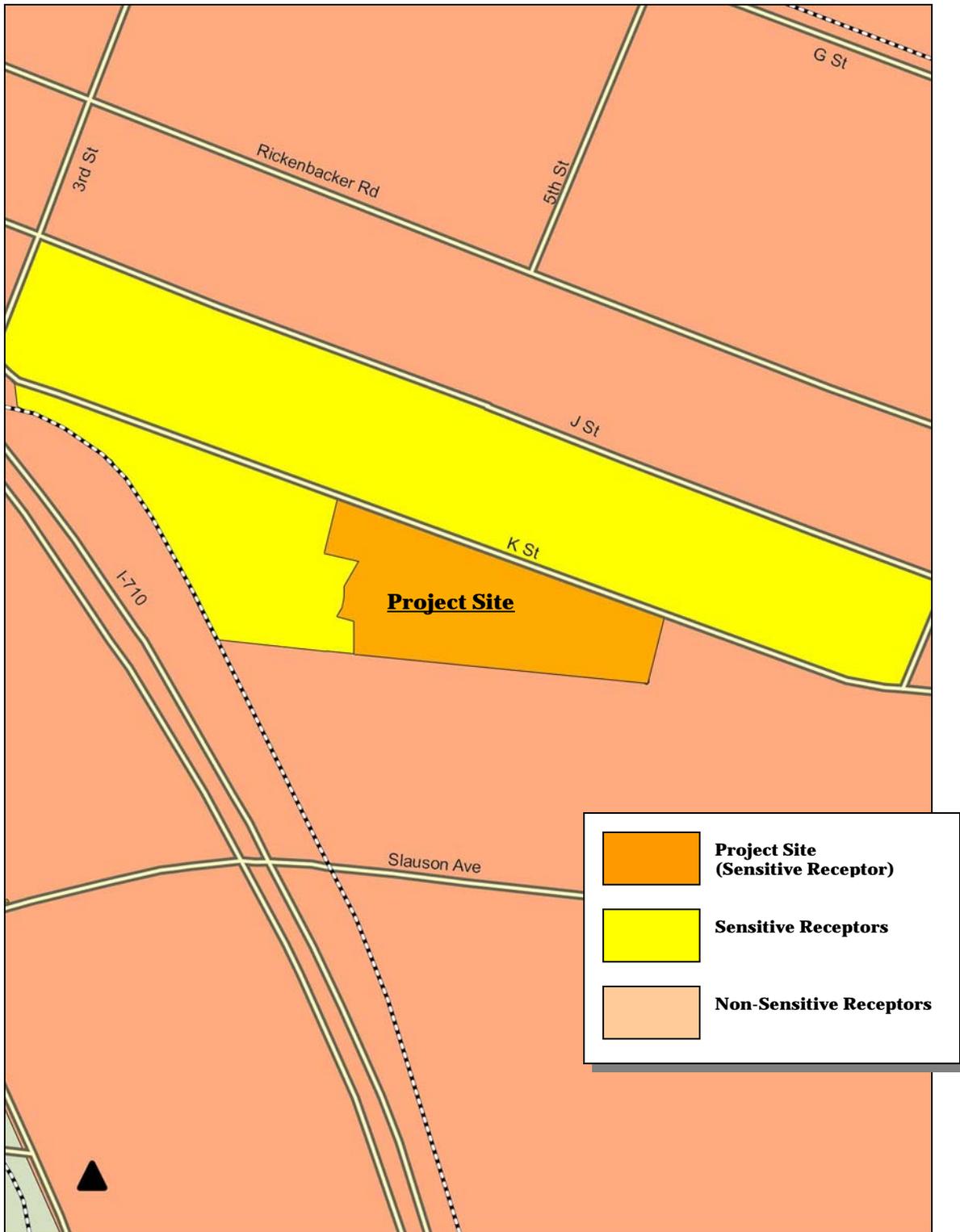


EXHIBIT 3-2
AIR QUALITY SENSITIVE RECEPTORS
Source: Quantum GIS and Blodgett Baylosis Environmental Planning

The approach used in the analysis utilized a number of screening tables that identified maximum allowable emissions (in pounds per day) at a specified distance to a receptor. The use of the “look-up tables” is permitted since each of the construction phases will involve the disturbance of less than five acres of land area. The pollutants that are the focus of the LST analysis include the conversion of NO₂; carbon monoxide (CO) emissions from construction and operations; PM₁₀ emissions from construction and operations; and PM_{2.5} emissions from construction and operations. As indicated in Table 3-3, the proposed project’s construction and operational emissions will not exceed any LSTs based on the information included in the Mass Rate LST Look-up Tables provided by the SCAQMD.

**Table 3-3
 Local Significance Thresholds Exceedance (SRA 12 for 2-acre site)**

Emissions	Project Emissions Const./Oper. (lbs/day)	Type	Allowable Emissions Threshold (lbs/day) and a Specified Distance from Receptor (in meters)				
			25 m.	50 m.	100 m.	200 m.	500 m.
NO ₂	14.75/4.71	Construction & Operations	65	64	69	82	117
CO	12.48/23.21	Construction & Operations	346	515	841	1,817	5,962
PM ₁₀	1.66/3.43	Construction/Operations	7/2	20/5	34/9	62/15	146/36
PM _{2.5}	1.21/0.99	Construction/Operations	4/1	6/2	9/3	19/5	74/18

Source: South Coast Air Quality Management District. Final Localized Significance Threshold Methodology. June 2003.

Most vehicles generate carbon monoxide (CO) as part of the tail-pipe emissions and high concentrations of CO along busy roadways and congested intersections are a concern. The areas surrounding the most congested intersections are often found to contain high levels of CO that exceed applicable standards. These areas of high CO concentration are referred to as *hot spots*. Two variables influence the creation of a hot-spot and these variables include traffic volumes and traffic congestion. Typically, a hot-spot may occur near an intersection that is experiencing severe congestion (a LOS E or LOS F). The SCAQMD stated in its CEQA Handbook that a CO hotspot would not likely develop at an intersection operating at LOS C or better.²⁹ The proposed project will generate a negligible amount of peak hour trips (less than 10). As a result, no impacts on sensitive receptors are anticipated.

3.3.E. Would the project create objectionable odors affecting a substantial number of people? • No Impact.

The SCAQMD has identified those land uses that are typically associated with odor complaints. These uses include activities involving livestock, rendering facilities, food processing plants, chemical plants, composting activities, refineries, landfills, and businesses involved in fiberglass molding.³⁰ The proposed project will serve as long-term permanent housing for homeless individuals. Given the nature of the proposed use, no impacts related to odors are anticipated with the proposed project.

²⁹ Since the Handbook was written, there have been new CO emissions controls added to vehicles and reformulated fuels are now sold in the SCAB. These new automobile emissions controls, along with the reformulated fuels, have resulted in a lowering of both ambient CO concentrations and vehicle emissions.

³⁰South Coast Air Quality Management District. *CEQA Air Quality Handbook*. April 1993.

3.3.3 SIGNIFICANT EFFECTS AND MITIGATION

While the proposed project's short-term (construction) and long-term (operational) emissions are not considered to represent a significant adverse impact, any additional emissions will nevertheless contribute incrementally to an existing non-attainment condition. As a result, the following measures will further reduce long-term stationary emissions related to energy use and construction-related impacts:

Mitigation Measure No. 1 (Air Quality). All unpaved demolition and construction areas shall be wetted during excavation, grading and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.

Mitigation Measure No. 2 (Air Quality). All materials transported off-site shall either be sufficiently watered or securely covered to prevent excessive amounts of dust and spillage.

Mitigation Measure No. 3 (Air Quality). All clearing, earthmoving, or excavation activities shall be discontinued during periods of high winds (i.e. greater than 15 mph), so as to prevent excessive amounts of fugitive dust.

Mitigation Measure No. 4 (Air Quality). The Applicant shall ensure that the contractors adhere to all pertinent SCAQMD protocols regarding grading, site preparation, and construction activities.

3.4 BIOLOGICAL RESOURCES

3.4.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant adverse impact on biological resources if it results in any of the following:

- A substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service;
- A substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service;
- A substantial adverse effect on Federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;
- A substantial interference with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites;
- A conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or,
- A conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.

3.4.2 ENVIRONMENTAL ANALYSIS

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

The project site is located within an urbanized area and plant life is limited to non-native, introduced, and ornamental species used for landscaping. The project site is completely surrounded by man-made improvements and development (refer to Exhibit 3-1).³¹ Animal life within the surrounding area consists of species commonly found in an urban setting.

³¹ Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted on March 11, 2016.

A review of the California Department of Fish and Wildlife California Natural Biodiversity Database (CNDDDB) Bios Viewer for the South Gate Quadrangle indicated that there are five threatened or endangered species located within the aforementioned Quadrangle (the City of Bell is located within the South Gate Quadrangle).³² These species include:

- The *Coastal California Gnatcatcher* is not likely to be found within City boundaries due to the existing development and the lack of habitat suitable for the California Gnatcatcher. The absence of coastal sage scrub, the California Gnatcatcher's primary habitat, further diminishes the likelihood of encountering such birds.³³
- The *Least Bell's Vireo* lives in a riparian habitat, with a majority of the species living in San Diego County.³⁴ As a result, it is not likely that any Least Bell's vireos will be encountered in the City due to the lack of riparian habitat.
- The *southwestern willow flycatcher's* habitat consists of relatively dense riparian tree and shrub communities associated with rivers, swamps, and other wetlands including lakes and reservoirs. Historically the southwestern willow flycatcher nested in native vegetation including willows, seepwillow, boxelder, buttonbush, and cottonwood.³⁵ These birds are often found near streams and rivers and are not likely to be found on-site due to the lack of marsh and natural hydrologic features.
- The *western yellow-billed cuckoo* is an insect eating bird found in riparian woodland habitats. The likelihood of encountering a western yellow-billed cuckoo is slim due to the level of development present within the City of Bell. Furthermore, the lack of riparian habitat further diminishes the likelihood of encountering populations of western yellow-billed cuckoos.³⁶
- *California Orcutt Grass* is found near vernal pools throughout Los Angeles, Riverside, and San Diego counties.³⁷ As indicated previously, the entire City is urbanized and the area's native habitat has been altered to accommodate the existing development. Furthermore, there are no vernal pools located in the City of Bell.

³² California Department of Fish and Wildlife. Bios Viewer. <https://map.dfg.ca.gov/bios/>

³³ Audubon. *California Gnatcatcher*. <http://birds.audubon.org/species/calgna>

³⁴ California Partners in Flight Riparian Bird Conservation Plan. *Least Bell's Vireo*. http://www.prbo.org/calpif/htmldocs/species/riparian/least_bell_vireo.htm

³⁵ U.S. Fish and Wildlife Service. *Southwestern Willow flycatcher*. http://www.fws.gov/nevada/protected_species/birds/species/swwf.html

³⁶ U.S. Fish and Wildlife Service. *Sacramento Fish and Wildlife Office, Public Advisory*. http://www.fws.gov/sacramento/WesternYellow-BilledCuckoo/outreach_PA_Western-Yellow-Billed-Cuckoo.htm

³⁷ Center for Plant Conservation. *Orcuttia Californica*. http://www.centerforplantconservation.org/collection/cpc_viewprofile.asp?CPCNum=3038

There are no endangered, threatened, or rare species located within the project-site or in the adjacent properties.³⁸ The Los Angeles River is located 1,296 feet west of the project site. According to the Los Angeles River Revitalization website, none of the aforementioned species are found along the river corridor.³⁹ Additionally, the Los Angeles River is a concrete lined storm drainage channel that provides limited opportunity for foraging avian species. The only areas along the river that may provide a riparian habitat are near the Sepulveda Basin and the Glendale Narrows. As a result, the proposed project will not have any adverse impacts on sensitive plants or animals in the region.

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

The project site and the surrounding properties are developed and no native plant communities or protected natural communities are found within the area. As a result, no natural ecological communities are found on-site or in the surrounding area.⁴⁰ The limited vegetation found on-site includes ruderal (weedy) vegetation and common tree specimens. No natural streams or riparian habitats are located on-site or within the adjacent properties.⁴¹ The channelized Los Angeles River is located 1,296 feet the west of the project site. This portion of the river does not provide any suitable riparian habitat. Thus, the proposed housing project will not affect any natural habitat or conservation plans and no impacts are anticipated.

3.4.C. Would the project have a substantial adverse effect on Federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? • No Impact.

The project site is currently partly used for surface parking. The existing site does not contain any wetland habitat. No natural *blue line streams* are located within the project site according to topographic maps published by the United States Geological Survey (USGS). The channelized Los Angeles River is located 1,296 feet the west of the project site. As a result, no wetland habitat will be disturbed by the proposed project.

³⁸ California Department of Fish and Wildlife, *Natural Diversity Data Base*.

³⁹ Los Angeles River Revitalization Plan. <http://www.lariver.org/explore/WildlifeandHabitat/index.htm>. Website accessed March 21, 2016

⁴⁰ Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted on March 11, 2016. ,

⁴⁰ United States Geological Survey. *South Gate 7½ Minute Quadrangle*. 1994.

⁴¹ Ibid.

3.4.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 life corridors, or impede the use of native wildlife nursery sites? • No Impact.

There are no areas of natural open space or areas of significant biological resource value within the project site or the immediate area. In addition, there are no surface water bodies that could provide a habitat for migratory birds. The project site does not function as a migratory corridor for the movement of migratory species. As a result, the proposed project will not affect wildlife migration in the area or otherwise impede the use of native wildlife nursery sites.

3.4.E. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? • No Impact.

There are presently, 21 trees located within the development site that will require removal to accommodate the proposed development. The landscape plan indicates new trees will be planted along the site perimeter and in the frontage area. Title 12 (Streets, Sidewalks, and Public Places) Chapter 12.24 – Street Trees of the City of Bell municipal code serves as the City’s “Tree Ordinance.” The tree ordinance establishes strict guidelines regarding the removal or tampering of trees located within any public right-of-way (such as streets and alleys). The proposed project will not violate the City’s adopted tree ordinance because the project will not remove any tree located within a public right-of-way. In addition, the project will include the installation of 17,314 square feet of new landscaping. Since no public trees will be removed to accommodate the proposed project, no impacts will occur.

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

As indicated previously, the project site is located within an urbanized setting, and no natural habitats are found within the project site or in adjacent areas.⁴² The project site is not located within an area governed by a habitat conservation plan or community conservation plan. As a result, no impacts on habitat conservation plans are anticipated as part of the proposed project’s implementation.

3.4.3 SIGNIFICANT EFFECTS AND MITIGATION

The environmental analysis in the preceding section determined that the proposed project would not result in significant unavoidable adverse impacts on biological resources. As a result, no mitigation measure is required.

⁴² United States Geological Survey. *South Gate 7½ Minute Quadrangle*. 1994.

3.5 CULTURAL RESOURCES

3.5.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project will normally have a significant adverse impact on cultural resources if it results in any of the following:

- A substantial adverse change in the significance of a historical resource, including tribal cultural resources, as defined in §15064.5 of the CEQA Guidelines;
- A substantial adverse change in the significance of an archaeological resource, including tribal cultural resources, pursuant to §15064.5 of the CEQA Guidelines;
- The destruction of a unique paleontological resource, site, or unique geologic feature; or,
- The disturbance of any human remains, including those interred outside of formal cemeteries, including Native American Sacred Sites.

3.5.2 ENVIRONMENTAL ANALYSIS

3.5.A. Would the project cause a substantial adverse change in the significance of a historical resource, including tribal cultural resources, as defined in §15064.5 of the CEQA Guidelines? • No Impact.

The Office of Historic Preservation's California Historic Landmarks does not include any structure or site within the City of Bell. However, a number of older potentially historically significant structures are found along Gage Avenue, between Atlantic Avenue and Salt Lake Avenue. These structures feature decorative masonry, shields, crowns, stained glass, vertical spires, bricks and tiles. None of these sites are located in the Cheli area of the City of Bell. To be considered eligible for the National Register, a property must meet the National Register Criteria for Evaluation. This evaluation involves the examination of the property's age, integrity, and significance. Significance may be determined if the property is associated with events, activities, or developments that were important in the past, with the lives of people who were important in the past, or represents significant architectural, landscape, or engineering elements. Specific criteria include the following:

- Districts, sites, buildings, structures, and objects that are associated with events that have made a significant contribution to the broad patterns of our history;
- Districts, sites, buildings, structures, and objects that are associated with the lives of significant persons in or past;
- Districts, sites, buildings, structures, and objects that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess

high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

- Districts, sites, buildings, structures, and objects that have yielded or may be likely to yield, information important in history or prehistory.

Ordinarily, properties that have achieved significance within the past 50 years are not considered eligible for the National Register. However, such properties *will qualify* if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

- A religious property deriving primary significance from architectural or artistic distinction or historical importance;
- A building or structure removed from its original location but which is primarily significant for architectural value, or which is the surviving structure most importantly associated with a historic person or event;
- A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building associated with his or her productive life;
- A cemetery that derives its primary importance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events;
- A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived;
- A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or
- A property achieving significance within the past 50 years if it is of exceptional importance.⁴³

The historic aerial photographs and topographic maps indicate that the site was in agricultural use in 1928 through 1947. From at least 1947 through 1970, the site appeared to be an undeveloped part of the Cheli Air Force Station. In the 1954 photograph, there appeared to be a large storage container on the subject property. According to a Phase I Environmental Site Assessment (ESA) for the western adjacent property prepared by Rincon Consultants dated October 2015, an “Oil Storage Shed” was formerly located on the project site. The property appeared vacant and the storage container is no longer depicted in 1960. The project site appeared to be a paved parking lot in 1976 with a few buildings in 1982 through 1994. From 1982 through 2004, the site was developed with mobile home trailers. No buildings are currently located within the project site. The project site does not meet any of the aforementioned criteria for listing on the National Register. Furthermore, the proposed improvements will not affect any existing

⁴³ U. S. Department of the Interior, National Park Service. National Register of Historic Places. <http://nrhp.focus.nps.gov>. 2010.

resources listed on the National Register or those eligible for listing on the National Register. Since no properties in the project area are eligible for listing, no impacts will result from the proposed project's implementation.

3.5.B. Would the project cause a substantial adverse change in the significance of an archaeological resource, including tribal cultural resources, pursuant to §15064.5 of the CEQA Guidelines? • Less than Significant Impact with Mitigation.

The City and surrounding region's prehistoric occupants were the Gabrielino Indians. The Gabrielinos migrated into the Los Angeles coastal areas in 500 B.C. They lived in small villages near water streams and along sheltered portions of the coast. They did not have permanent dwellings and survived on hunting, gathering and fishing. Three early villages were located in the vicinity of Bell: Apachianga, Isantcangna, and Tsungna. None of these sites are located near the project site. The nearest site, a post-contact Indian village site referred to as La Jaboneria (the soap factory), was known to have existed on the east bank of the Rio Hondo River in an area located south of Telegraph Road.⁴⁴ None of the aforementioned village sites are located within 2,000 feet of the project site. In addition, the project site has undergone extensive disturbance as part of previous development that has occurred. Records at the UCLA Archaeology Center also show that no prehistoric sites have been identified in the Cheli area of Bell. The AB-52 consultation requires the local tribal representatives to be consulted prior to the public review of CEQA documents. This review resulted in the following mitigation measure:

- The project Applicant will be required to obtain the services of a qualified Native American Monitor(s) during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground disturbing activities. The Native American Monitor(s) will complete monitoring logs on a daily basis. The logs will provide descriptions of the daily activities, including construction activities, locations, soil, and any cultural materials identified. The monitor(s) will photo-document the ground disturbing activities. The monitor(s) must also have Hazardous Waste Operations and Emergency Response (HAZWOPER) certification. In addition, the monitor(s) will be required to provide insurance certificates, including liability insurance, for any archaeological resource(s) encountered during grading and excavation activities pertinent to the provisions outlined in the California Environmental Quality Act, California Public Resources Code Division 13, Section 21083.2 (a) through (k). The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the monitor has indicated that the site has a low potential for archeological resources.

Adherence to the abovementioned mitigation will reduce potential impacts to levels that are less than significant.

⁴⁴ U. S. Department of the Interior, National Park Service. National Register of Historic Places. <http://nrhp.focus.nps.gov>. 2010.

3.5.C. Would the project directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature? • No Impact.

A record search at the Los Angeles County Museum of Natural History indicated that no paleontological resources have been found in the City of Bell and the surrounding area. Thus, the City has a low sensitivity for paleontological resources and the potential for the discovery of paleontological resources is unlikely. The project site and the surrounding area, because of its alluvial geology and the nearby construction, are not considered to be likely candidates for the discovery of paleontological resources. The likelihood of the discovery of such materials is also considered to be low due to the previous disturbance that has occurred in the area and the presence of recent (Holocene) alluvium.⁴⁵ Thus, the proposed project will not disturb any paleontological resources and no significant adverse impacts are anticipated.

3.5.D. Would the project disturb any human remains, including those interred outside of formal cemeteries, including Native American Sacred Sites? • No Impact.

The proposed project will not affect any cemetery located in the area. However, the project site is located within an area where four ethnic cemeteries are located. The Mount Carmel Cemetery and Park Lawn Cemetery are located in the City of Commerce, north of Gage Avenue approximately 1.75 miles southeast of the project site, also in the City of Commerce. The Mount Olive and Russian Molokian Cemeteries are located along Slauson Avenue also in the City of Commerce approximately two miles southeast of the project site.⁴⁶ The proposed project will not impact these cemeteries due to the distance of the cemeteries from the project site. As a result, no impacts are anticipated.

3.5.3 SIGNIFICANT EFFECTS AND MITIGATION

The environmental analysis in the preceding section determined that the proposed project would require the following mitigation.

Mitigation Measure No.5 (Cultural Resources). The project Applicant will be required to obtain the services of a qualified Native American Monitor(s) during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground disturbing activities. The Native American Monitor(s) will complete monitoring logs on a daily basis. The logs will provide descriptions of the daily activities, including construction activities, locations, soil, and any cultural materials identified. The monitor(s) will photo-document the ground disturbing activities. The monitor(s) must also have Hazardous Waste Operations and Emergency Response (HAZWOPER) certification. In addition, the

⁴⁵ Carde-Ten Architects. Design Package, *The Salvation Army Oasis Apartments*. March 1, 2016.

⁴⁶ Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted on March 11, 2016.

monitor(s) will be required to provide insurance certificates, including liability insurance, for any archaeological resource(s) encountered during grading and excavation activities pertinent to the provisions outlined in the California Environmental Quality Act, California Public Resources Code Division 13, Section 21083.2 (a) through (k). The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the monitor has indicated that the site has a low potential for archeological resources.

3.6 GEOLOGY AND SOILS

3.6.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant adverse impact on the environment if it results in the following:

- The exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, ground–shaking, liquefaction, or landslides;
- Substantial soil erosion or the loss of topsoil;
- The locating of a project on a soil or geologic unit that is unstable, or that would become unstable as a result of the project, and potentially result in on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse;
- The exposure of people to potential impacts, including location on expansive soil, as defined in Table 18-1-B of the California Building Code (2012) creating substantial risks to life or property; or,
- The locating of a project on soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.

3.6.2 ENVIRONMENTAL ANALYSIS

3.6.A. Would the project expose people or structures to 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), ground–shaking, liquefaction, or landslides? • Less than Significant Impact.

The City of Bell is located on the northeastern portion of the Los Angeles Basin. 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. Earthquakes are normally classified as to severity according to their magnitude or intensity. Because the amount of destruction generally decreases with increasing distance away from the epicenter, earthquakes are assigned several intensities, but only one magnitude. The intensity of seismic ground-shaking at any given location is a function of several factors, but primarily the magnitude of the earthquake, the distance from the epicenter to the planning area, and the local geologic and topographic conditions.

The State of California, under the guidelines of the Alquist-Priolo Special Studies Act, classifies earthquake faults according to the following criteria:

- *Active faults* exhibit proven displacement of the ground surface within the last 11,000 years (Holocene);
- *Potentially active faults* exhibit evidence of movement within the last 750,000 to two million years; and,
- *Inactive faults* have not moved in the last 11,000 years, as determined from direct geologic evidence, are presumed to be inactive.

According to the California Geological Survey (CGS) and the USGS, no known or suspected active fault traces pass through, or are located near, the project site.⁴⁷ Furthermore, there are no areas within the City located within a designated Alquist-Priolo Special Studies Zone.⁴⁸ As a result, no risk from potential fault rupture is expected. Major faults in the Southern California region are shown in Exhibit 3-3. According to maps and research completed by the CGS, the project site and the surrounding area is located within an area that may be subject to a potential liquefaction risk (refer to Exhibit 3-4). As a result, the potential impacts related to surface rupture, ground-shaking, and liquefaction are considered to be less than significant.

3.6.B. Would the project result in substantial soil erosion or the loss of topsoil? • No Impact.

No undisturbed native soils remain within the boundaries of the project site. The project site is located in the northern portion of the South Gate Quadrangle which includes all or parts of the cities of Bell, Bell Gardens, Bellflower, Carson, Bell, Compton, Cudahy, Downey, Huntington Park, Los Angeles, Long Beach, Los Alamitos, Lynwood, Maywood, Montebello, Paramount, South Gate, and Vernon, as well as unincorporated areas of Los Angeles County. More than 75% of the quadrangle is covered with Holocene alluvial deposits of the regional coastal basin, also known as the Downey Plain. These deposits overlie eroded surface materials of late Pleistocene age. The main drainage courses within the quadrangle are the Los Angeles River, the Rio Hondo River, and Compton Creek.⁴⁹ As a result, no impacts are anticipated with the implementation of the proposed project.

⁴⁷ United States Geological Survey. *Evaluating Earthquake Hazards in the Los Angeles Region-An Earth Science Perspective (USGS Professional Paper 1360)*. 1981.

⁴⁸ Fault rupture refers to the actual “tearing” of the ground surface along the trace of a fault. The State of California has included those fault traces that have exhibited movement in recent geologic times within Alquist-Priolo Special Studies Zones.

⁴⁹ California Department of Conservation. Seismic Hazards Report 034. Seismic Hazard Zone Report for the South Gate 7½ - Minute Quadrangle, Los Angeles County, California. 1998.

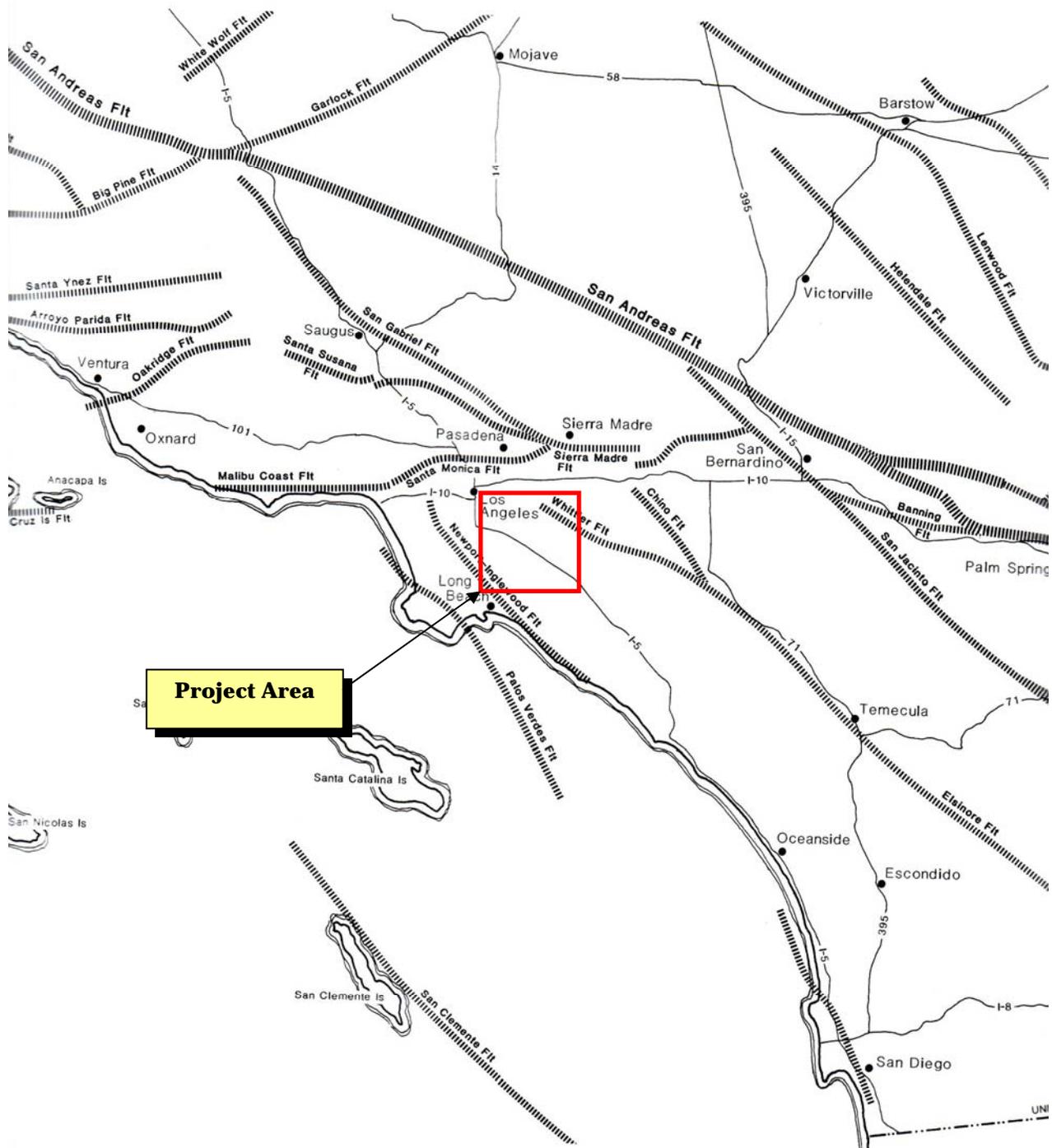


EXHIBIT 3-3
GENERAL LOCATION OF MAJOR SOUTHERN CALIFORNIA
FAULTS

Source: United States Geological Survey



EXHIBIT 3-4 POTENTIAL LIQUEFACTION RISK

Source: California Geological Survey

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

The geologic map of the South Gate Quadrangle, which includes the City of Bell, shows that the entire area is covered by alluvial sediments of Quaternary age. Older alluvial fan sediments of Pleistocene age are associated with the Montebello Hills and Dominguez Hills. Elsewhere across most of the quadrangle are the younger alluvial fan sediments of Holocene and late Pleistocene age. These deposits consist of varying proportions of sand, gravel, silt, and clay.⁵⁰ The topography of the project site and the surrounding area is level.⁵¹ According to the California Geological Survey (CGS), the project site will not be subject to potential landslide hazards.

Liquefaction may occur when loose, unconsolidated, saturated fine-to-medium-grained sandy soils are subjected to ground vibrations during an earthquake.⁵² 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. A study of earthquake hazards by the United States Geological Survey (USGS) indicates that the Bell area has moderate to high potential for liquefaction. The California Geological Survey identifies the liquefiable areas of the City and these areas are noted in Exhibit 3-4. The Bandini oil field is located under the Cheli Area and could result in some subsidence due to past oil extraction in this area. As a result, the impacts are less than significant.

3.6.D. *Would the project result in, or expose people to, potential impacts, including location on expansive soil, as defined in Table 18-1-B of the California Building Code (2012) creating substantial risks to life or property? • No Impact.*

A generalized soils map for Los Angeles County that was prepared by the United States Department of Agriculture, Soil Conservation Service identifies the surface soils in the County. The General Soil Map for Los Angeles County indicates that soils that underlie the site include the Tujunga-Soboba associations. The Tujunga-Soboba association underlies the western section of the Cheli Industrial area. The *Tujunga-Soboba association* consists of 60 percent Tujunga soils, 30 percent Soboba soils and 10 percent of unnamed sandy and cobbly materials in the beds of intermittent streams. This association, over 60 inches deep, is excessively drained and has rapid subsoil permeability. The Tujunga-Soboba association has a very low inherent fertility and use for residential development. Tujunga soils are brownish-gray or grayish-brown sand or loamy fine sand on the surface and have a stratified substratum. These soils are slightly acid to mildly alkaline and water holding capacity is four to five inches for 60 inches of depth. Tujunga soils have slow runoff capability and a slight erosion hazard. Soboba soils are pale brown, neutral cobbly very fine sandy loam on the surface about three inches thick, with pale brown and light brownish-

⁵⁰ California Department of Conservation. Seismic Hazards Report 034. Seismic Hazard Zone Report for the South Gate 7½ -Minute Quadrangle, Los Angeles County, California. 1998..

⁵¹ United States Geological Survey. South Gate 7½ Minute Quadrangle. Revised July 1998.

⁵² Liquefaction occurs in areas where the ground water table is within 50 feet of the ground surface when the Mercalli scale intensities are VII or greater. When these water saturated sediments are shaken, a sudden increase in pore water pressure causes the soils to lose strength and behave as liquid. Excess water pressure is vented upward through fissures and cracks in the soil causing a water-soil slurry to bubble onto the ground surface. These effects are called sand boils, sand blows or sand volcanoes.

gray very cobbly loamy coarse sand subsoils. Soboba soils may be calcareous in the lower layers. Water holding capacity is only two to four inches for 60 inches of depth. Soboba soils have very slow runoff capability and a moderate wind erosion hazard. The Tujunga-Soboba association has a low shrink-swell potential. As indicated previously, the underlying soils consist of recent alluvial sediments. The soils are suitable for development as is evident from observing land uses and development in the area. In addition, all new structural improvements will be required to comply with the most current California Building Code requirements. As a result, no impacts related to expansive soils are anticipated.

3.6.E. Would the project be located on soils that are incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? • No Impact.

The project site is connected to a sanitary sewer system. The proposed use will also be required to connect to the existing sanitary sewer system to accommodate waste water. No septic tanks will be used as part of the proposed project's operation. As a result, no impacts related to the use of septic tanks will result.

3.6.3 SIGNIFICANT EFFECTS AND MITIGATION

The analysis determined that no significant adverse impacts were anticipated. As a result, no mitigation is required.

3.7 GREENHOUSE GAS EMISSIONS

3.7.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant adverse impact on greenhouse gas emissions if it results in any of the following:

- The generation of greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; and,
- The potential for conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gasses.

3.7.2 ENVIRONMENTAL ANALYSIS

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

Greenhouse gas (GHG) emissions are emitted by both natural processes and human activities. Examples of GHG that are produced both by natural and industrial processes include carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O).⁵³ Table 3-4 summarizes annual greenhouse gas emissions from build-out of the proposed project.

**Table 3-4
Greenhouse Gas Emissions Inventory**

Source	GHG Emissions (Lbs/Day)			
	CO ₂	CH ₄	N ₂ O	CO ₂ E
Short-Term Construction Emissions				
Demolition	1,193.61	0.23	--	1,198.62
Site Preparation	973.08	0.29	--	979.24
Grading	1,193.61	0.23	--	1,198.62
Construction (2016)	1,178.55	0.35	--	1,186.02
Construction (2017)	1,159.53	0.35	--	1,166.99
Paving	1,068.93	0.29	--	1,075.16
Architectural Coatings	281.44	0.02	--	282.07
Long Term Operational Emissions				
Area	3,512.48	3.58	0.08	3,612.99
Energy	293.57	--	--	295.35
Mobile	4,104.73	0.14	--	4,107.85
Total	7,910.79	3.73	0.08	8,016.20

Source: CalEEMod.

⁵³ California, State of. OPR Technical Advisory – CEQA and Climate Change: Addressing Climate Change through the California Environmental Quality Act (CEQA) Review. June 19, 2008.

The SCAQMD has recommended several GHG thresholds of significance. These thresholds include 1,400 metric tons per year of CO₂E for commercial projects, 3,500 tons per year for residential projects, 3,000 tons per year for mixed-use projects, and 7,000 tons per year for industrial projects. Table 3-4 summarizes annual greenhouse gas emissions from build-out of the proposed project. As indicated in Table 3-4, the CO₂E total for the project is 8,016.20 pounds per day or 3.63 MTCO₂E per day; this translates into an annual operational emission of 1,327.54 MTCO₂E per year, which is below the thresholds of significance. Therefore, the project’s GHG impacts are less than significant.

3.7.B. *Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gasses? • Less than Significant Impact.*

The proposed project would incorporate a number of several design features that are consistent with the California Office of the Attorney General's recommended policies and measures to reduce GHG emissions. A list of the Attorney General's recommended measures and the project's conformance with each are listed in Table 3-5.

**Table 3-5
 Project Consistency With the Attorney General's Recommendations**

Attorney General's Recommended Measures	Project Compliance	Percent Reduction
Smart growth, jobs/housing balance, transit-oriented development, and infill development through land use designations, incentives and fees, zoning, and public-private partnerships.	Compliant. The proposed project will facilitate new infill development in an urban area.	10%-20%
Create transit, bicycle, and pedestrian connections through planning, funding, development requirements, incentives and regional cooperation; create disincentives for auto use.	Compliant. As part of the proposed improvements, a new sidewalk and landscaping will be installed.	5%
Energy- and water-efficient buildings and landscaping through ordinances, development fees, incentives, project timing, prioritization, and other implementing tools.	Compliant. The new building will employ newer efficient utilities and plumbing fixtures. The project will also be required to install modern storm water runoff controls. The project will be consistent with the requirements of AB-1881.	10%
Waste diversion, recycling, water efficiency, energy efficiency and energy recovery in cooperation with public services, districts and private entities.	Compliant. The project’s contractors will be required to adhere to the use of sustainability practices involving solid waste generation and disposal.	0.5%
Urban and rural forestry through tree planting requirements and programs; preservation of agricultural land and resources that sequester carbon; heat island reduction programs.	Compliant. The project will involve the installation of new landscaping.	0.5%
Regional cooperation to find cross-regional efficiencies in GHG reduction investments and to plan for regional transit, energy generation, and waste recovery facilities.	Compliant. Refer to responses above.	NA
Total Reduction Percentage:		36.0%

Source: California Office of the Attorney General, *Sustainability and General Plans: Examples of Policies to Address Climate Change*, updated January 22, 2010.

Table 3-6 identifies the applicable CARB Recommended Actions that are pertinent to the proposed project. Of the 39 standard measures identified by CARB, those that would be considered to be applicable to the proposed project would primarily be those actions related to electricity, natural gas use, water conservation, and waste management. A discussion of each applicable measure and the project's conformity with the measure is provided in Table 3-6. As indicated in the table, the proposed project would not impede the implementation of any of the CARB's recommended actions.

**Table 3-6
 Recommended Actions for Climate Change**

ID #	Sector	Strategy Name	Applicable to Project?	Will the Project Conflict With Implementation
E-1	Electricity and Natural Gas	Increased Utility Energy efficiency programs More stringent Building and Appliance Standards	Yes	No
CR-1	Electricity and Natural Gas	Energy Efficiency	Yes	No
GB-1	Green Buildings	Green Buildings	Yes	No
W-1	Water	Water Use Efficiency	Yes	No
I-1	Industry	Energy Efficiency and Co-benefits Audits for Large Industrial Sources	Yes	No
RW-3	Recycling and Waste Management	High Recycling/Zero Waste	Yes	No

Source: California Air Resources Board, *Assembly Bill 32 Scoping Plan*, 2008.

AB-32 requires the reduction of GHG emissions to 1990 levels, which would require a minimum 28 percent reduction in "business as usual" GHG emissions for the entire State. As the proposed project would reduce its GHG emissions by 36%, the potential GHG impacts are considered to be less than significant.

3.7.3 SIGNIFICANT EFFECTS AND MITIGATION

The proposed project will not result in any significant impacts with respect to greenhouse gas emissions. As a result, no mitigation measures are required.

3.8 HAZARDS AND HAZARDOUS MATERIALS

3.8.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant adverse impact on risk of upset and human health if it results in any of the following:

- The creation of a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- The creation of 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 generation of hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- The locating of a project on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 resulting in a significant hazard to the public or the environment;
- A safety hazard for the people residing or working in a project area for a project located within an area governed by an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or a public use airport;
- A safety hazard for people residing or working in a project area for a project located in the vicinity of a private;
- The impairment of the implementation of, or physical interference with, an adopted emergency response plan or emergency evacuation plan; or,
- The exposure of people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

3.8.2 ENVIRONMENTAL ANALYSIS

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

Rincon Consultants, Inc. performed a reconnaissance of the subject property on September 28, 2015. The purpose of the reconnaissance was to observe existing subject property conditions and to obtain information indicating the presence of recognized environmental conditions in connection with the project

site. The use, storage or disposal of hazardous materials on the project site was not observed during the site reconnaissance. Environmental Data Resources, Inc. (EDR) was contracted to provide a database search of public lists of sites that generate, store, treat or dispose of hazardous materials or sites for which a release or incident has occurred. The EDR search was conducted for the project site and included data from surrounding sites within a specified radius of the property. The larger 5600 Rickenbacker Road site in which the project site is a part of, was listed in several databases searched by EDR. However, based on the research conducted as part of this Phase I ESA, none of the listings are associated with the 1.57-acre project site.⁵⁴ Two adjacent sites were listed on the historical underground storage tank (UST) database:

- Ultra Industries site is located at 5331 East Slauson Boulevard, located southwest adjacent (hydrologically downgradient) to the project site.
- The Federal Service Center property, identified as 5600 Rickenbacker Road, had two UST listings associated with it. One of the USTs was located 1,200 feet to the north of the project site and one of the USTs was located western adjacent to the project site.⁵⁵

Based on documents reviewed as part of this Phase I ESA, the UST listings are not expected to four upgradient properties were listed on the leaking UST (LUST) database:

- US Postal Service Bulk Mail (5555 Bandini Boulevard) located about 3,200 northeast of the project site.
- Inland Container Corporation (5991 Bandini Boulevard) located about 3,000 feet northeast of the project site.
- Trammell Crow Co. (5550 East Bandini Boulevard) located about 2,400 feet north of project site.
- McLean Trucking Terminal (4650 South Eastern Avenue) located about 3,300 feet northeast of the project site.⁵⁶

Based on the distances from the subject property and the case closure letters, these four sites are not expected to be adversely impacting soil or groundwater beneath the subject property.

A Phase II ESA was conducted in 2015 by Rincon Consultants, Inc, for the larger 116-acre Bell Federal Service Center site which includes the subject property. This included sampling and analysis of subsurface soils in the area of the “oil storage shed” formerly located on the subject property, and “pistol range pit” formerly located on the site adjacent to the west of the project site.⁵⁷

⁵⁴ Rincon Consultants, Inc. *Phase I Environmental Site Assessment. Proposed Supportive Housing Apartment Complex, Portion of 5600 Rickenbacker Road, South of K St., Bell, CA.* October 13, 2015.

⁵⁵ Ibid.

⁵⁶ Ibid.

⁵⁷ Ibid.

- *Project Site - Oil Storage Shed:* Soil samples were collected from 3 soil borings at 2, 5 and 10 feet below grade from the vicinity of the “oil storage shed.” The soil samples were analyzed for total petroleum hydrocarbons (TPH) and volatile organic compounds (VOCs). No VOCs or TPH were detected in any of the samples collected from the former “oil storage shed” on the subject property. Therefore, the former presence of an “Oil Storage Shed” on the subject property is considered *de minimis*.⁵⁸
- *Adjacent Property – Pistol Range Pit:* Soil samples were collected from 3 soil borings at 2, 5 and 10 feet below grade from the vicinity of the “pistol range pit.” Based on the documents reviewed as part of this Phase I ESA, the former Pistol Range Pit was located about 400 feet to the west of the subject property. The soil samples were analyzed for total lead. Lead was detected in the 2 feet deep samples (ranging from 19 to 44 mg/kg); however, lead was not detected in any of the soil samples collected from 5 or 10 feet below grade. The report also indicated that no bullet fragments, or any other foreign matter, were observed. Based on the distance of the Pistol Range Pit from the project site (400 feet), and the groundwater flow direction to the south (cross-gradient to the subject property), it is unlikely that lead originating from the Pistol Range Pit is located beneath the subject property. Therefore the former presence of a "Pistol Range Pit" on the western adjacent property is considered *de minimis*.⁵⁹

To ensure that future demolition activities do not result in the release of any lead, asbestos-containing materials, or other hazardous wastes, the following mitigation measures are identified in Section 3.8.3:

- Should any hazardous materials be encountered during the demolition phase, the contractors shall comply with existing regulations regarding the proper removal, handling, and disposal to prevent undue risks to the public.
- The building contractors must adhere to all requirements governing the handling, removal, and disposal of asbestos-containing materials, lead paint, and other hazardous substances and materials that may be encountered during demolition phase.

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

3.8.B. Would the project create a significant hazard to the public or the environment or result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? • No Impact.

Methane is a direct result of the decomposition of organic materials that were disposed of in the area landfills. Methane migrates in the subsurface soils into the surface layers of the soil, ultimately being released into the air. The project site does not overlie any landfill that could lead to methane migration. In

⁵⁸Rincon Consultants, Inc. *Phase I Environmental Site Assessment. Proposed Supportive Housing Apartment Complex, Portion of 5600 Rickenbacker Road, South of K St., Bell, CA.* October 13, 2015.

⁵⁹ Ibid.

addition, the proposed use must operate pursuant to the requirements of the Los Angeles County Fire Department, the SCAQMD, the Regional Water Quality Control Board, the California Department of Toxic Substances Control, and other pertinent regulatory agencies. Compliance with the existing regulations of these agencies will address any potential impacts. As a result, no impacts will occur.

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

The nearest school to the project site is the Richard N. Slawson Southeast Occupational Center located approximately 638 feet to the north of the site. The activities anticipated as part of the warehouse operations will not result in the emissions of any hazardous substances. As a result, no impacts related to the emissions of hazardous materials associated with the store's operations are anticipated.

3.8.D. Would the project be located on a site which 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? • No Impact.

The project site is not included on a hazardous sites list compiled pursuant to Government Code Section 65962.5. Three sites are located in the City of Commerce and a single site is located in the City of Bell. The Bell location is in the Central City area along Gage Avenue. The nearest Cortese site in Commerce is located more than 1/2 to the south. The project site is not included on the Cortese list.⁶⁰ As a result, no additional impacts related to this issue are anticipated.

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

The project site is not located within two miles of an operational *public* airport. The nearest airport is Compton-Woodley Airport, located approximately nine miles to the southwest. The nearest major airport is located in Long Beach, approximately 15 miles to the southeast. Los Angeles International Airport (LAX) is located approximately 20 miles to the southwest. As a result, the proposed project will not present a safety hazard related to aircraft or airport operations.

3.8.F. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? • No Impact.

The project site is not located within two miles of an operational *private* airport or airstrip. As a result, the proposed project will not impact the operations of a private airstrip.

⁶⁰ California, State of, Department of Toxic Substances Control, *DTSC's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List)*, 2009.

3.8.G. Would the project impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan? • No Impact.

The proposed development will be confined to the parcel and will not obstruct access to the surrounding lots or otherwise hinder emergency evacuation within the surrounding properties. At no time will Rickenbacker Road or Eastern Avenue be closed to traffic to accommodate construction equipment or activities. Thus, no impacts on emergency response or evacuation are expected with the project.

3.8.H. Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? • No Impact.

As indicated previously, the project site and the adjacent properties are urbanized and there are no areas of native or natural vegetation found within the vicinity of the project site.⁶¹ The project site is located outside of any wildfire risk designation, or any areas where there is natural vegetation that may represent a significant wildfire risk. As a result, no risk from wildfire is anticipated with the approval and subsequent implementation of the proposed project.

3.8.3 SIGNIFICANT EFFECTS AND MITIGATION

While the proposed project's operational impacts related to hazardous materials are not considered to represent a significant adverse impact, hazardous materials may be encountered during the construction phases. As a result, the following measures will address potential impacts related to any hazardous materials that may be encountered during the demolition and construction phases:

Mitigation Measure No. 6 (Hazards and Hazardous Materials). Should any hazardous materials be encountered during demolition activities, the contractors shall comply with existing regulations regarding the proper removal, handling, and disposal to prevent undue risks to the public.

Mitigation Measure No. 7 (Hazards and Hazardous Materials). The building contractors must adhere to all requirements governing the handling, removal, and disposal of asbestos-containing materials, lead paint, and other hazardous substances and materials that may be encountered during demolition activities.

⁶¹ Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted on March 11, 2016.

3.9 HYDROLOGY AND WATER QUALITY

3.9.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant adverse environmental impact on water resources or water quality if it results in any of the following:

- A violation of any water quality standards or waste discharge requirements;
- A substantial depletion of groundwater supplies or interference with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level;
- A substantial alteration of the existing drainage pattern of the site or area through the alteration of the course of a stream or river in a manner that would result in substantial erosion or siltation on- or off-site;
- A substantial alteration of the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in flooding on- or off-site;
- The creation or contribution of water runoff that would exceed the capacity of existing or planned stormwater drainage systems or the generation of substantial additional sources of polluted runoff;
- The substantial degradation of water quality;
- The placement of housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map, or other flood hazard delineation map;
- The placement of structures within 100-year flood hazard areas that would impede or redirect flood flows;
- The exposure of people or structures to a significant risk of flooding as a result of dam or levee failure; or,
- The exposure of a project to inundation by seiche, tsunami, or mudflow.

3.9.2 ENVIRONMENTAL ANALYSIS

3.9.A. *Would the project violate any water quality standards or waste discharge requirements? • No Impact.*

The project site lies within the Central Basin Pressure area, a division of the Central Ground Water Basin which extends over most of the Los Angeles Coastal Plain. Because of its location within a transition area between the La Habra Piedmont to the north and the Bell Plain to the south, lateral changes in lithology and occurrence of groundwater may be expected. No naturally occurring permanent surface water features exist within the vicinity of the project site (refer to Exhibit 3-1). The Los Angeles River (which is currently concrete lined) is located approximately 1,296 feet to the west of the project site.⁶² The majority of the project site is currently paved and covered in impervious surfaces and there will be no change in the site's impervious character following the site's development. As a result, no impacts are anticipated.

3.9.B. *Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge in such a way that would cause a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of a pre-existing nearby well would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? • Less than Significant Impact with Mitigation.*

The City of Bell is located within the central section of the Downey Plain and is underlain by the Central groundwater basin. Water-bearing deposits found beneath the Downey plain include unconsolidated and semi-consolidated marine and non-marine alluvial sediments that yield significant amounts of groundwater. Groundwater resources in the Central Basin consists of a body of shallow, unconfined and semi-perched water on the upper part of the alluvial deposits; the principal body of fresh groundwater within the Recent and Pleistocene deposits; and salt water under the freshwater resources. Groundwater basins are recharged by surface and subsurface flows from the bordering hills and mountains; by downward percolation of waters from major streams; and by direct percolation of rain and artificial recharge at spreading basins or injection wells.⁶³

The discharge of the groundwater is through pumping for domestic use and flows to the ocean through sewers and drainage channels. Water-bearing deposits are unconsolidated and semi-consolidated alluvial sediments that hold water and allow water to pass through, and are referred to as aquifers. Non-water-bearing deposits are consolidated rocks and ground layers which provide limited water and form the boundaries between aquifers. The geologic structure underlying the Bell area consists of a topmost layer of deposition from recent time (15,000 years ago), consisting of alluvium and the Gaspur Aquifer.⁶⁴

⁶² United States Geological Survey. South Gate 7½ Minute Quadrangle. Revised July 1998.

⁶³ Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted on March 11, 2016. .

⁶⁴ Ibid.

Future water consumption will be limited to that used for landscaping, restroom use, and routine maintenance and cleaning. The new buildings will also involve the installation of water-conserving plumbing in conformance with local ordinances that require water-conserving equipment and plumbing fixtures as a means to reduce water consumption. While no significant adverse impacts on water quality are anticipated as part of the proposed project's construction and subsequent operation, the following mitigation measures will be required:

- The plans and specifications shall require the contractors to implement the Best Management Practices (BMPs) identified in Section IV of the Water Quality Management Plan, as well as be the responsible party for inspection and maintenance as identified in Section V of the Water Quality Management Plan.
- During construction, disposal of refuse and other materials should occur in a specified and controlled temporary area on-site physically separated from potential storm water runoff, with ultimate disposal in accordance with local, State and Federal requirements.
- Sediment from areas disturbed by construction shall be retained on-site using structural controls to the maximum extent practicable. Stockpiles of soil shall be properly contained to eliminate or reduce sediment transport from the site to the streets, drainage of facilities or adjacent properties via runoff, vehicle tracking, or wind.

The implementation of the aforementioned mitigation measures will ensure that the potential water quality impacts are reduced to levels that are less than significant.

3.9.C. Would the project substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? • No Impact.

The project site is developed and covered over with impervious surfaces (concrete and asphalt). No natural drainage or riparian areas remain within the project site or surrounding area due to earlier development.⁶⁵ In addition, no natural streams or rivers are located within the project site. The channelized Los Angeles is located approximately 1,296 feet to the west. In addition, there are two smaller concrete channels located near the project site. One channel abuts the property along the west side and a second channel extends through the site on the south side. The proposed project will also employ pervious paving in the parking areas and walkways. As a result, no impacts on streams or natural hydrology will occur with the project.

3.9.D. Would the project substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner, which would result in flooding on- or off-site? • No Impact.

The channelized Los Angeles is located approximately 1,296 feet to the west. In addition, there are two

⁶⁵ United States Geological Survey. *South Gate 7½ Minute Quadrangle*. 1984.

smaller concrete channels located near the project site. One channel abuts the property along the west side and a second channel extends through the site on the south side. The existing topographical character of the site will not substantially change as part of the proposed project's construction. Approximately one-half of the site is presently covered over in impervious surfaces. The proposed project will also employ pervious paving in the parking areas and walkways. The proposed improvements will not substantially alter the existing on-site drainage characteristics or lead to flooding (either on-site or off-site).⁶⁶ As a result, no impacts are anticipated.

3.9.E. Would the project 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? • No Impact.

The channelized Los Angeles is located approximately 1,296 feet to the west. In addition, there are two smaller concrete channels located near the project site. One channel abuts the property along the west side and a second channel extends through the site on the south side.⁶⁷ The proposed project will not substantially alter the existing on-site drainage pattern. Approximately one-half of the site is presently covered over in impervious surfaces. The proposed project will also employ pervious paving in the parking areas and walkways. The project will not substantially alter the existing on-site drainage characteristics or lead to flooding (either on-site or off-site).⁶⁸ As a result, no impacts are anticipated.

3.9.F. Would the project otherwise substantially degrade water quality? • No Impact.

The measures identified in Section 3.9.B will mitigate any potential impacts directly related to the impact of the proposed project. As a result, no additional impacts beyond those previously identified are anticipated.

3.9.G. Would the project place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map, or other flood hazard delineation map? • No Impact.

The project site and the immediate area are not located within a flood zone (refer to Exhibit 3-5) designated by the Federal Emergency Management Agency (FEMA). As a result, no impacts are anticipated to occur.

⁶⁶ Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted on March 11, 2016.

⁶⁷ United States Geological Survey. *South Gate 7½ Minute Quadrangle*. 1984.

⁶⁸ Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted on March 11, 2016.



EXHIBIT 3-5
FLOODING HAZARDS
Source: United States Geological Survey

3.9.H. Would the project place within a 100-year flood hazard area, structures which would impede or redirect flood flows? • No Impact.

As indicated previously, the project site is not located within a designated flood hazard area as identified by FEMA.⁶⁹ As a result, the proposed project will not impede or redirect the flows of potential floodwater since the project site is not located within a flood hazard area. Therefore, no impacts are associated with the proposed project.

3.9.I. Would the project expose people or structures to a significant risk of flooding as a result of dam or levee failure? • Less Than Significant Impact.

However, the project area is located within a potential inundation area of several dams located in the surrounding region.⁷⁰

- *Hansen Dam.* The Hansen Dam is located on the northern edge of the San Fernando Valley, approximately four miles west of Sunland. The City of Bell is located approximately 25 miles south of the dam but dam failure will affect the entire City of Bell. Flood waters will arrive 17.75 hours after failure with a maximum depth of 1 foot approximately 21 hours after failure.
- *Sepulveda Dam.* The Sepulveda Dam is located on the Los Angeles River near the intersection of the Ventura and San Diego Freeways near the City of Van Nuys. The flood waters are anticipated to reach the City approximately 10 hours after failure. A maximum flood elevation of 2 feet is expected approximately 12 hours after failure.
- *Garvey Reservoir.* The Garvey Reservoir is located in Monterey Park and is two miles south east of the intersection of Garfield Avenue and Graves Avenue. Flood waters are estimated to reach the Cheli area within 30 minutes of dam failure.

Emergency response and evacuation plans for the affected areas have been established by the County Sheriff's Department and the U.S. Corps of Engineers, to facilitate emergency operations in the event of dam failure or river overflow. Therefore, the impacts related to flood flows are anticipated to be less than significant.

3.9.J. Would the project result in inundation by seiche, tsunami or mudflow? • No Impact.

The project site will not be exposed to a tsunami since the site is located approximately 16 miles inland from the Pacific Ocean.⁷¹ There are no hillsides located in the area that would result in mudslides. In

⁶⁹ Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted on March 11, 2016.

⁷⁰ City of Bell. Draft Public Safety Element Background Report. 2015.

⁷¹ Earthquake-generated tsunamis are long wave trains generated by seismic activity in ocean waters and their formation is directly related to the energy released by an earthquake, the depth (and the water depth) of the earthquake's epicenter, and the area and vertical displacement of the displaced sea floor.

addition, there are no surface water bodies located in the immediate area that would result in a seiche.⁷² As a result, no significant adverse impacts are expected.

3.9.3 SIGNIFICANT EFFECTS AND MITIGATION

As indicated previously, the site's hydrological characteristics will not substantially change due to the extent of the existing hardscape surfaces within the project site. The following mitigation measures are required as a means to ensure that water quality impacts are mitigated:

Mitigation Measure No. 8 (Hydrology and Water Quality). The plans and specifications shall require the contractors to implement the Best Management Practices (BMPs) identified in Section IV of the Water Quality Management Plan, as well as be the responsible party for inspection and maintenance as identified in Section V of the Water Quality Management Plan.

Mitigation Measure No. 9 (Hydrology and Water Quality). During construction, disposal of refuse and other materials should occur in a specified and controlled temporary area on-site physically separated from potential storm water runoff, with ultimate disposal in accordance with local, State and Federal requirements.

Mitigation Measure No. 10 (Hydrology and Water Quality). Sediment from areas disturbed by construction shall be retained on-site using structural controls to the maximum extent practicable. Stockpiles of soil shall be properly contained to eliminate or reduce sediment transport from the site to the streets, drainage of facilities or adjacent properties via runoff, vehicle tracking, or wind.

⁷² A seiche refers to an occasional and sudden oscillation of the water within a lake, bay, estuary, or other surface water body that may be caused by an earthquake.

3.10 LAND USE AND PLANNING

3.10.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant impact on land use and development if it results in any of the following:

- The disruption or division of the physical arrangement of an established community;
- A conflict with an applicable land use plan, policy or regulation of the agency with jurisdiction over the project; and,
- A conflict with any applicable conservation plan or natural community conservation plan.

3.10.2 ENVIRONMENTAL ANALYSIS

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

The project site is located in the midst of an industrial area located in the Cheli portion of Bell. The eastern boundary of the project site will abut a vacant lot that is within the larger 5600 Rickenbacker Road parcel. Surrounding land uses in the vicinity of the project site are listed below:

- *North of the Project Site.* K Street extends along the project site's northern boundary. Two large buildings occupy frontage along the northern side of K Street and are also operated by The Salvation Army.⁷³ Building 1, located directly north of the project site, is utilized as a distribution center for other Salvation Army locations. Building 2A-B is located northwest of the project site and serves as a shelter and resource center for the population The Salvation Army serves.
- *South of the Project Site.* A railroad right-of-way (ROW) abuts the project site on the south. A drainage channel extends along the southern portion of the project site. Other industrial uses are located further south.⁷⁴
- *East of the Project Site.* A vacant parcel that is part of the larger 5600 Rickenbacker parcel abuts the project site to the east.⁷⁵ Further east, 6th Street abuts the larger 5600 Rickenbacker parcel that houses the project site.
- *West of the Project Site.* A drainage channel and a storm water retention basin are located along the west side of the project site. Further west, the Long Beach Freeway (I-710) abuts the larger 5600 Rickenbacker parcel that includes the project site.⁷⁶

⁷³ Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted on March 11, 2016.

⁷⁴ Ibid.

⁷⁵ Ibid.

The project site itself is not occupied by any buildings, though remnants of foundations once used for mobile homes remain. The northern portion of the site is paved with asphalt and is currently being used for parking. The southern portion of the project site consists of earth covered in ruderal vegetation. The existing asphalt and other on-site surface improvements will be removed to accommodate the proposed project. No impacts related to the division of an established residential neighborhood will occur as part of the proposed project's implementation. As a result, no impacts related to the division of an established residential neighborhood will occur as part of the proposed project's implementation.

3.10.B. Would the project conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? • Less than Significant Impact.

The Bell General Plan and Zoning Ordinance define the permitted land uses and the corresponding development standards within the City. The General Plan designation that is applicable to the project site is *Manufacturing* and the applicable Zoning designation is *Commercial Manufacturing (C-M)*. The surrounding parcels have the same General Plan and Zoning designations. The local General Plan and Zoning designations are shown in Exhibits 3-6 and 3-7, respectively. ~~According to the City of Bell General Plan, the proposed use is permitted in this land use designation. As a result, no Zone change or General Plan Amendment is contemplated as part of the proposed project's implementation.~~ The City of Bell, subsequent to the circulation of the IS/MND, determined that the Commercial Manufacturing (C-M) zone district that is currently applicable to the Cheli industrial area is not applicable to the project site. For this reason, City staff determined that a rezoning of the site to *General Commercial and Residential Zone (C-3R)* would be the most appropriate zoning designation that would accommodate the project, which requires an application to rezone the parcel. Therefore, the discretionary approvals now include the rezoning of the Bell Oasis Apartment site to C-3R, a tentative parcel map, a conditional use permit, and variances.

The proposed project is not regionally significant according to definitions provided by SCAG and the SCAQMD.⁷⁷ In addition, the proposed project is not subject to an adopted specific plan. Finally, the project site is located inland and is not located within a designated Coastal Zone. As a result, no significant adverse impacts are anticipated.

3.10.C. Will the project conflict with any applicable habitat conservation plan or natural community conservation plan? • No Impact.

The project site is located in the midst of an existing urbanized area. No natural or native habitats are found within the site or within the adjacent parcels. In addition, there are no areas within the immediate vicinity that are subject to habitat conservation plans. As a result, no impacts are anticipated.

⁷⁶ Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted on March 11, 2016.

⁷⁷ Regionally significant projects are defined in the SCAQMD's CEQA Air Quality Handbook.

3.10.3 SIGNIFICANT EFFECTS AND MITIGATION

The environmental analysis determined that the proposed project will not result in any significant unavoidable adverse impacts on land use and development. As a result, no mitigation is required.

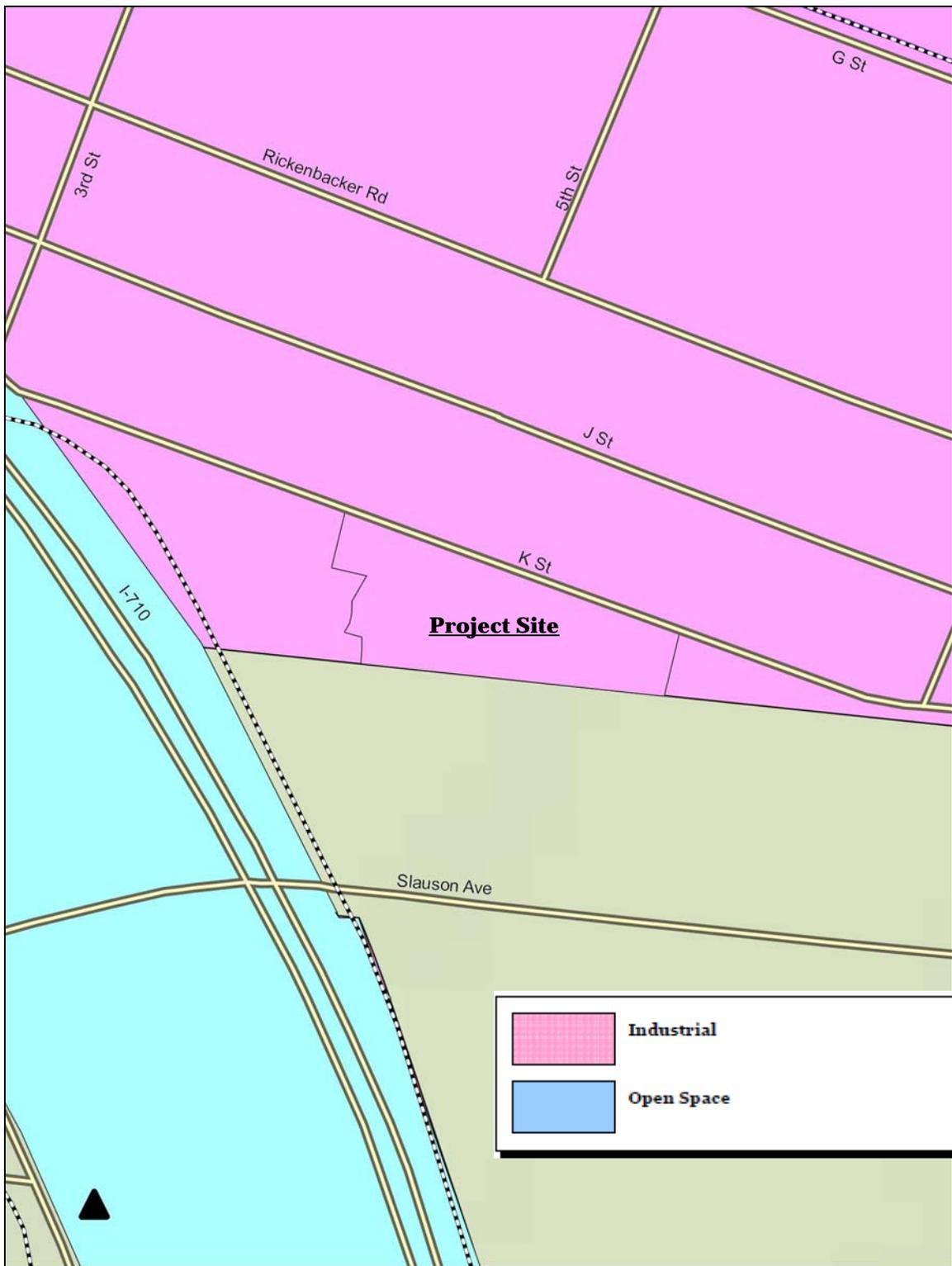


EXHIBIT 3-6
GENERAL PLAN MAP
Source: City of Bell and Quantum GIS

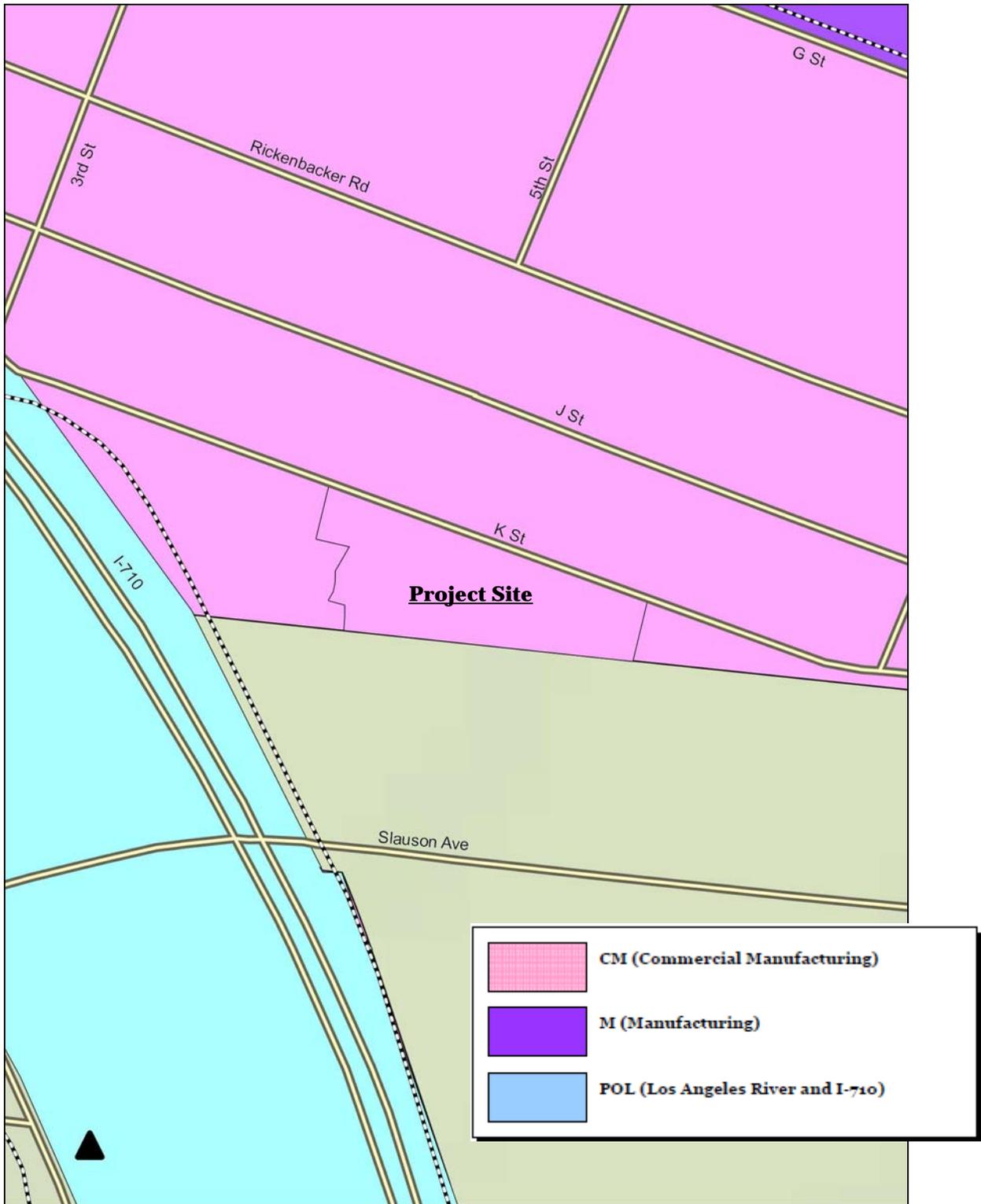


EXHIBIT 3-7
EXISTING ZONING DESIGNATIONS
Source: City of Bell and Quantum GIS

3.11 MINERAL RESOURCES

3.11.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant adverse impact on energy and mineral resources if it results in any of the following:

- The loss of availability of a known mineral resource that would be of value to the region and the residents of the State; or,
- The loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.

3.11.A. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State? • No Impact.

Under the Surface Mining and Reclamation Act (SMARA), the California Division of Oil, Gas, and Geothermal has identified significant sources of aggregate materials in the State. No significant sources of sand or gravel resources have been identified in the City of Bell or the adjacent areas. Also, the map showing significant aggregate resources indicate the City of Bell is in an area where no significant mineral deposits are present and there is little likelihood for their presence.⁷⁸ The Tujunga-Soboba association, found on the eastern section of the Central City along the Los Angeles River, is a good source of sand though the Los Angeles River has been completely channelized and sand mining activity is no longer possible.

A portion of the Bandini oil field underlies the Cheli industrial area of the City of Bell. Records concerning oil production indicate there are 14 wells located in the Bandini oil field with an annual production of 45,600 barrels. The remaining reserves in the Bandini oil field are estimated at 100 million barrels. The wells tapping the Bandini oil field are not located within the City of Bell though they are located in adjacent cities. There are no active oil wells within the City and the exploratory wells at the Cheli industrial area have long since been abandoned and plugged. A review of the California Division of Oil and Gas field records indicates that no abandoned wells are located within the project site boundaries. Two wells are located in the vicinity of the project site and both are abandoned (refer to Exhibit 3-8). Both wells are located north of the existing Bell Shelter facility.⁷⁹ As a result, no significant adverse impacts are anticipated.

⁷⁸ California Department of Conservation Division of Mines and Geology Mineral Resources Program SMARA Mineral Land Classification Project. *Publications of the SMARA Mineral Land Classification Project Dealing with Mineral Resources in California*. May 14, 2001.

⁷⁹ California, State of. Department of Conservation. *Oil, Gas, and Geothermal – District 1 Maps*. 2009.



EXHIBIT 3-8
ACTIVE & ABANDONED WELLS
Source: California Department of Conservation

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

There are no mineral, oil or energy extraction and/or generation activities within the project site or in the immediate area. The resources and materials used in the limited amount of construction will not include any materials that are considered to be rare or unique. Thus, the project will not result in any significant adverse effects on mineral resources in the region.

3.11.3 SIGNIFICANT EFFECTS AND MITIGATION

The environmental analysis determined that the proposed project will not result in any significant unavoidable adverse impacts on mineral resources. As a result, no mitigation is required.

3.12 NOISE

3.12.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant impact on the environment if it results in any of the following:

- The exposure of persons to, or the generation of, noise levels in excess of standards established in the local general plan, noise ordinance or applicable standards of other agencies;
- The exposure of people to, or the generation of, excessive ground-borne noise levels;
- A substantial permanent increase in ambient noise levels in the vicinity of the project above levels that exist without the project;
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;
- For a project within an area governed by an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or private use airport, where the project would expose people residing or working in the project area to excessive noise levels; or,
- The locating of a project within the vicinity of a private airstrip that would result in the exposure of people residing or working in the project area to excessive noise levels.

3.12.2 ENVIRONMENTAL ANALYSIS

3.12.A. *Would the project result in exposure of persons to, or the generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? • Less than Significant Impact.*

The most commonly used unit for measuring the level of sound is the decibel (dB). Zero on the decibel scale represents the lowest limit of sound that can be heard by humans. The eardrum may rupture at 140 dB. In general, an increase of between 3.0 dB and 5.0 dB in the ambient noise level is considered to represent the threshold for human sensitivity.⁸⁰ Noise levels that are associated with common, everyday activities are illustrated in Exhibit 3-9. The proposed project's implementation will result in short-term (construction-related) emissions due to the removal of the existing on-site improvements and construction activities. Other than the existing Bell Shelter complex, there are no noise sensitive receptors located within the vicinity of the project site.⁸¹ In addition, the on-site construction activities will be required to conform to the City's noise control requirements. The noise environment within the project site is

⁸⁰ Bugliarello, et. al., *The Impact of Noise Pollution*, Chapter 127, 1975.

⁸¹ United States Geological Survey. TerraServer USA. *The National Map – Bell, California*. July 1, 1979.

dominated by traffic noise along the Bandini Boulevard and noise from the rail operations in the area. No audible change in traffic noise levels from existing levels is expected to be perceptible over the long-term given the projected traffic generation. Typically, a doubling in traffic volumes is required to generate an audible increase in traffic noise levels. In a normal urbanized environment, changes in traffic noise levels of less than 3.0 dB are not typically perceptible. As a result, the impacts are considered to be less than significant.

3.12.B. Would the project result in exposure of people to, or the generation of, excessive ground-borne noise levels? • Less than Significant Impact.

A noise measurement survey was conducted on March 11, 2016 at 9:00 AM. The measurement location was in the center of the proposed project site. The survey involved 100 distinct noise measurements during the measurement period. The average noise level recorded was 57 dBA with noise levels ranging from 54.2 dBA up to a maximum of 64.7 dBA.⁸² This noise range falls into an “acceptable noise level” for residential development. The dominant source of noise during the measure period was freeway traffic on the nearby I-710 Freeway, adjacent industrial uses, and over flying aircraft. The traffic noise impacts will also be negligible given the existing ambient noise levels. Finally, all on-site activities will be subject to the City’s noise control regulations. As a result, the impacts are considered to be less than significant.

3.12.C. Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? • Less than Significant Impact.

The project trips on the adjacent Eastern Avenue and other arterial roadways would result in a negligible increase in traffic noise (below 3.0 dBA) given the existing ambient noise levels in the area. It typically requires a doubling of traffic on a given roadway to generate a perceptible change (considered to range between 3.0 dB and 5.0 dB) in the ambient noise levels. As a result, the impacts are less than significant.

3.12.D. Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? • Less than Significant Impact.

Composite construction noise is best characterized by Bolt, Beranek, and Newman (refer to Exhibit 3-10).⁸³ In this study, the noisiest phases of construction are anticipated to be 89 dBA as measured at a distance of 50 feet from the construction activity. This value takes into account both the number of pieces and spacing of the heavy equipment typically used in a construction effort. However, as a worst-case scenario, the 89 dBA value was used as an average noise level for the construction activities. Based on spreading losses, noise levels could exceed 80 dBA at the property line. These impacts will be short-term and cease once construction has been completed. The nearest noise sensitive receptor is the Bell Shelter facility located on the north side of K Street. Because of the limited duration of the construction activities and the requirement that the construction activities adhere to the City’s noise control requirements, the potential impacts will be less than significant.

⁸² Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted on March 11, 2016.

⁸³ USEPA, Protective Noise Levels. 1971.

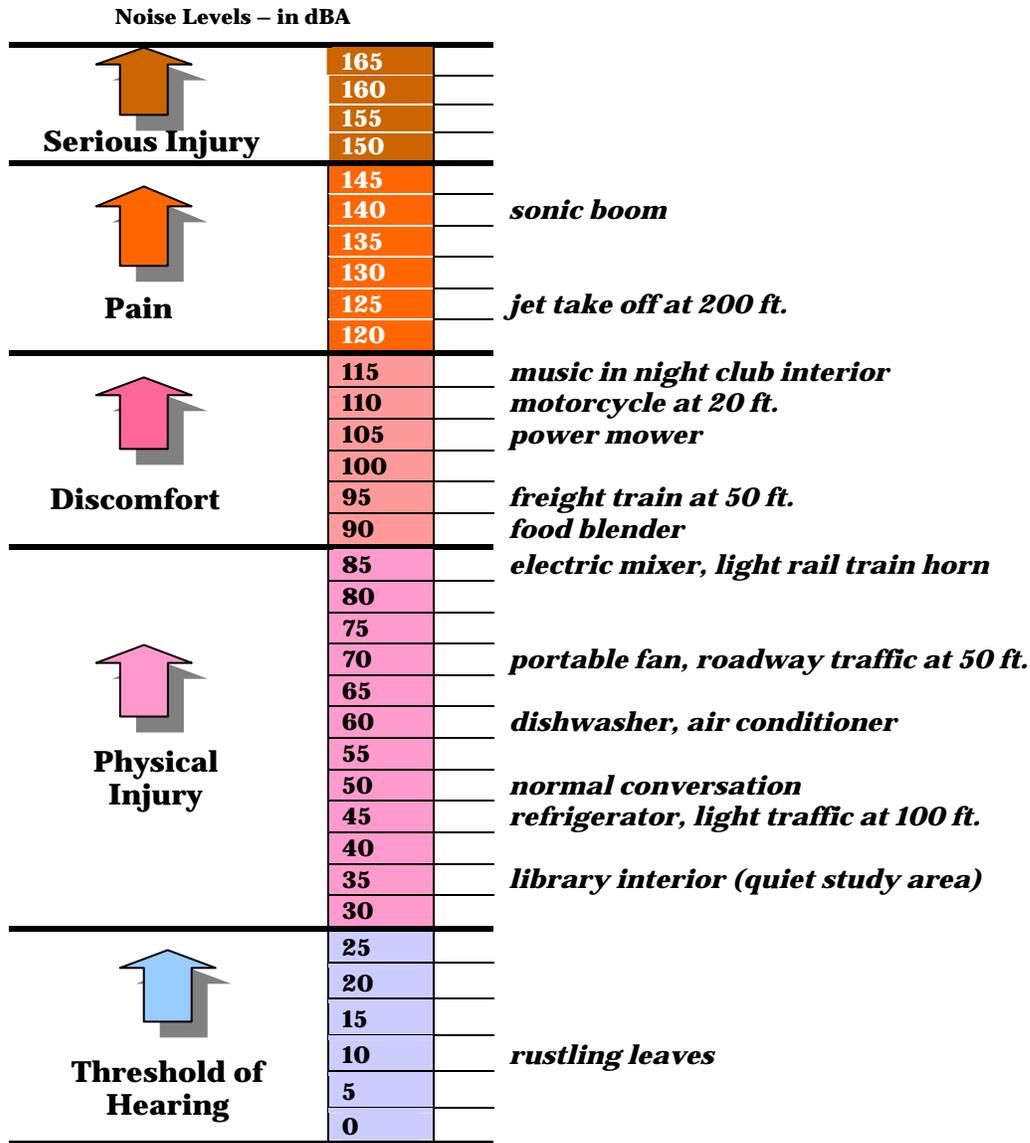


EXHIBIT 3-9 NOISE LEVELS ASSOCIATED WITH EVERYDAY ACTIVITIES

Source: Blodgett Baylosis Environmental Planning

**Noise Levels in dBA, 50 feet
from noise source**

			<u>70</u>	<u>80</u>	<u>90</u>	<u>100</u>
Equipment Powered by Internal Combustion Engines	Earth Moving Equipment	Compactors (Rollers)				
		Front Loaders				
		Backhoes				
		Tractors				
		Scrapers, Graders				
		Pavers				
		Trucks				
	Materials Handling Equipment	Concrete Mixers				
		Concrete Pumps				
		Cranes (Movable)				
		Cranes (Derrick)				
	Stationary Equipment	Pumps				
		Generators				
Compressors						
Impact Equipment	Pneumatic Wrenches					
	Jack Hammers					
	Pile Drivers					
Other Equipment	Vibrators					
	Saws					

EXHIBIT 3-10
NOISE SENSITIVE RECEPTORS
 Source: Blodgett Baylosis Environmental Planning

3.12.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 expose people residing or working in the project area to excessive noise levels? • No Impact.

The project site is not located within two miles of an operational airport. The nearest airport is the Compton-Woodley Airport, located approximately 7.79 miles southwest of the project site. As a result, no noise exposure impacts from a public airport are anticipated.

3.12.F. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? • No Impact.

The project site is not located within two miles of an operational private airport. The proposed project will not involve the exposure of persons to aircraft noise from operations at any private airport in the area.

3.12.3 SIGNIFICANT EFFECTS AND MITIGATION

The analysis determined that no significant noise impacts would result from the construction and subsequent operation of the proposed project. As a result, no mitigation measures are required.

3.13 POPULATION AND HOUSING

3.13.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant impact on housing and population if it results in any of the following:

- A substantial growth in the population within an area, either directly or indirectly related to a project;
- The displacement of a substantial number of existing housing units, necessitating the construction of replacement housing elsewhere; or,
- The displacement of substantial numbers of people, necessitating the construction of replacement housing.

3.13.2 ENVIRONMENTAL ANALYSIS

3.13.A. *Would the project induce substantial population growth in an area, either directly or indirectly?*

- *No Impact.*

The larger Salvation Army Bell Shelter functions as an emergency and transitional housing facility. The Bell Shelter operates a comprehensive program that offers transitional care for up to 350 homeless men and women. Services offered include: emergency shelter, transitional housing, substance abuse rehabilitation, case management, counseling, on-site health care and medical referrals, HIV/AIDS education, ESL classes, computer training, vocational assistance, job referrals and life skills classes.⁸⁴ **The studio units will be rental units for individuals that were previously homeless.** The proposed project will provide permanent housing for up to 70 previously homeless individuals. There are no dwelling units currently located within the boundaries of the project site. As a result, there are no homes that would be dislocated as part of the project's implementation. The proposed project will not affect any regional population, housing, and employment projections prepared for the City by the SCAG.⁸⁵ The infrastructure that will be required to serve the project site will continue to be limited to connections for water and the sewer system that serves the existing use.⁸⁶ Thus, these improvements will not contribute to any growth inducing impacts that would lead to increased population growth or facilitate new housing production.

3.13.B. *Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?* • *No Impact.*

As indicated in the previous section (Section 3.13.A), there are no dwelling units currently located on, or persons residing within, the project site. Furthermore, no homes would be dislocated as part of the

⁸⁴ Shelter Listing.Org. <http://www.shelterlistings.org/details/37520/>. Site accessed on March 17, 2016.

⁸⁵ These projections are critical in the development of policies for the Growth Management Plan, the Regional Transportation Plan, and ultimately, the Air Quality Management Plan.

⁸⁶ Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted on March 11, 2016.

project's implementation. Since no housing units will be dislocated as part of the proposed project's implementation, no replacement housing will be needed.

3.13.C. Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? • No Impact.

As indicated in the previous sections (Sections 3.13.A and 3.13.B), there are no dwelling units currently located on, or persons residing within, the boundaries of project site. Furthermore, there are no homes that would be dislocated as part of the proposed project's implementation. Since no housing units or persons will be dislocated as part of the proposed project's implementation, no impacts are anticipated.

3.13.3 SIGNIFICANT EFFECTS AND MITIGATION

The environmental analysis in the preceding sections determined that the proposed project would not result in any significant adverse impacts on population and housing. As a result, no mitigation is required.

3.14 PUBLIC SERVICES

3.14.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant adverse impact on public services if it results in any of the following:

- A substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives relative to fire protection services;
- A substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives relative to law enforcement services;
- A substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives relative to educational services; or
- A substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives relative to governmental services.

3.14.2 ENVIRONMENTAL ANALYSIS

3.14.A. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives for fire protection services? • No Impact.

The City of Bell contracts with the Los Angeles County Fire Department (LACFD) for fire protection and emergency services. Fire Station No. 27, on Rickenbacker Road in Bell, serves the Cheli industrial area. There are also a number of other fire stations in the surrounding area that may also serve the City of Bell when needed. Response time county-wide is under 5 minutes.⁸⁷ In addition, the Fire Department will review the development plans to ascertain the nature and extent of any additional measures that may be required to meet any Fire Code requirements. The proposed project will also have an approved fire access plan. As a result, no impacts on the Fire Department will result from the proposed project's implementation.

⁸⁷Los Angeles County Fire Department. www.fire.lacounty.gov/HometownFireStations/HometownFireStations.asp. Website accessed March 17, 2016.

3.14.B. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives for law enforcement services? • No Impact.

Police protection and law enforcement services are provided by the City of Bell Police Department. The department's authorized strength is 36 officers. Emergency response times throughout the City averages approximately 2.5 minutes. The proposed project will not involve any activities or facilities that would place any significant demands on law enforcement services related to vandalism since the facility will be occupied on a 24-hour basis and on-site security will be provided at all times. The studio units will be rental units for individuals that were previously homeless. The facility operators have prepared a comprehensive system of cameras and security lighting throughout the project site. As a result, no impacts on law enforcement services will result from the proposed project's implementation.

3.14.C. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives for educational services? • No Impact.

The Los Angeles Unified School District (LAUSD) serves the residential portions of the City of Bell. The Cheli portion of the City is located within the service area of the Montebello Unified School District (MUSD). The three new buildings will provide permanent housing and amenities for homeless individuals. The new development will accommodate tenants in 64 studio apartments and an on-site manager in a two-bedroom apartment. The projected resident population will be approximately 70 residents, assuming one resident per every studio unit with the occasional married couple or single parent with a young child. In addition, the manager's unit will contain between one and two residents. The proposed project will be required to pay any pertinent development fees to the local school district (MUSD). As a result, the proposed project's impacts on school facilities are not considered to be significant or adverse.

3.14.D. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives for other governmental services? • No Impact.

No new governmental services will be needed, and the proposed project is not expected to have any impact on existing governmental services.

3.14.3 SIGNIFICANT EFFECTS AND MITIGATION

The analysis determined that the proposed use would not have any adverse impacts on Public Services and therefore would not require mitigation.

3.15 RECREATION

3.15.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant adverse impact on the environment if it results in any of the following:

- 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; or,
- The construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.

3.15.2 ENVIRONMENTAL ANALYSIS

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

The City of Bell Department of Parks and Recreation maintains and operates nine parks totaling 14.5 acres. All of the existing public parks are located within the Central City; no parks are located within the Cheli industrial area. Tenants will be provided with various accessories for enhanced livability and security. Accessories include a gym, an exercise room, two courtyards, a breezeway through Buildings A and B, and a Central Path, which is a walkway that will connect all three new buildings. The Central Path will have outdoor furniture to create community gathering areas. In addition, a Community Walk will be provided. The Community Walk will be a landscaped public walkway outside of the secured boundary of the living area.⁸⁸ No parks or other recreational facilities are located in the vicinity of the project site. The proposed use will not result in a direct demand for park facilities. As a result, no changes in the demand for local parks and recreation facilities are anticipated.

3.15.B. Would the project affect existing recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment? • No Impact.

The proposed project will not significantly affect existing park facilities in the City. The project site is not located adjacent to any existing park. As a result, no impacts are anticipated.

3.15.3 SIGNIFICANT EFFECTS AND MITIGATION

The environmental analysis in the preceding section determined that the proposed project would not result in any significant unavoidable adverse impacts on recreational facilities and services. As a result, no mitigation is required.

⁸⁸ Carde-Ten Architects. Design Package, *The Salvation Army Oasis Apartments*. March 1, 2016.

3.16 TRANSPORTATION AND CIRCULATION

3.16.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project will have a significant adverse impact on traffic and circulation if it results in any of the following:

- A conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;
- A conflict with an applicable congestions management program, including but not limited to, level of service standards and travel demand measures, or other standards established by the County Congestion Management Agency for designated roads or highways;
- Results in a change in air traffic patterns, including either an increase in traffic levels or a change in the location that results in substantial safety risks;
- Substantially increases hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- Results in inadequate emergency access;
- A conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

The City of Bell maintains a target LOS of "D" and minimum LOS "E" on its transportation and circulation network.

3.16.2 ENVIRONMENTAL ANALYSIS

3.16.A Would the project conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? • Less Than Significant Impact.

The proposed project will consist of 64 studio apartments for homeless individuals and a single manager's unit (consisting of two bedrooms). The traffic analysis assumed the following:

- No specific traffic generation has been developed for units such as that being proposed. The majority of the future residents will not likely own their own vehicle due to the costs associated with car ownership.

- The proposed project will provide a number of services to the tenants that will require periodic visits by service personnel.
- The proposed project will also be visited by vendors and maintenance personnel during a typical weekday.

Trip generation estimates for the project were developed by adapting trip rates developed by the San Diego Association of Governments (SANDAG).⁸⁹ Rates that were used were those developed for congregate living facilities. The rationale was that similar to the project, residents of such facilities do not own cars though the service personnel will drive to and from the site. The trip rates used to estimate future traffic generation is summarized Table 3-7. As indicated in Table 3-7, the proposed project is anticipated to generate approximately 162 daily trips, with approximately 6 trips occurring during the AM peak hour, and 14 trips occurring during the PM peak hour.

**Table 3-7
 Project Trip Generation**

Project Element	Variable	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Trip Rates								
Congregate Living	Unit	2.5	0.6	0.4	4%	0.5	0.5	8%
Proposed Project Trip Generation								
64 studio units and 1 manager unit	65 units	162	4	2	6	6	6	12

Source: Blodgett/Baylosis Environmental Planning and SANDAG 2002

The traffic generation numbers identified in Table 3-7 represent an absolute maximum case since the great majority of the future residents will not own personal vehicles. In addition, the shelter operates two shuttle buses that provide transit service to nearby bus stops. The MTA operates a line (Metro Line 258) with a stop at Eastern Avenue and Rickenbacker Road. This bus stop is located 1,800 feet to the northeast of the site. A second transit line is managed by Commerce Municipal Bus Lines along Eastern Avenue (Orange Line). The Orange Line also has a bus stop located at Eastern Avenue and Rickenbacker Road. The availability of these nearby transit lines and the facility’s shuttle service significantly reduce potential traffic generation. As a result, the impacts are less than significant.

⁸⁹ San Diego Association of Governments (SANDAG). Vehicle Trip Generation Rates. April 2002.

3.16.B. Would the project conflict with an applicable congestions management program, including but not limited to, level of service standards and travel demand measures, or other standards established by the County Congestion Management Agency for designated roads or highways? • No Impact.

The Los Angeles County Congestion Management Program (CMP) Report is a composite of traffic counts and improvement projects developed and implemented by the Los Angeles County Metropolitan Transportation Authority (L.A. County MTA) and local governments. The CMP serves to consistently track trends during peak traffic hours at major intersections in the country and identify areas in great need of improvements where congestion is worsening. The CMP requires that intersections which are designated as being officially monitored by the Program be analyzed by CMP criteria should a project generate 50 or more peak hour trips to the subject intersection. The proposed project will not add 50 or more trips, during the AM or PM peak hours at the CMP monitoring intersections, which is the threshold for preparing a traffic impact assessment, as stated in the CMP manual. Therefore, no further review of potential impacts to intersection monitoring locations that are part of the CMP highway system is required.

3.16.C. Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in the location that results in substantial safety risks? No Impact.

The proposed project will not impact any Federal Aviation Administration (FAA) air traffic height restrictions. Finally, the project site is not located within an approach or take-off aircraft safety zone. As a result, no impacts are anticipated.

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

The proposed project will not alter the existing public right-of-way along Rickenbacker Road. As a result, no impacts will result from the proposed project's implementation. The proposed project will consist of 64 studio apartments for homeless individuals and a single manager's unit (consisting of two bedrooms). The parking plan calls for 35 parking spaces including the 2 ADA stalls. According to the City of Bell's off-street parking and loading requirements, multiple family housing should provide two parking spaces for each multiple family dwelling unit and one guest parking space for every three units. For lodging houses, clubs, and fraternity housing, one parking space for each "sleeping room" is required. These requirements would call for 128 parking spaces and 65 parking spaces respectively. No off-street parking standards related to this type of housing are provided in the City's zoning ordinance. These standards far exceed the parking demand that would be anticipated for this particular project. The anticipated parking demand may be met by the 35 spaces due to the following factors:

- The majority of the future residents will not likely own their own vehicle due to the costs associated with car ownership.
- The proposed project will provide a number of services to the tenants that will require periodic visits by service personnel.

- The proposed project will also be visited by vendors and maintenance personnel during a typical weekday.
- The proposed project's future parking demand will not impact any local streets since all parking will be restricted to the site.

No impacts are anticipated.

3.16.E. Would the project result in inadequate emergency access? • No Impact.

At no time will Rickenbacker Road or Eastern Avenue be closed to traffic during construction activities. As a result, no impacts on emergency access routes are associated with the proposed project's implementation.

3.16.F. Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? • Less than Significant Impact.

The traffic generation numbers identified in Table 3-7 represent an absolute maximum case since the great majority of the future residents will not own personal vehicles. In addition, the shelter operates two shuttle buses that provide transit service to nearby bus stops. The MTA operates a line (Metro Line 258) with a stop at Eastern Avenue and Rickenbacker Road. This bus stop is located 1,800 feet to the northeast of the site. A second transit line is managed by Commerce Municipal Bus Lines along Eastern Avenue (Orange Line). The Orange Line also has a bus stop located at Eastern Avenue and Rickenbacker Road. The availability of these nearby transit lines and the facility's shuttle service significantly reduce potential traffic generation. As a result, the impacts are less than significant.

3.16.3 SIGNIFICANT EFFECTS AND MITIGATION

The traffic analysis concluded that the project will not create significant traffic-related impacts at any of the study intersections. Therefore, mitigation is not required.

3.17 UTILITIES

3.17.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant adverse impact on utilities if it results in any of the following:

- An exceedance of wastewater treatment requirements of the applicable Regional Water Quality Control Board;
- The construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts;
- The construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- An overcapacity of the storm drain system, causing area flooding;
- A determination by the wastewater treatment provider that serves or may serve the project, that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments;
- Utilization of a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs; or,
- Non-compliance with Federal, State, and local statutes and regulations relative to solid waste.
- A need for new systems, or substantial alterations in power or natural gas facilities; or,
- A need for new systems, or substantial alterations in communications systems.

3.17.2 ENVIRONMENTAL ANALYSIS

3.17.A. *Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? • No Impact.*

The County Sanitation Districts of Los Angeles County (LACSD) also treats wastewater from the City of Bell.⁹⁰ Local sewer lines are maintained by the City of Bell, while the Districts own, operate and maintain the large trunk sewers of the regional wastewater conveyance system. The wastewater generated in the project area is conveyed to the Los Coyotes Water Reclamation Plant (Los Coyotes WRP), which is operated by the LACSD. The Los Coyotes WRP, located at the northwest junction of the San Gabriel River and Artesia Freeway, provides primary, secondary, and tertiary treatment. The Los Coyotes WRP has a

, ⁹⁰ Los Angeles County Sanitation Districts. www.lacsd.org/about/serviceareamap.asp. Website accessed March 2016.

design capacity of 37.5 million gallons per day (mgd) and currently processes an average flow of 31.8 mgd. The Joint Water Pollution Control Plant (JWPCP) located in the City of Carson has a design capacity of 385 mgd and currently processes an average flow of 326.1 mgd. The Long Beach WRP has a design capacity of 25 mgd and currently processes an average flow of 20.2 mgd. As indicated in Table 3-8, the future project is projected to generate 7,910 gallons of effluent on a daily basis.⁹¹ This is a relatively small portion of the existing available treatment capacity.

**Table 3-8
 Sewage Generation (gals/day)**

Generation Rate (managers unit)	230 gals/day/unit
Generation Rate (studio units)	120 gals/day/unit
Managers Unit (1 unit)	230 gals/day
Studio units (64 units)	7,680 gals/day
Total Generation	7,910 gals/day

Source: Blodgett Baylosis Environmental Planning. 2016.

The existing sewer line within K Street has sufficient capacity to accommodate the proposed use. In addition, the more modern and up-to-date plumbing fixtures in the new building will likely result in a further reduction in effluent generation. As a result, no significant adverse impacts are anticipated.

3.17.B. Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts? • No Impact.

The proposed project is projected to generate 7,910 gallons of effluent on a daily basis and is projected to consume 13,050 gallons of water on a daily basis.⁹² In addition, the more modern and up-to-date plumbing fixtures in the new building will likely result in a further reduction in effluent generation. As a result, no significant adverse impacts are anticipated.

3.17.C. Would the project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? • No Impact.

Storm drainage in the project area is provided by catch basins and storm drains located within the project site and in the immediate area. These lines connect to the drainage pipes maintained by the Los Angeles County Department of Public Works and are disposed into the Los Angeles River and the Rio Hondo River. There is minimal flood risk in the City of Bell (Zone X), as indicated in the Federal Emergency Management Agency's Flood Insurance Rate Program. The Los Angeles River Channel is a 500-foot wide

⁹¹ Derived from Orange County Sanitation District rates.

⁹² Ibid.

concrete channel that is designed to handle the storm water runoff from the Los Angeles area. The river extends through the City of Bell for a total distance of 16,200 feet and its maintenance is the responsibility of the Los Angeles County Department of Public Works, Flood Control District. In addition, there are two smaller concrete channels located near the project site. One channel abuts the property along the west side and a second channel extends through the site on the south side. The majority of the storm drains in the City are owned and maintained by the Los Angeles County Flood Control District that connects directly to the Los Angeles River to the east. Drainage lines are located on north-south streets and are connected to the Los Angeles River by drainage lines on east-west streets. Storm drains along Bandini Boulevard, east of Atlantic Boulevard, and on Walnut Street, east of Wilcox Avenue, are maintained by the City. All project-related flows will be conveyed via on-site gutters and storm drains to an on-site storm water/water quality basin that will encourage infiltration and treat the flows for water quality purposes prior to discharging into the existing storm drain system. As a result, no additional storm water infrastructure will be required to accommodate the projected demand.

3.17.D. Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? • No Impact.

The California Water Service Company serves the Cheli Industrial area of the City of Bell, and the City of Commerce. The water system within the federal property in Bell consists of 4-inch lines connecting to a 14-inch main line of the California Water Service Company. Water mains, 10- to 14-inches in diameter, are found along the major streets in the area. The projected water use is 13,050 gallons per day (refer to Table 3-9).⁹³

**Table 3-9
 Water Consumption (gals/day)**

Consumption Rate (managers unit)	250 gals/day/unit
Consumption Rate (studio units)	200 gals/day/unit
Managers Unit (1 unit)	250 gals/day
Studio units (64 units)	12,800 gals/day
Total Generation	13,050 gals/day

Source: Blodgett Baylosis Environmental Planning. 2016.

As a result, the projected water consumption demand is not likely to exceed current levels and no impacts are anticipated.

⁹³ Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted on March 11, 2016.

3.17.E. *Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments? • No Impact.*

The proposed project is projected to generate 7,910 gallons of effluent on a daily basis and is projected to consume 13,050 gallons of water on a daily basis.⁹⁴ As indicated previously, the installation of modern and up-to-date plumbing fixtures in the new building will likely result in a further reduction in effluent generation. As a result, no significant adverse impacts are anticipated.

3.17.F. *Would the project be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs? • No Impact.*

Trash collection is provided by the Consolidated Disposal Service and other private haulers for disposal into the Commerce Incinerator or in area landfills. As indicated in Table 3-10, a total of 260 pounds of solid waste per day is projected for the proposed use.

**Table 3-10
 Solid Waste Generation (lbs/day)**

Generation Rate (managers unit)	4 lbs./day/unit
Generation Rate (studio units)	4 lbs./day/unit
Managers Unit (1 unit)	4 lbs./day
Studio units (64 units)	256 lbs./day
Total Generation	260 lbs./day

Source: Blodgett Baylosis Environmental Planning, 2016.

The majority of this disposable solid waste will be taken to the Commerce “Waste-to-Energy” incineration plant for incineration. Recyclable waste will be sorted from the waste street and sent to a recycling facility. Residual waste associated with the demolition of the parking area and operational activities will be disposed of at area landfills. As a result, no impacts on solid waste generation are anticipated.

3.17.G. *Will the project comply with Federal, State, and local statutes and regulations related to solid waste? • No Impact.*

The proposed use, like all other development in Bell, will be required to adhere to City and County ordinances with respect to waste reduction and recycling. As a result, no increase in solid waste generation is anticipated with the project.

⁹⁴ Derived from Orange County Sanitation District rates.

3.17.3 SIGNIFICANT EFFECTS AND MITIGATION

The analysis determined the proposed project would not result in any utility impacts. As a result, no mitigation is required.

3.18 MANDATORY FINDINGS OF SIGNIFICANCE

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

- The approval and subsequent implementation of the proposed project *will not* have the potential to degrade the quality of the environment.
- The approval and subsequent implementation of the proposed project *will not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals.
- The approval and subsequent implementation of the proposed project *will not* have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity.
- The approval and subsequent implementation of the proposed project *will not* have environmental effects that will adversely affect humans, either directly or indirectly.
- The Initial Study indicated there is no evidence that the proposed project will have an adverse effect on wildlife resources or the habitat upon which any wildlife depends.



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SECTION 4 - CONCLUSIONS

4.1 FINDINGS

The Initial Study determined that the proposed project is not expected to have any significant adverse environmental impacts. The following findings can be made regarding the Mandatory Findings of Significance set forth in Section 15065 of the CEQA Guidelines based on the results of this Initial Study:

- The proposed project *will not* have the potential to degrade the quality of the environment.
- The proposed project *will not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals.
- The proposed project *will not* have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity.
- The proposed project *will not* have environmental effects that will adversely affect humans, either directly or indirectly.
- The Initial Study indicated there is no evidence that the proposed project will have an adverse effect on wildlife resources or the habitat upon which any wildlife depends.

4.2 MITIGATION MONITORING

In addition, pursuant to Section 21081(a) of the Public Resources Code, findings must be adopted by the decision-maker coincidental to the approval of a Mitigated Negative Declaration, which relates to the Mitigation Monitoring Program. These findings shall be incorporated as part of the decision-maker's findings of fact, in response to AB-3180 and in compliance with the requirements of the Public Resources Code. In accordance with the requirements of Section 21081(a) and 21081.6 of the Public Resources Code, the City of Santa Fe Springs can make the following additional findings

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

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



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SECTION 5 - REFERENCES

5.1 PREPARERS

BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING
16388 E. Colima Road, Suite 206
Hacienda Heights, CA 91745
(626) 336-0033

Marc Blodgett, Project Principal
Alejandra Rocha, Project Manager
Bryan Hamilton, Project Planner
Liesl Sullano, Project Planner

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APPENDICES

APPENDIX A - AIR QUALITY WORKSHEETS

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Bell Homeless Shelter
 South Coast AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Low Rise	35.00	Dwelling Unit	0.16	22,141.00	100
Apartments Low Rise	29.00	Dwelling Unit	0.14	17,743.00	83
Parking Lot	35.00	Space	0.32	14,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	31
Climate Zone	9			Operational Year	2018

Utility Company Southern California Edison

CO2 Intensity (lb/MW/hr)	630.89	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006
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1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Acreage and square footage found on site plan.

Construction Phase - Construction times estimated in MND

Architectural Coating - Per SCAQMD.

Construction Off-road Equipment Mitigation -

Area Mitigation -

Energy Mitigation -

Water Mitigation -

Table Name	Column Name	Default Value	New Value
tbiArchitecturalCoating	EF_Nonresidential_Exterior	250.00	150.00
tbiArchitecturalCoating	EF_Nonresidential_Interior	250.00	150.00
tbiConstructionPhase	NumDays	5.00	45.00
tbiConstructionPhase	NumDays	100.00	109.00
tbiConstructionPhase	NumDays	10.00	23.00
tbiConstructionPhase	NumDays	2.00	21.00
tbiConstructionPhase	NumDays	5.00	20.00
tbiConstructionPhase	NumDays	1.00	22.00
tbiConstructionPhase	PhaseEndDate	4/28/2017	4/30/2017
tbiGrading	AcresOfGrading	11.00	0.50
tbiLandUse	LandUseSquareFeet	35,000.00	22,141.00
tbiLandUse	LandUseSquareFeet	29,000.00	17,743.00
tbiLandUse	LotAcreage	2.19	0.16
tbiLandUse	LotAcreage	1.81	0.14
tbiProjectCharacteristics	OperationalYear	2014	2018

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

Year	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
2016	2.5631	14.7547	12.4886	0.0207	0.8545	0.9575	1.6694	0.4434	0.8809	1.2116	0.0000	1,993,286 ₂	1,993,289 ₂	0.3886	0.0000	2,001,460 ₄
2017	7.5816	13.6263	11.9398	0.0206	0.6375	0.8714	1.5089	0.1702	0.8017	0.9719	0.0000	1,947,424 ₂	1,947,424 ₂	0.3859	0.0000	1,955,528 ₄
Total	10.1447	28.3810	24.4284	0.0413	1.5020	1.8289	3.1783	0.6136	1.6826	2.1835	0.0000	3,940,723₄	3,940,723₄	0.7745	0.0000	3,956,988₈

Mitigated Construction

Year	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
2016	2.5618	14.7422	12.4811	0.0206	0.6375	0.9566	1.5941	0.1910	0.8801	1.0502	0.0000	1,992,218 ₀	1,992,218 ₀	0.3883	0.0000	2,000,372 ₃
2017	7.5813	13.6147	11.9324	0.0206	0.6375	0.8706	1.5081	0.1702	0.8010	0.9712	0.0000	1,946,360 ₄	1,946,360 ₄	0.3856	0.0000	1,954,457 ₇
Total	10.1431	28.3568	24.4135	0.0413	1.2750	1.8272	3.1022	0.3612	1.6811	2.0214	0.0000	3,938,578₃	3,938,578₃	0.7739	0.0000	3,954,830₀

Percent Reduction															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O
0.0155	0.0853	0.0610	0.0484	15.1161	0.0908	2.3931	41.1350	0.0897	7.4252	0.0544	0.0544	0.0544	0.0839	0.0000	0.0546

2.2 Overall Operational
Unmitigated Operational

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Area	34.8599	0.9128	69.6592	0.1028		9.8067	9.8067		9.8052	9.8052	1,198,965 6	2,313,515 0	3,512,480 6	3.5850	0.0814	3,612,992 3
Energy	0.0269	0.2300	0.0679	1.4700e-003		0.0186	0.0186		0.0186	0.0186		293.5722	293.5722	5.6300e-003	5.3800e-003	295.3998
Mobile	4.7746	4.4194	17.7974	0.0498	3.3213	0.0683	3.3896	0.8875	0.0629	0.9504		4,104,737 2	4,104,737 2	0.1485		4,107,855 8
Total	39.6614	5.5621	87.5645	0.1539	3.3213	9.8936	13.2149	0.8875	9.8867	10.7742	1,198,965 6	6,711,824 4	7,910,790 0	3.7391	0.0868	8,016,207 0

Mitigated Operational

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Area	1.3193	0.0618	5.3210	2.8000e-004		0.0290	0.0290		0.0290	0.0290	0.0000	9.5150	9.5150	9.4400e-003	0.0000	9.7133
Energy	0.0269	0.2300	0.0679	1.4700e-003		0.0186	0.0186		0.0186	0.0186		293.5722	293.5722	5.6300e-003	5.3800e-003	295.3998
Mobile	4.7746	4.4194	17.7974	0.0498	3.3213	0.0683	3.3896	0.8875	0.0629	0.9504		4,104,737 2	4,104,737 2	0.1485		4,107,855 8
Total	6.1208	4.7111	23.2163	0.0515	3.3213	0.1159	3.4372	0.8875	0.1105	0.9980	0.0000	4,407,824 4	4,407,824 4	0.1636	5.3800e-003	4,412,928 0

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	84.5673	15.2999	73.4836	66.5280	0.0000	98.3285	73.9899	0.0000	98.8820	90.7372	100.0000	34.3275	44.2809	95.6254	93.7990	44.9499

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	8/1/2016	8/31/2016	5	23	
2	Site Preparation	Site Preparation	9/1/2016	9/30/2016	5	22	
3	Grading	Grading	10/1/2016	10/31/2016	5	21	
4	Building Construction	Building Construction	11/1/2016	3/31/2017	5	109	
5	Paving	Paving	4/1/2017	4/30/2017	5	20	
6	Architectural Coating	Architectural Coating	5/1/2017	6/30/2017	5	45	

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	228	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	174	0.41
Paving	Pavers	1	7.00	125	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	255	0.40
Grading	Rubber Tired Dozers	1	1.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	52.00	9.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area
 Clean Paved Roads

3.2 Demolition - 2016

Unmitigated Construction On-Site

Acres of Grading: 0.5

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
	lb/day																
Off-Road	1.3122	11.2385	8.7048	0.0120		0.8039	0.8039		0.7674	0.7674		1,193,610	1,193,610	0.2386			1,198,621
Total	1.3122	11.2385	8.7048	0.0120		0.8039	0.8039		0.7674	0.7674		1,193,610	1,193,610	0.2386			1,198,621

3.2 Demolition - 2016

Unmitigated Construction Off-Site

Acres of Grading: 0.5

Category	lb/day																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2013	0.0522	0.6500	1.4200e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305	118.9458	118.9458	6.1000e-003	6.1000e-003	119.0740	119.0740	119.0740
Total	0.2013	0.0522	0.6500	1.4200e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305	118.9458	118.9458	6.1000e-003	6.1000e-003	119.0740	119.0740	119.0740

Mitigated Construction On-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	1.3110	11.2281	8.6668	0.0120	0.8031	0.8031	0.8031	0.7667	0.7667	0.7667	0.0000	1,192,515	1,192,515	0.2384	0.2384	1,197,522
Total	1.3110	11.2281	8.6668	0.0120	0.8031	0.8031	0.8031	0.7667	0.7667	0.7667	0.0000	1,192,515	1,192,515	0.2384	0.2384	1,197,522

3.2 Demolition - 2016

Mitigated Construction Off-Site

Acres of Grading: 0.5

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Worker	0.2013	0.0522	0.6500	1.4200e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305	118.9458	118.9458	6.1000e-003	6.1000e-003		119.0740
Total	0.2013	0.0522	0.6500	1.4200e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305	118.9458	118.9458	6.1000e-003	6.1000e-003		119.0740

3.3 Site Preparation - 2016

Unmitigated Construction On-Site

Acres of Grading: 0

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					0.0241	0.0000	0.0241	2.6000e-003	0.0000	2.6000e-003			0.0000			0.0000
Off-Road	1.3593	13.6350	7.3401	9.3500e-003		0.8338	0.8338	0.7671	0.7671	0.7671	973.0842	973.0842	0.2935	0.2935		979.2481
Total	1.3593	13.6350	7.3401	9.3500e-003	0.0241	0.8338	0.8579	2.6000e-003	0.7671	0.7697	973.0842	973.0842	0.2935	0.2935		979.2481

Date: 3/18/2016 9:17 AM

Page 10 of 26

CalEEMod Version: CalEEMod.2013.2

3.3 Site Preparation - 2016

Unmitigated Construction Off-Site

Acres of Grading: 0

Category	lb/day																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1007	0.0251	0.3250	7.1000e-004	0.0559	4.7000e-004	0.0564	0.0148	4.3000e-004	0.0153	59.4729	59.4729	59.4729	3.0500e-003	0.0000	59.5370	59.5370
Total	0.1007	0.0251	0.3250	7.1000e-004	0.0559	4.7000e-004	0.0564	0.0148	4.3000e-004	0.0153	59.4729	59.4729	59.4729	3.0500e-003	0.0000	59.5370	59.5370

Mitigated Construction On-Site

Category	lb/day																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Fugitive Dust					9.4000e-003	0.0000	9.4000e-003	1.0100e-003	0.0000	1.0100e-003			0.0000			0.0000	0.0000
Off-Road	1.3581	13.6225	7.3334	9.3400e-003	0.8330	0.8330	0.8330	0.7663	0.7663	0.7663	0.0000	972.1915	972.1915	0.2933		978.3466	978.3466
Total	1.3581	13.6225	7.3334	9.3400e-003	0.8330	0.8330	0.8330	0.7663	0.7663	0.7674	0.0000	972.1915	972.1915	0.2933		978.3466	978.3466

3.3 Site Preparation - 2016

Mitigated Construction Off-Site

Acres of Grading: 0

Category	lb/day																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1007	0.0261	0.3250	7.1000e-004	0.0559	4.7000e-004	0.0564	0.0148	4.3000e-004	0.0153	59.4729	59.4729	59.4729	3.0500e-003		59.5370	
Total	0.1007	0.0261	0.3250	7.1000e-004	0.0559	4.7000e-004	0.0564	0.0148	4.3000e-004	0.0153	59.4729	59.4729	59.4729	3.0500e-003		59.5370	

3.4 Grading - 2016

Unmitigated Construction On-Site

Category	lb/day																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000	
Off-Road	1.3122	11.2385	8.7048	0.0120		0.8039	0.8039	0.7674	0.7674	0.7674	1,193,610	1,193,610	1,193,610	0.2386		1,198,621	7
Total	1.3122	11.2385	8.7048	0.0120	0.7528	0.8039	1.5566	0.4138	0.7674	1.1811	1,193,610	1,193,610	1,193,610	0.2386		1,198,621	7

3.4 Grading - 2016

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Worker	0.2013	0.0522	0.6500	1.4200e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305	118.9458	118.9458	6.1000e-003	119.0740		119.0740
Total	0.2013	0.0522	0.6500	1.4200e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305	118.9458	118.9458	6.1000e-003	119.0740		119.0740

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					0.2936	0.0000	0.2936	0.1614	0.0000	0.1614			0.0000			0.0000
Off-Road	1.3110	11.2281	8.6968	0.0120		0.8031	0.8031	0.7667	0.7667	1.5334	0.0000	1.192.515	1.192.515	0.2384		1,197.522
Total	1.3110	11.2281	8.6968	0.0120	0.2936	0.8031	1.0967	0.1614	0.7667	0.9280	0.0000	1,192.515	1,192.515	0.2384		1,197.522

3.4 Grading - 2016

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2013	0.0622	0.6600	1.4200e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305	118.9458	118.9458	6.1000e-003	119.0740		
Total	0.2013	0.0622	0.6600	1.4200e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305	118.9458	118.9458	6.1000e-003	119.0740		

3.5 Building Construction - 2016

Unmitigated Construction On-Site

Acres of Paving: 0

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	1.3816	13.7058	8.2122	0.0113		0.9398	0.9398		0.8646	0.8646		1,178.5549	1,178.5549	0.3555		1,186.0202
Total	1.3816	13.7058	8.2122	0.0113		0.9398	0.9398		0.8646	0.8646		1,178.5549	1,178.5549	0.3555		1,186.0202

3.5 Building Construction - 2016
Unmitigated Construction Off-Site

Acres of Paving: 0

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1346	0.7773	0.8863	1.9600e-003	0.0563	0.0128	0.0691	0.0160	0.0118	0.0278	196.2260	196.2260	1.4000e-003	1.4000e-003	196.2554	196.2554
Worker	1.0470	0.2716	3.3801	7.3600e-003	0.5812	4.8600e-003	0.5861	0.1542	4.4700e-003	0.1586	618.5184	618.5184	0.0317	0.0317	618.1848	618.1848
Total	1.1815	1.0489	4.2764	9.3200e-003	0.6375	0.0177	0.6551	0.1702	0.0162	0.1864	814.7444	814.7444	0.0331	0.0331	815.4402	815.4402

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	1.3803	13.6933	8.2046	0.0113		0.9389	0.9389		0.8638	0.8638	0.0000	1,177,473 ⁶	1,177,473 ⁶	0.3552		1,184,932 ¹
Total	1.3803	13.6933	8.2046	0.0113		0.9389	0.9389		0.8638	0.8638	0.0000	1,177,473⁶	1,177,473⁶	0.3552		1,184,932¹

3.5 Building Construction - 2016
Mitigated Construction Off-Site

Acres of Paving: 0

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Vendr	0.1346	0.7773	0.8963	1.9600e-003	0.0563	0.0128	0.0691	0.0160	0.0118	0.0278	196.2260	1.4000e-003	196.2260	1.4000e-003		196.2554
Worker	1.0470	0.2716	3.3801	7.3600e-003	0.5812	4.8600e-003	0.5861	0.1542	4.4700e-003	0.1586	618.5184	618.5184	618.5184	0.0317		619.1848
Total	1.1815	1.0489	4.2764	9.3200e-003	0.6375	0.0177	0.6551	0.1702	0.0162	0.1864	814.7444	814.7444	814.7444	0.0331		815.4402

3.5 Building Construction - 2017
Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	1.2740	12.6738	8.0395	0.0113		0.8553	0.8553		0.7869	0.7869	1,159,531	0	1,159,531	0.3553		1,166,991
Total	1.2740	12.6738	8.0395	0.0113		0.8553	0.8553		0.7869	0.7869	1,159,531	0	1,159,531	0.3553		1,166,991

3.5 Building Construction - 2017
Unmitigated Construction Off-Site

Acres of Paving: 0

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Vendor	0.1207	0.7073	0.8429	1.9500e-003	0.0563	0.0114	0.0677	0.0160	0.0105	0.0265	193.0477	193.0477	193.0477	1.3500e-003		193.0761
Worker	0.9730	0.2452	3.0574	7.3600e-003	0.5812	4.6700e-003	0.5859	0.1542	4.3100e-003	0.1585	594.8454	594.8454	594.8454	0.0293		595.4604
Total	1.0937	0.9525	3.9003	9.3100e-003	0.6375	0.0161	0.6536	0.1702	0.0148	0.1650	787.8931	787.8931	787.8931	0.0306		788.5365

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	1.2728	12.6622	8.0321	0.0113		0.8546	0.8546		0.7862	0.7862	0.0000	1,155,467 ²	1,155,467 ²	0.3550		1,165,921 ²
Total	1.2728	12.6622	8.0321	0.0113		0.8546	0.8546		0.7862	0.7862	0.0000	1,155,467²	1,155,467²	0.3550		1,165,921²

3.5 Building Construction - 2017
Mitigated Construction Off-Site

Acres of Paving: 0

Category	lb/day																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Biogenic CO2	NBiogenic CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1207	0.7073	0.8429	1.9500e-003	0.0563	0.0114	0.0677	0.0160	0.0105	0.0265	193.0477	193.0477	1.3500e-003	1.3500e-003	193.0761	193.0761	193.0761
Worker	0.8730	0.2452	3.0574	7.3600e-003	0.5812	4.6700e-003	0.5859	0.1542	4.3100e-003	0.1585	594.8454	594.8454	0.0293	0.0293	595.4604	595.4604	595.4604
Total	1.0937	0.9525	3.9003	9.3100e-003	0.6375	0.0161	0.6536	0.1702	0.0148	0.1850	787.8931	787.8931	0.0306	0.0306	788.5365	788.5365	788.5365

3.6 Paving - 2017

Unmitigated Construction On-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Biogenic CO2	NBiogenic CO2	Total CO2	CH4	N2O	CO2e
Off-Road	1.0406	9.8344	7.2432	0.0111		0.6018	0.6018		0.5572	0.5572	1,068.9366	1,068.9366	0.2968	0.2968	1,075.1698	1,075.1698
Paving	0.0419					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.0825	9.8344	7.2432	0.0111		0.6018	0.6018		0.5572	0.5572	1,068.9366	1,068.9366	0.2968	0.2968	1,075.1698	1,075.1698

Date: 3/18/2016 9:17 AM

Page 18 of 26

CalEEMod Version: CalEEMod.2013.2

3.6 Paving - 2017

Unmitigated Construction Off-Site

Category	lb/day																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000
Worker	0.3368	0.0949	1.0683	2.5500e-003	0.2012	1.6200e-003	0.2028	0.0534	1.4900e-003	0.0549	205.9080	205.9080	205.9080	0.0101			206.1209
Total	0.3368	0.0949	1.0683	2.5500e-003	0.2012	1.6200e-003	0.2028	0.0534	1.4900e-003	0.0549	205.9080	205.9080	205.9080	0.0101			206.1209

Mitigated Construction On-Site

Category	lb/day																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Off-Road	1.0396	9.8253	7.2366	0.0111		0.6012	0.6012		0.5567	0.5567	0.0000	1,067,955 ⁹	1,067,955 ⁹	0.2966			1,074,183 ⁴
Paving	0.0419					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Total	1.0816	9.8253	7.2366	0.0111		0.6012	0.6012		0.5567	0.5567	0.0000	1,067,955⁹	1,067,955⁹	0.2966			1,074,183⁴

3.6 Paving - 2017

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.3368	0.0848	1.0683	2.5500e-003	0.2012	1.6200e-003	0.2028	0.0534	1.4900e-003	0.0549	205.9080	205.9080	205.9080	0.0101	0.0101	206.1209
Total	0.3368	0.0849	1.0683	2.5500e-003	0.2012	1.6200e-003	0.2028	0.0534	1.4900e-003	0.0549	205.9080	205.9080	205.9080	0.0101	0.0101	206.1209

3.7 Architectural Coating - 2017

Unmitigated Construction On-Site

Residential Indoor: 80,765; Residential Outdoor: 26,922; Non-Residential Indoor: 630; Non-Residential Outdoor: 210

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Archit. Coating	7.0621					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.5700e-003		0.1733	0.1733	0.1733	0.1733	0.1733	281.4481	281.4481	281.4481	0.0297		282.0721
Total	7.3945	2.1850	1.8681	2.5700e-003	0.1733	0.1733	0.1733	0.1733	0.1733	0.1733	281.4481	281.4481	281.4481	0.0297		282.0721

3.7 Architectural Coating - 2017
Unmitigated Construction Off-Site

Residential Indoor: 80,765; Residential Outdoor: 26,922; Non-Residential Indoor: 630; Non-Residential Outdoor: 210

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Worker	0.1871	0.0472	0.5880	1.4200e-003	0.1118	9.0000e-004	0.1127	0.0296	8.3000e-004	0.0305	114.3934	114.3934	114.3934	5.6300e-003		114.5116
Total	0.1871	0.0472	0.5880	1.4200e-003	0.1118	9.0000e-004	0.1127	0.0296	8.3000e-004	0.0305	114.3934	114.3934	114.3934	5.6300e-003		114.5116

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Archit. Coating	7.0621					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3320	2.1830	1.8664	2.9700e-003		0.1732	0.1732		0.1732	0.1732	0.0000	281.1898	281.1898	0.0297		281.8133
Total	7.3942	2.1830	1.8664	2.9700e-003		0.1732	0.1732		0.1732	0.1732	0.0000	281.1898	281.1898	0.0297		281.8133

3.7 Architectural Coating - 2017

Mitigated Construction Off-Site

Residential Indoor: 80,765; Residential Outdoor: 26,922; Non-Residential Indoor: 630; Non-Residential Outdoor: 210

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1871	0.0472	0.5880	1.4200e-003	0.1118	9.0000e-004	0.1127	0.0296	8.3000e-004	0.0305	114.3934	114.3934	5.6300e-003	114.5116		114.5116
Total	0.1871	0.0472	0.5880	1.4200e-003	0.1118	9.0000e-004	0.1127	0.0296	8.3000e-004	0.0305	114.3934	114.3934	5.6300e-003	114.5116		114.5116

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Mitigated	4.7746	4.4194	17.7874	0.0498	3.3213	0.0683	3.3896	0.8875	0.0629	0.9504	4,104.7372	4,104.7372	0.1485	4,107.8558		4,107.8558
Unmitigated	4.7746	4.4194	17.7874	0.0498	3.3213	0.0683	3.3896	0.8875	0.0629	0.9504	4,104.7372	4,104.7372	0.1485	4,107.8558		4,107.8558

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated Annual VMT	Mitigated Annual VMT
	Weekday	Saturday	Sunday		
Apartment Low Rise	230.65	250.60	212.45	789,020	789,020
Apartment Low Rise	191.11	207.64	176.03	653,760	653,760
Parking Lot	0.00	0.00	0.00		
Total	421.76	458.24	388.48	1,442,780	1,442,780

4.3 Trip Type Information

Land Use	Miles						Trip %						Trip Purpose %					
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartment Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	40.20	19.20	40.60	86	11	3	40.20	19.20	40.60	86	11	3
Apartment Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	40.20	19.20	40.60	86	11	3	40.20	19.20	40.60	86	11	3
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.511172	0.060004	0.180590	0.138995	0.042398	0.006881	0.016070	0.032568	0.001938	0.002493	0.004370	0.000586	0.002135

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Install High Efficiency Lighting

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Natural Gas Mitigated	0.0269	0.2300	0.0979	1.4700e-003	0.0186	0.0186	0.0186	0.0186	0.0186	0.0186	293.5722	293.5722	5.6300e-003	5.6300e-003	5.3800e-003	295.3588
Natural Gas Unmitigated	0.0269	0.2300	0.0979	1.4700e-003	0.0186	0.0186	0.0186	0.0186	0.0186	0.0186	293.5722	293.5722	5.6300e-003	5.6300e-003	5.3800e-003	295.3588

5.2 Energy by Land Use - Natural Gas
Unmitigated

Land Use	Natural Gas Use kBTU/yr	lb/day															
		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Apartments Low Rise	1130.71	0.0122	0.1042	0.0443	6.7000e-004	8.4200e-003	8.4200e-003	8.4200e-003	8.4200e-003	8.4200e-003	0.0102	0.0102	133.0249	133.0249	2.4400e-003	2.4400e-003	133.8345
Apartments Low Rise	1364.65	0.0147	0.1258	0.0535	8.0000e-004	0.0102	0.0102	0.0102	0.0102	0.0102	0.0102	160.5473	160.5473	3.0800e-003	3.0800e-003	161.5244	
Parking Lot	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Total		0.0269	0.2300	0.0979	1.4700e-003	0.0186	0.0186	0.0186	0.0186	0.0186	0.0186	293.5722	293.5722	5.6300e-003	5.6300e-003	5.3800e-003	295.3588

5.2 Energy by Land Use - NaturalGas
Mitigated

Land Use	NaturalGas Use kBTU/yr	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Parking Lot	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Apartment Low Rise	1,130,711	0.0122	0.1042	0.0443	6.7000e-004	8.4200e-003	8.4200e-003	8.4200e-003	8.4200e-003	8.4200e-003	8.4200e-003	133.0249	133.0249	133.0249	2.5500e-003	2.4400e-003	133.8345
Apartment Low Rise	1,364,665	0.0147	0.1258	0.0535	8.0000e-004	0.0102	0.0102	0.0102	0.0102	0.0102	0.0102	160.5473	160.5473	160.5473	3.0800e-003	2.9400e-003	161.5244
Total		0.0269	0.2300	0.0979	1.4700e-003	0.0186	0.0186	0.0186	0.0186	0.0186	0.0186	293.5722	293.5722	293.5722	5.6300e-003	5.3800e-003	295.3588

6.0 Area Detail

6.1 Mitigation Measures Area

- Use Low VOC Paint - Residential Interior
- Use Low VOC Paint - Residential Exterior
- No Hearths Installed

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Mitigated	1,319,306	0.0618	5.3210	2.8000e-004	0.0290	0.0290	0.0290	0.0290	0.0290	0.0290	0.0000	9.5150	9.5150	9.4400e-003	0.0000	9.7133
Unmitigated	34,855,900	0.9128	69.6592	0.1026	9.8067	9.8067	9.8067	9.8052	9.8052	9.8052	1,198.9656	2,313.5156	3,512.4806	3.5850	0.0814	3,612.9923

6.2 Area by SubCategory

Unmitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Architectural Coating	0.0881				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Consumer Products	1.0669				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Heath	33.5406	0.8510	64.3382	0.1024	9.7777	9.7777	9.7777	9.7762	9.7762	9.7762	1,198.9656	2,304.0000	3,502.9656	3.5756	0.0814	3,603.2790
Landscaping	0.1643	0.0618	5.3210	2.8000e-004		0.0290	0.0290	0.0290	0.0290	0.0290	9.5150	9.5150	9.5150	9.4400e-003		9.7133
Total	34.8599	0.9127	69.6592	0.1026		9.8067	9.8067	9.8052	9.8052	9.8052	1,198.9656	2,313.5150	3,512.4806	3.5850	0.0814	3,612.9923

Mitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Architectural Coating	0.0881				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Consumer Products	1.0669				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Heath	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1643	0.0618	5.3210	2.8000e-004		0.0290	0.0290	0.0290	0.0290	0.0290	9.5150	9.5150	9.5150	9.4400e-003		9.7133
Total	1.3193	0.0618	5.3210	2.8000e-004		0.0290	0.0290	0.0290	0.0290	0.0290	0.0000	9.5150	9.5150	9.4400e-003	0.0000	9.7133

7.0 Water Detail

7.1 Mitigation Measures Water

- Install Low Flow Bathroom Faucet
- Install Low Flow Kitchen Faucet
- Install Low Flow Toilet
- Install Low Flow Shower

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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