

ADMINISTRATIVE DRAFT

INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION

**ALDI SUPERMARKET AND COMMERCIAL CENTER
6400 ATLANTIC AVENUE
BELL, CALIFORNIA**



LEAD AGENCY:

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

REPORT PREPARED BY:

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MARCH 30, 2016

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MITIGATED NEGATIVE DECLARATION

PROJECT NAME: Aldi Supermarket and Commercial Center.

APPLICANT: Benjamin Vesper, Regional Director of Real Estate, Aldi Inc. Moreno Valley Division, 12661 Aldi Place, Moreno Valley, California 92555.

PROJECT ADDRESS: 6400 Atlantic Avenue. Assessor Parcel Numbers (APNs) include: 6326-001-016; 6326-001-403; 6326-001-413; and 6326-001-414.

CITY AND COUNTY: Bell, Los Angeles County.

DESCRIPTION: The City of Bell Community Development Department is reviewing a request to construct an 18,557 square-foot Aldi supermarket on a 2.17-acre site located at 6400 Atlantic Avenue. The project also includes the modification of the existing Shoe City store. The Shoe City store occupies an existing 14,150 square-foot building in the northeast portion of the project site. A portion of the existing Shoe City building that has frontage along Woodward Avenue will be demolished, thus reducing the building's total floor area to 8,097 square feet. The remaining floor area will then be subdivided into two separate units that will be occupied by Shoe City and a coffee shop. The amount of retail space occupied by Shoe City will be reduced to 5,520 square feet and the remaining 2,577 square feet will be improved to accommodate a new coffee shop. Access to the project site will be provided by four driveways. Primary access to the project site will be provided by a driveway along the east side of Atlantic Avenue and a driveway along the south side of Gage Avenue. The existing driveway along Atlantic Avenue will be removed and replaced by a new 30-foot wide driveway. Secondary access will be provided by two driveways along the west side of Woodward Avenue. A total of 112 parking spaces will be provided. In addition, a total of 8,120 square feet of landscaping will be installed along the project's north, south, east, and west boundaries. Additional project elements include the installation of two new free standing signs, the removal and replacement of the existing sidewalk, the installation of a bus pop-out, the installation of a fountain and ancillary art work, and the closure of an existing driveway located along Atlantic Avenue. The project will also require the demolition of the improvements for the former Sopp Chevrolet dealership. The proposed project will require the approval of a Conditional Use Permit (CUP).

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 Community Development Department is reviewing a request to construct an 18,557 square-foot Aldi supermarket on a 2.17-acre site located at 6400 Atlantic Avenue. The project also includes the modification of the existing Shoe City store. The Shoe City store occupies an existing 14,150 square foot building in the northeast portion of the project site. A portion of the existing Shoe City building that has frontage along Woodward Avenue will be demolished, thus reducing the building's total floor area to 8,097 square feet. The remaining floor area will then be subdivided into two separate units that will be occupied by Shoe City and a coffee shop. The amount of retail space occupied by Shoe City will be reduced to 5,520 square feet and the remaining 2,577 square feet will be improved to accommodate a new coffee shop. Access to the project site will be provided by four driveways.

Primary access to the project site will be provided by a driveway along the east side of Atlantic Avenue and a driveway along the south side of Gage Avenue. The existing driveway along Atlantic Avenue will be removed and replaced by a new 30-foot wide driveway. Secondary access will be provided by two driveways along the west side of Woodward Avenue. A total of 112 parking spaces will be provided. In addition, a total of 8,120 square feet of landscaping will be installed along the project's north, south, east, and west boundaries. The project will require the demolition of the on-site improvements that were installed to serve the former auto dealership.¹ The proposed project is described in greater detail in Section 2.

As part of the project's environmental review, the City of Bell authorized the preparation of this Initial Study.² This Initial Study provides an evaluation of the environmental impacts of the proposed project and determines the nature and scope of the subsequent environmental analysis, mitigation, and review that may be required. 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 whether to prepare an environmental impact report (EIR), a mitigated negative declaration, or a negative declaration 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.

¹ GreenbergFarrow. *Site Plan 15.1* Site plan was included in a transmittal package that was dated January 29, 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) § 15050.

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 Benjamin Vesper, Regional Director of Real Estate, Aldi Inc. Moreno Valley Division, 12661 Aldi Place, Moreno Valley, California 92555.

1.2 INITIAL STUDY'S ORGANIZATION

The format and structure of this Initial Study generally reflects 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:

- *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. This section will also include the Mitigation Monitoring and Reporting Program (MMRP).
- *Section 5 - List of 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 immitigable adverse impacts. The Initial Study Checklist provided 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
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		

**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
3.3.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 Game 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 Game or U.S. Fish and Wildlife Service?				X
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

**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 3.5 Cultural Resources					
3.5.A	Would the project cause a substantial adverse change in the significance of a historical resource as defined in §5064.5 of the CEQA Guidelines?				X
3.5.B	Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §5064.5 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?				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	
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 Uniform 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	

**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
3.7.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	Would the project be located 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	Would the project be located within the vicinity of a private airstrip, 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 response plan or emergency evacuation plan?				X
3.8.H	Would the project expose people or structures to a significant risk of loss, injury, or death involving wild land fire, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands?				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		

**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
3.9.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?				X
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?				X
3.9.E	Would the project create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?		X		
3.9.F	Would the project 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
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

**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 3.12 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?				X
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					
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 in <i>fire protection</i> services?		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
3.14.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 in <i>police protection services</i> ?		X		
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 in <i>educational services</i> ?				X
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 in <i>governmental services</i> ?			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 that 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

**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.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
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 storm water 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 2 - PROJECT DESCRIPTION

2.1 PROJECT OVERVIEW

The City of Bell Community Development Department is reviewing a request to construct an 18,557 square-foot Aldi supermarket on a 2.17-acre site located at 6400 Atlantic Avenue. The project also includes the modification of the existing Shoe City store. The Shoe City store occupies an existing 14,150 square-foot building in the northeast portion of the project site. A portion of the existing Shoe City building that has frontage along Woodward Avenue will be demolished, thus reducing the building's total floor area to 8,097 square feet. The remaining floor area will then be subdivided into two separate units that will be occupied by Shoe City and a coffee shop. The amount of retail space occupied by Shoe City will be reduced to 5,520 square feet and the remaining 2,577 square feet will be improved to accommodate a new coffee shop. Access to the project site will be provided by four driveways.

Primary access to the project site will be provided by a driveway along the east side of Atlantic Avenue and a driveway along the south side of Gage Avenue. The existing driveway along Atlantic Avenue will be removed and replaced by a new 30-foot wide driveway. Secondary access will be provided by two driveways along the west side of Woodward Avenue. A total of 112 parking spaces will be provided. In addition, a total of 8,120 square feet of landscaping will be installed along the project's north, south, east, and west boundaries. The project will also require the demolition of the on-site improvements related to the former Sopp Chevrolet dealership.³

2.2 PROJECT LOCATION

The City of Bell is located within the greater Los Angeles metropolitan area approximately ten 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 district 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* that 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 latter area is industrial in character and is referred to as the *Cheli Area*. The project site is located in the Central City area. Major physiographic features located in the surrounding region include the Los Angeles River, located 0.93 miles to the east of the site, and the San Gabriel Mountains, located 15.5 miles to the north of the project site.⁵ The City's location in a regional and local context is indicated in Exhibits 2-1 and 2-2, respectively.

³ GreenbergFarrow. *Site Plan 15.1* Site plan was included in a transmittal package that was dated January 29, 2016.

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

⁵ Google Earth. Site accessed February 29, 2016.

The project site's legal address is 6400 Atlantic Avenue. The nearest Long Beach (I-710) freeway connection is provided by the Florence Avenue ramp connections located 1.28 miles to the southeast of the project site.⁶ A local map is provided in Exhibit 2-3. The Assessor Parcel Numbers (APNs) that are applicable to the site are 6326-001-016, 6326-001-407, 6326-001-413, and 6326-001-414.⁷ The project site is located at the southeast corner of the Atlantic Avenue and Gage Avenue intersection. The project site occupies frontage along Atlantic Avenue (east side), Gage Avenue (south side), and Woodward Avenue (west side). Slauson Avenue is located 0.64 miles to the north of the project site; Florence Avenue is located 0.46 miles to the south; and Eastern Avenue is located 1.26 miles to the east. Regional access to the project site is provided by the Long Beach Freeway (I-710).

2.3 ENVIRONMENTAL SETTING

The 2.17-acre site is located along Atlantic Avenue, Gage Avenue, and Woodward Avenue. The project site is located in the midst of the City's key Atlantic Avenue commercial corridor. Exhibit 2-4 shows an aerial photograph of the project site and the adjacent development. Surrounding land uses in the vicinity of the project site are listed below:

- *North of the project site.* Gage Avenue extends along the project site's northern boundary. Commercial uses occupy frontage along both sides of Gage Avenue. These uses include markets, smaller retail uses, and commercial services. Additionally, Biancini Park is located at the northeast corner of the Atlantic Avenue and Gage Avenue intersection.⁸ Views of this area are provided in Exhibit 2-5.
- *South of the project site.* A Wells Fargo® bank abuts the project site to the south. Other commercial uses are located further south.⁹ Views of this area are provided in Exhibit 2-5.
- *East of the project site.* Woodward Avenue extends along the east side of the project site in a north-south orientation. Residential units are the predominant uses located along Woodward Avenue.¹⁰ Views of this area are provided in Exhibit 2-6.
- *West of the project site.* Atlantic Avenue is located along the west side of the project site. Atlantic Avenue is a major arterial route that extends through the City's main commercial district.¹¹ Views of this area are provided in Exhibit 2-6.

⁶ Google Earth. Website accessed February 29, 2016.

⁷ Los Angeles County. *Los Angeles County Tax Assessor, Parcel Viewer*. Website accessed on February 29, 2016.

⁸ Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted on March 2, 2016.

⁹ Ibid.

¹⁰ Ibid.

¹¹ Ibid.

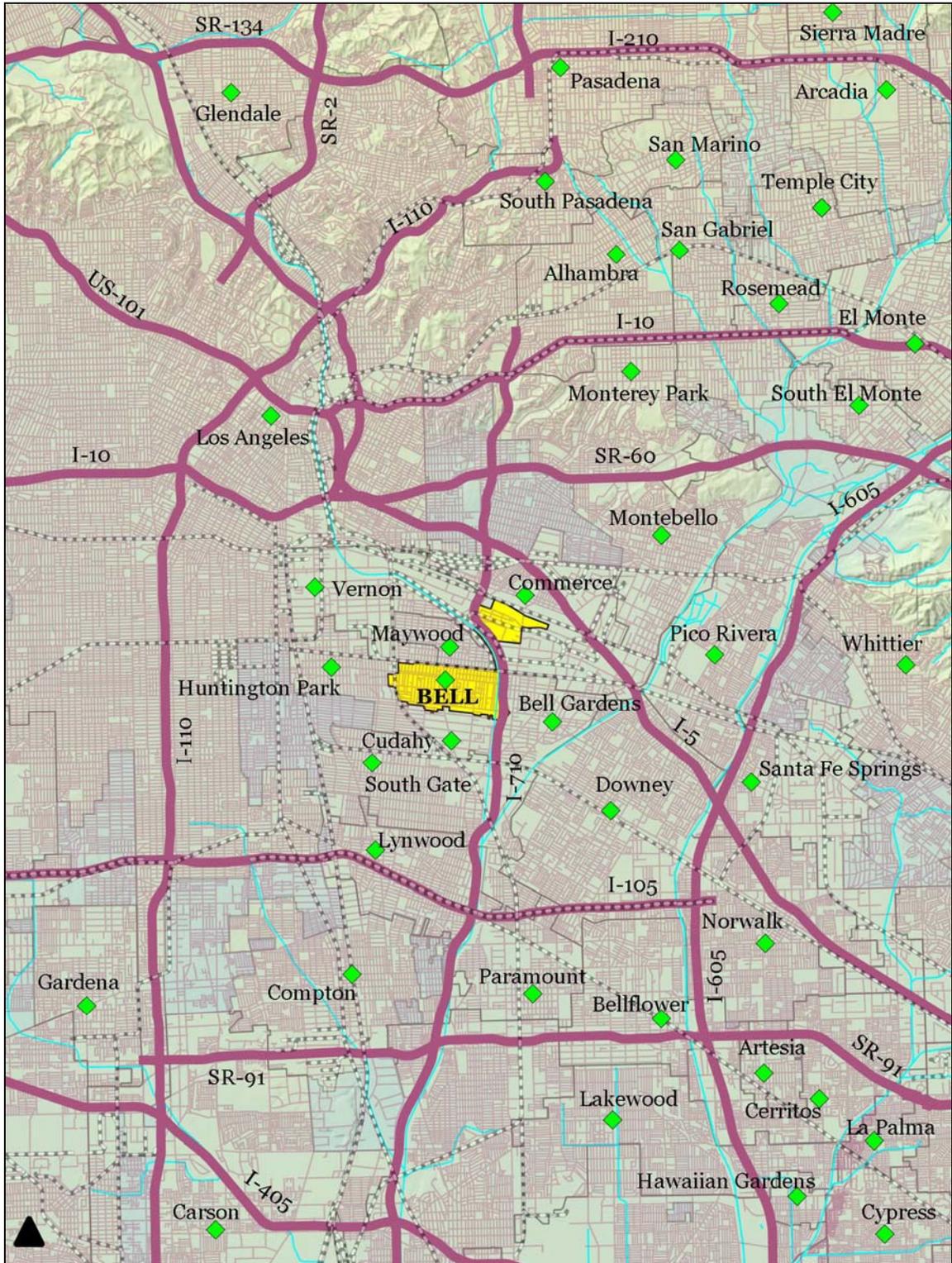


EXHIBIT 2-1
REGIONAL LOCATION
Source: Quantum GIS

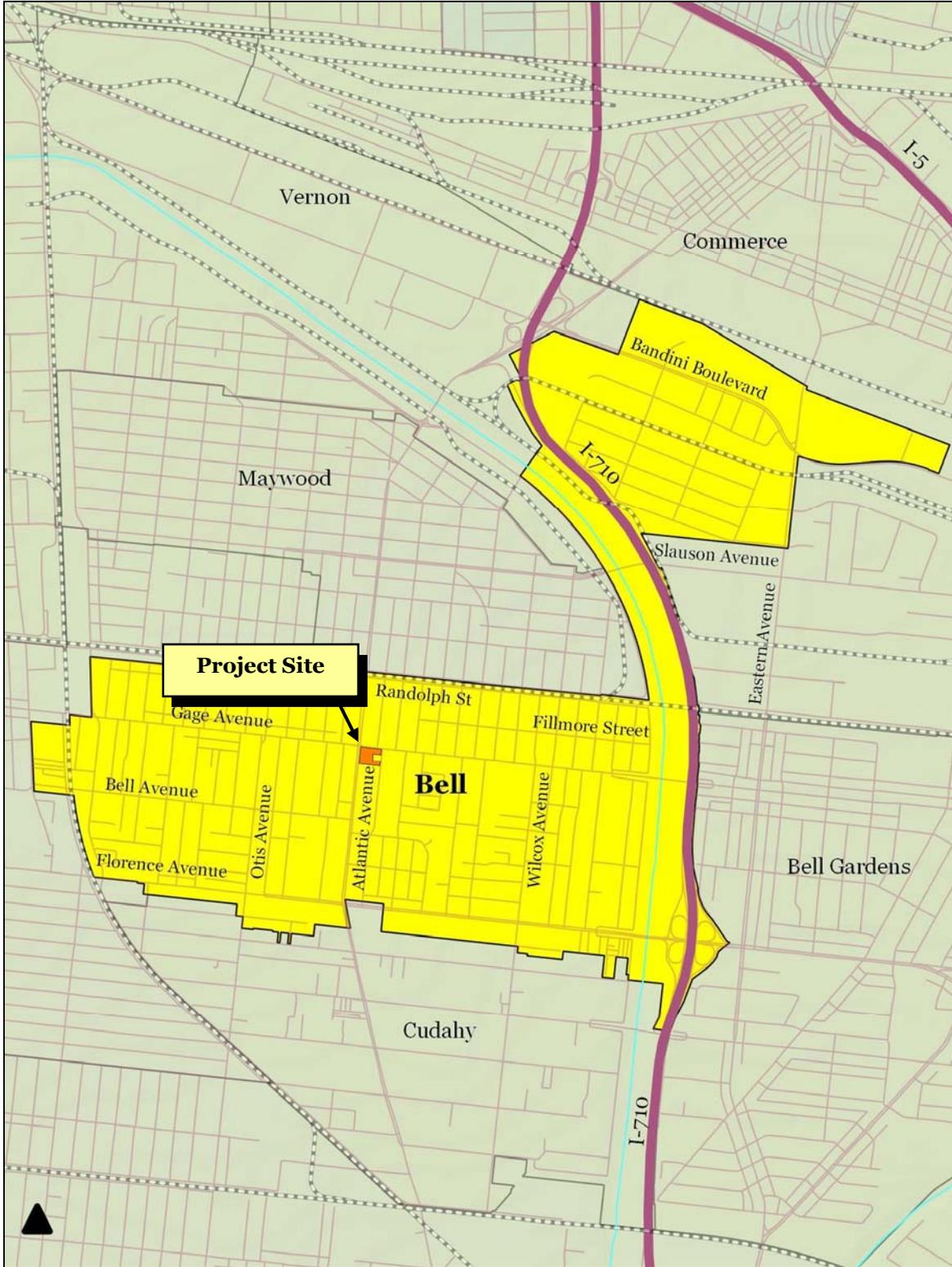


EXHIBIT 2-2
CITYWIDE MAP
Source: Quantum GIS

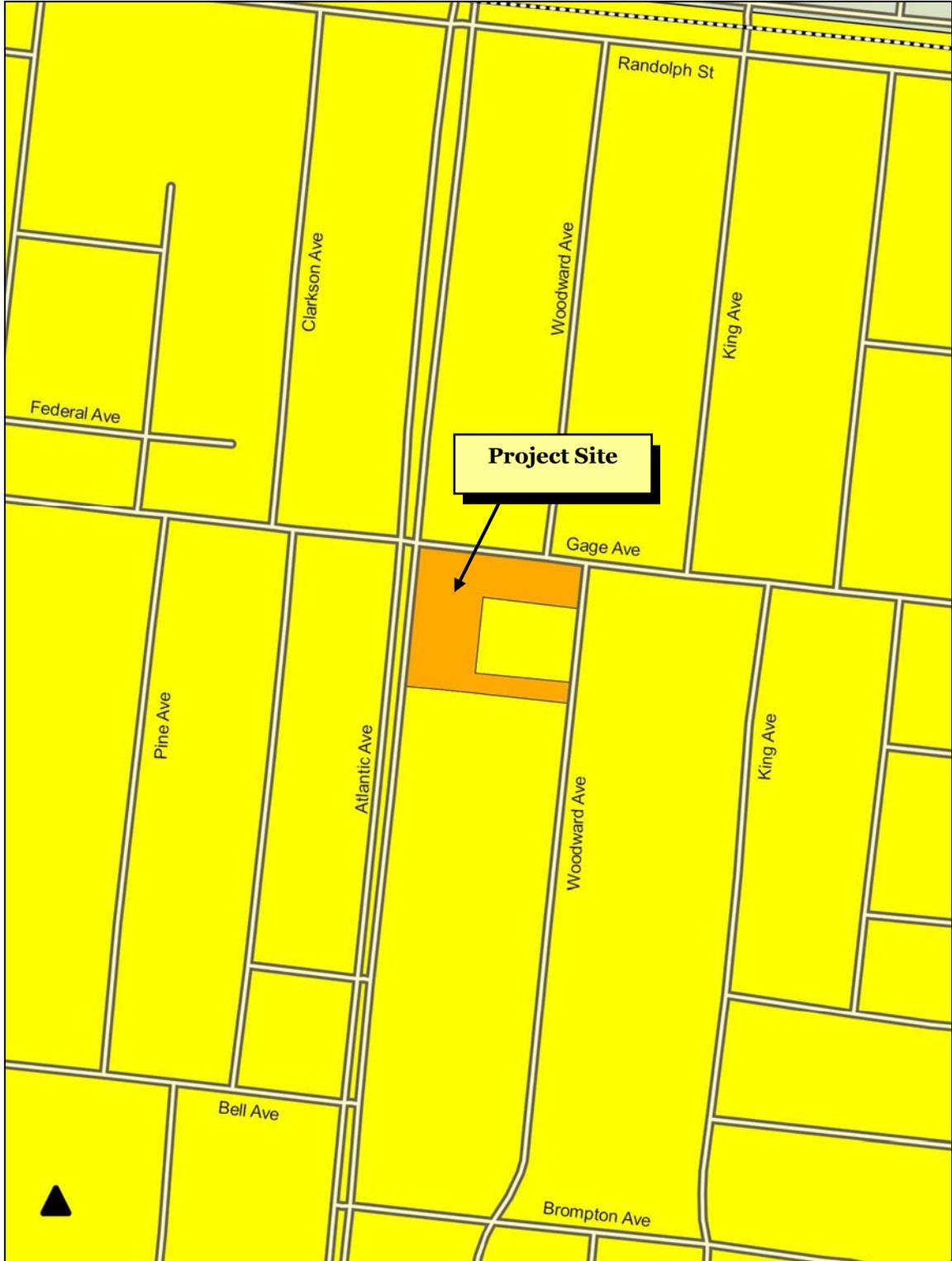


EXHIBIT 2-3
LOCAL MAP
Source: Quantum GIS

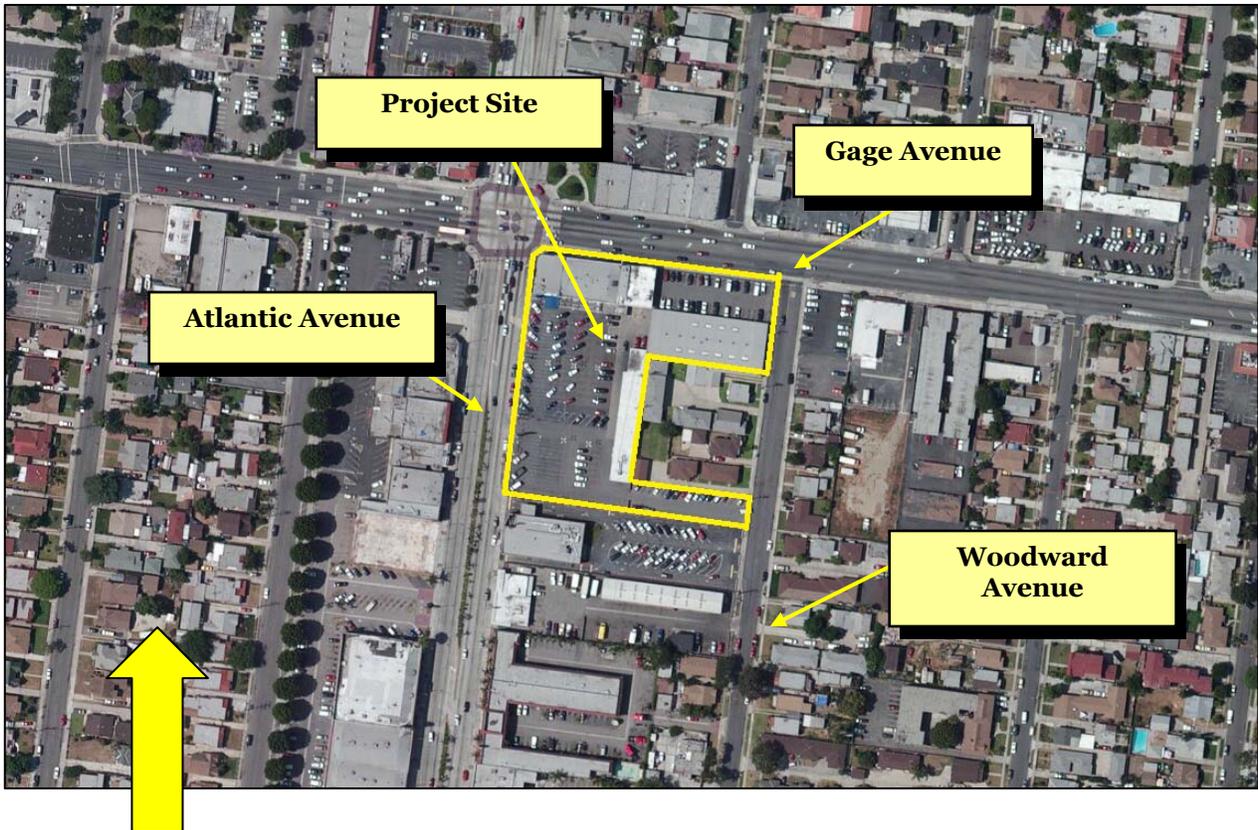
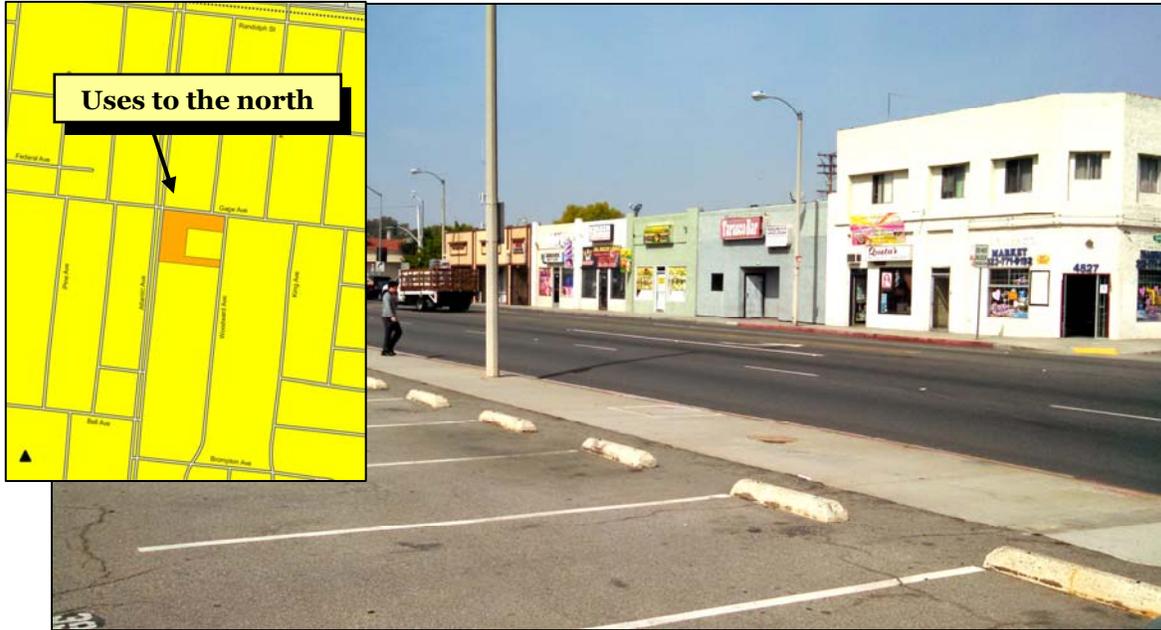


EXHIBIT 2-4
AERIAL PHOTOGRAPH
Source: Google Earth



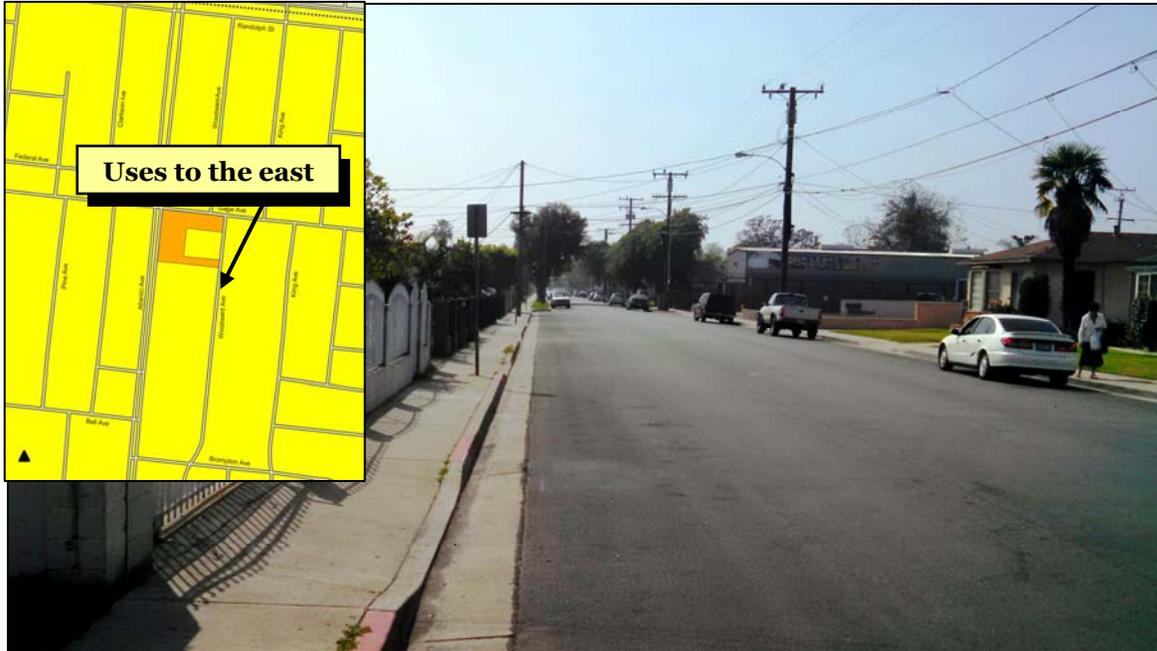
View of the uses to the north of the project site along Gage Avenue looking northwest



View of the uses to the south of the project site along Atlantic Avenue looking east

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

Source: Blodgett Baylosis Environmental Planning



View of the uses to the east of the project site along Woodward Avenue looking south



View of the uses to the west of the project site along Atlantic Avenue looking southwest

EXHIBIT 2-6 PHOTOGRAPHS OF THE USES TO THE EAST AND WEST

Source: Blodgett Baylosis Environmental Planning

As indicated previously, the project site is irregularly shaped (refer to Exhibits 2-3 and 2-4). The project site surrounds an existing residential development that is located on the west side of Woodward Avenue. The site is bounded to the north by Gage Avenue, the west by Atlantic Avenue, and the south by the Wells Fargo bank.

The site's eastern property line is divided and only two segments front Woodward Avenue. A total of two multiple-family residential complexes are located along the west side of Woodward Avenue in the portion that is located between the two segments of the project site.¹²

The project site contains three existing buildings. One building is located in the northwest corner of the project site and this building is currently vacant. A second vacant building is located in the eastern portion of the site and is located adjacent to the multiple-family residential complexes.¹³ This building is set back 160 feet from the eastern side of Atlantic Avenue.¹⁴ The third building extends east to west in the northeast portion of the project site. The entire building is occupied by Shoe City and abuts the residential units to the north.¹⁵ This building is set back 60 feet from the south side of Gage Avenue.¹⁶

The project site is covered over in asphalt pavement and this area was formerly used for parking and circulation. A total of 19 light poles are located on-site. Of the total number of light poles, 15 are located along the site's western and southern boundaries. The four remaining poles are located in the center portion of the site. In addition, a concrete block wall ranging in height from two to four feet separates the project site from the Wells Fargo bank located to the south.¹⁷

As indicated in the Phase I report prepared for the Applicant by Ninyo & Moore Geotechnical and Environmental Sciences Consultants, the site was first developed in 1922 with a garage and a residential property. From 1929 to approximately 1966, the northern portion of the site was occupied by an auto repair shop, retail stores, and a restaurant. The southern portion of the site was occupied by a residential community. Prior to 1972, the residential buildings were noted to be demolished. In 1968 and 1972, two additional buildings were constructed on the site. The three current buildings and parking areas have been present since approximately 1976. The project site was originally occupied by Bellwood Chevrolet since the 1950's. Sopp Chevrolet occupied the site beginning in 2006. Sopp operated a dealership and service department on-site until January 2011. Photographs of the project site are shown in Exhibit 2-7 and 2-8.

¹² Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted on March 2, 2016.

¹³ Ibid.

¹⁴ Google Maps. Website accessed March 3, 2016.

¹⁵ Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted on March 2, 2016.

¹⁶ GreenbergFarrow. *Site Plan 15.1* Site plan was included in a transmittal package that was dated January 29, 2016.

¹⁷ Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted on March 2, 2016.



View of the existing Shoe City. The building that will be demolished is shown in the background



View of the project site facing east. The building in the background will be demolished

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



View of the project site facing north. The building in the background will be demolished.



View of the building that will be demolished looking north.

EXHIBIT 2-8
PHOTOGRAPHS OF THE PROJECT SITE
Source: Blodgett Baylosis Environmental Planning

2.4 PROJECT DESCRIPTION

2.4.1 PHYSICAL CHARACTERISTICS

The proposed project will involve the construction of a new Aldi supermarket and the modification of the existing Shoe City building. The portion of the existing Shoe City building that occupies frontage along Woodward Avenue will be demolished. The Shoe City building will then be subdivided to accommodate two retail units. The westernmost unit will be occupied by Shoe City while the easternmost unit will be occupied by a new coffee shop. No new additional floor area will be added to the Shoe City building. The proposed project will consist of the following elements described below and on the pages that follow:

- *Site Plan.* The project will be constructed on a 2.17-acre site located at the southeast corner of the Atlantic Avenue and Gage Avenue intersection. The 18,557 square-foot Aldi market will be located in the southwest corner of the site. Additional project elements include the installation of two new free standing signs, the removal and replacement of the existing sidewalk, the installation of a bus pop-out, the installation of a fountain and ancillary art work, and the closure of an existing driveway located along Atlantic Avenue. A total of three new walls will be installed around the residential units that occupy frontage along the west side of Woodward Avenue.
- *Aldi Market.* As noted above, the new 18,557 square-foot Aldi market will be located in the southwest portion of the project site. The Aldi market building will have a length of 152 feet and a width of 117 feet. A single loading dock will be installed at the southeast portion of the market. This loading dock will be screened by an eight-foot loading dock wall.¹⁸
- *Shoe City and Coffee Shop.* The existing Shoe City building will remain on-site as part of the proposed project's implementation. The Shoe City store currently occupies a 14,150 square-foot building in the northeast portion of the project site. The portion of the existing Shoe City building that occupies frontage along Woodward Avenue will be demolished. The Shoe City building will then be subdivided to accommodate two retail units. The westernmost unit will be occupied by Shoe City while the easternmost unit will be occupied by a new coffee shop. The building will also be modified to allow an additional retail unit. Once implemented, the Shoe City will occupy a 5,520 square-foot unit in the western portion of the building. The coffee shop will consist of 2,577 square feet of floor area and will occupy the second unit in the eastern portion of the building.¹⁹ No specific tenant has been identified for the coffee shop.
- *Parking and Access.* A total of 112 parking spaces will be provided. The amount of parking provided exceeds the City's requirement of 107 parking spaces. Of the total number of spaces, 25 will be dedicated for the Aldi market and 87 will be provided for the retail component. In addition, 20 spaces will consist of compact spaces. Parking will be located north and east of the Aldi market and north and east of the Shoe City/coffee shop. Access to the proposed project will be provided by four driveways, one of which will be a new driveway along the east side of Atlantic Avenue. The

¹⁸ GreenbergFarrow. *Site Plan 15.1* Site plan was included in a transmittal package that was dated January 29, 2016.

¹⁹ Ibid.

project will utilize the existing driveways located along the south side of Gage Avenue and along the west side of Woodward Avenue.²⁰

- *Landscaping.* A total of 8,120 square feet of landscaping will be provided. This figure exceeds the required amount of 5,724 square feet. Landscaping will be installed along the site’s northern and western boundaries. Additional landscaping will be provided along the Aldi market’s southern elevation and along portions of the site’s eastern boundary.²¹

A conceptual site plan for the proposed project is shown in Exhibit 2-9. Table 2-1, shown below, summarizes the project elements.

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

Project Element	Total
Site Area	2.17 acres
Building Floor Area: Aldi Market	18,577 sq.ft
Building Floor Area: Shoe City	5,520 sq.ft.
Building Floor Area: Coffee shop	2,577 sq.ft.
Loading Docks	1 (provided for Aldi)
Lot Coverage	28.2%
Parking Stalls (Total)	112 parking stalls
Landscaping	8,120 sq.ft.

Source: GreenbergFarrow. *Site Plan 15.1*. Site plan was included in a transmittal package that was dated January 29, 2016.

²⁰ GreenbergFarrow. *Site Plan 15.1* Site plan was included in a transmittal package that was dated January 29, 2016.

²¹ Ibid.

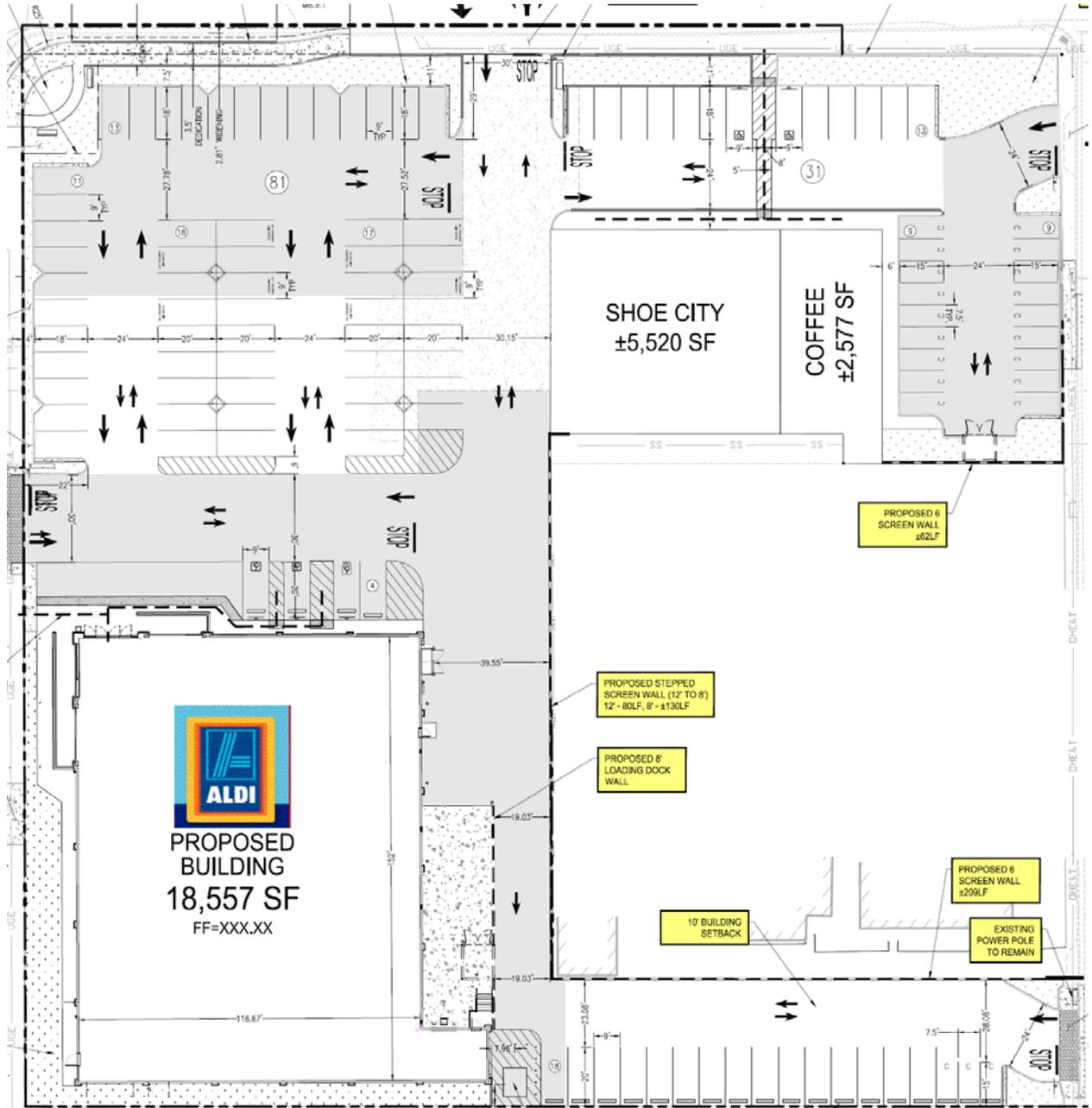


EXHIBIT 2-9
CONCEPTUAL SITE PLAN
Source: Greenberg Farrow

2.4.2 CONSTRUCTION CHARACTERISTICS

The proposed project will take approximately eight 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 structural improvements (buildings, asphalt parking access, etc.). This phase will take one month to complete.
- *Site Preparation.* The project site will be prepared for the new construction. The predominant activities during this phase will include grading and excavation. The building footings and pads will also be completed during this phase. This phase will take approximately one month to complete.
- *Building Erection.* The new building will be erected during this phase. Alterations to the existing Shoe City building will also be made during this phase as well. This phase will take approximately four 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 a new grocery store and other retail uses that will serve the local market; and,
- To realize a fair return on their investment.

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 create new jobs and to promote increased property valuation as a means to finance public services and improvements in the City; 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 supermarket will require the following approvals:

- A Conditional Use Permit (CUP) because the project site occupies a corner lot; and,
- The adoption of the Mitigated Negative Declaration; and,
- The adoption of the Mitigation Monitoring and Reporting Program (MMRP).



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/Forestry (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/Hazardous Materials (Section 3.8);● Hydrology and Water Quality (Section 3.9); | <ul style="list-style-type: none">● 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 or 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:

- An 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 affect on a scenic vista? • No Impact.

The proposed project involves the construction of a new building and the modification of an existing building within a 2.17-acre site located on the southeast corner of the Atlantic Avenue and Gage Avenue intersection. As indicated previously, the project site is occupied by three buildings, two of which are vacant. The site is covered over in asphalt pavement. The project will be a substantial improvement over the existing on-site conditions because the implementation of the proposed project will include modern construction and landscaping on a parcel that is blighted and underdeveloped. Furthermore, the existing buildings lack articulation along their elevations and there are no trees or vegetation located on-site. Additionally, a total of two buildings lack side yard setbacks. The building presently occupied by Shoe City backs up directly to the adjacent residential complex.

The predominant scenic views in the vicinity of the project site are of the San Gabriel Mountains, which are located 15.5 miles to the north of the project site. Views of the San Gabriel Mountains are accessible from vehicles and pedestrians travelling northbound along Atlantic Avenue. Once complete, the proposed project will not negatively impact views of the Puente Hills and San Gabriel Mountains from the uses to the south and east since views of the aforementioned vistas are obstructed by the existing retail uses and streetscape.²² In addition, the project site is not located in the line-of-sight of any uses that would be sensitive to a loss in view sheds. The only uses that would be sensitive to a loss in scenic views are the residential units located east of the site. The project will not affect the adjacent residential neighbourhood because there are no scenic views west of the project site. A site survey conducted on March 2, 2016 confirmed that the project will not obstruct views of scenic vistas from the adjacent residential

²² Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted on March 2, 2016.

neighbourhood located along Woodward Avenue.²³ The project site is not located within the residential neighbourhood's line-of-sight with the Puente Hills or the San Gabriel Mountains and no impacts will occur.²⁴

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.

According to the California Department of Transportation (Caltrans), neither Atlantic Avenue nor Gage Avenue are designated scenic highways and there are no State or County designated scenic highways located in the vicinity of the project site.²⁵ The proposed project will not impact rock-outcroppings or scenic vegetation along a designated scenic highway since there are no rock-outcroppings or scenic vegetation present on-site. In addition, there are no historic buildings located in the project site (historic resources are discussed herein in Section 3.5). As a result, no impacts on this issue will occur.

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 presently blighted and underutilized. A total of three existing buildings occupy the site, two of which are vacant. The site also contains worn and stained asphalt and obsolete light fixtures in the parking areas.²⁶ In addition, there is no vegetation present on-site. Once constructed, the proposed project will improve the quality of the site and the surrounding areas by introducing development characterized by modern architecture and new landscaping. Lastly, the new building, facades, and landscaping will be a substantial improvement in a citywide context because the project will provide new development at a crucial intersection in the center of the City's downtown. The project will also include a fountain and an art feature. As a result, no impacts will occur.

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? • Less than Significant Impact with Mitigation.

Exterior lighting can be a nuisance to adjacent land uses that are sensitive to this lighting. This nuisance lighting is referred to as *light trespass*, which is typically defined as the presence of unwanted light on properties located adjacent to the source of lighting. Sources of lighting in the area include lighting from buildings, parking areas, commercial signage, and street lighting. Additionally, the proposed project will include the installation of new lighting and signage. Light sensitive land uses include the residences located along both sides of Woodward Avenue. The adjacent residential units contain north and west facing windows. Furthermore, the demolition of the building that abuts the residential units to the west may affect light and glare. The aforementioned building presently shields the residential units' west facing windows from light emanating from the parking lot fixtures. The following mitigation measures

²³ Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted on March 2, 2016.

²⁴ Ibid.

²⁵ California Department of Transportation. *Official Designated Scenic Highways*. www.dot.ca.gov

²⁶ Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted on March 2, 2016.

will be effective in reducing the potential light and glare impacts on the nearby light-sensitive residential land uses:

- The Applicant shall ensure that all lighting meet the equipment and illumination standards of the City to the satisfaction of the Community Development Department. Such lighting shall be directed onto the driveways and parking areas within the project and away from the adjacent properties. In addition, all signage must not display flashing lights. The lighting system shall be automated using electronic timers and cut offs and the lighting devices shall be equipped with vandal resistant covers. The Applicant must also submit an exterior lighting plan for review and approval by the Community Development Department prior to the issuance of building permits.
- Light equipment shall be designed and installed so that light is directed away from light-sensitive receptors such as the nearby homes. In addition, the height of the on-site lighting must not exceed City standards.

The mitigation identified above will reduce the potential impacts to levels that are less than significant.

3.1.3 SIGNIFICANT EFFECTS AND MITIGATION

The following mitigation measures would be effective in reducing the potential light and glare impacts from these above off-site locations:

Mitigation Measure No. 1 (Aesthetics). The Applicant shall ensure that all lighting meet the equipment and illumination standards of the City to the satisfaction of the Community Development Department. Such lighting shall be directed onto the driveways and parking areas within the project and away from the adjacent properties. In addition, all signage must not display flashing lights. The lighting system shall be automated using electronic timers and cut offs and the lighting devices shall be equipped with vandal resistant covers. The Applicant must also submit an exterior lighting plan for review and approval by the Community Development Department prior to the issuance of building permits.

Mitigation Measure No. 2 (Aesthetics). Light equipment shall be designed and installed so that light is directed away from light-sensitive receptors such as the nearby homes. In addition, the height of the on-site lighting must not exceed City standards.

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;
- A conflict with existing zoning for agricultural use or the termination of 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, may result in the conversion of farmland to non-agricultural uses 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, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? • No Impact.

According to the California Department of Conservation, the City of Bell does not contain any areas of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.²⁷ The project site is currently occupied by three buildings, two of which are vacant. Since the implementation of the proposed project will not involve the conversion of prime farmland, unique farmland, or farmland of statewide importance to urban uses, no impacts will occur.

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

The project site is currently zoned as *Heavy Commercial (C-3)*. According to the City's zoning code, agricultural uses are not listed as permitted uses within the C-3 zone.²⁸ As a result, no loss in land zoned for agricultural uses will occur with the implementation of the proposed project. In addition, according to

²⁷ California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program. *Important Farmland in California 2010*. ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/statewide/2010/fmmp2010_08_11.pdf.

²⁸ City of Bell Municipal Code. Title 17, Zoning. Chapter 17.32 c-3 Heavy Commercial Zone. Code 17.32.020 Permitted Uses.

the California Department of Conservation Division of Land Resource Protection, the project site is not subject to a Williamson Act Contract.²⁹ Therefore, no impacts will occur since the proposed development will not be erected on a site that is subject to a Williamson Act Contract.

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) and no forest lands are located within the vicinity of the project site. The City of Bell General Plan and the Bell Zoning Ordinance do not specifically provide for any forest land preservation. 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. As a result, no loss or conversion of forest lands will result from the proposed project's implementation and no impacts will occur.

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

The project would not involve the disruption or damage of the existing environment that would result in a loss of farmland to nonagricultural use or conversion of forest land to non-forest use because the project site is not located in close proximity to forest land or farmland. As a result, no 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.

²⁹ California Department of Conservation. *State of California Williamson Act Contract Land*.
ftp://ftp.consrv.ca.gov/pub/dlrp/WA/2012%20Statewide%20Map/WA_2012_8x11.pdf

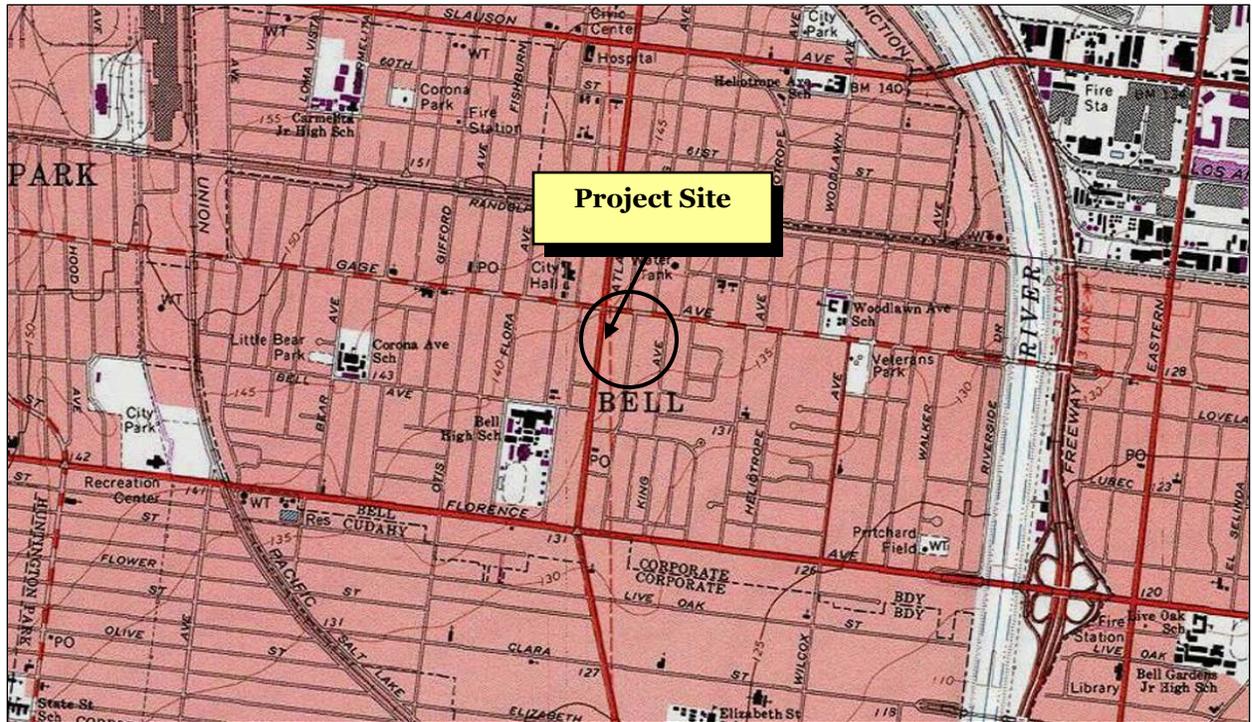


EXHIBIT 3-1
LAND COVER IN THE PROJECT AREA
Source: United States Geological Survey

3.3 AIR QUALITY

3.3.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project will normally 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 contribute substantially 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.

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) is 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.

- *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 were widespread exceedances 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.
- *Lead* (Pb) refers to a naturally occurring element found in small amounts in the earth's crust. Lead is a soft, malleable, and corrosion resistant material. Since 1980, Federal and State regulatory standards have helped to minimize or eliminate the amount of lead in consumer products and occupational settings. There are no safe thresholds for lead exposure.

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 under CEQA:

- 75 pounds per day of reactive organic compounds;
- 100 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};
- 150 pounds per day of sulfur oxides; or,
- 3 pounds per day of lead.

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};
- 150 pounds per day of sulfur oxides; or,

- 3 pounds per day of lead.

In addition to the above criteria pollutants, the SCAQMD has established thresholds of significance for both toxic air contaminants (TACs) and greenhouse gas (GHG) emissions. For TACs, the threshold is the maximum incremental cancer risk that is equal to or greater than ten occurrences of cancer in one million. For the emissions thresholds for GHG is 10,000 metric tons per year of CO₂ equivalent (MT/yr CO₂ eq).

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 project site is located within the South Coast Air Basin (SCAB), which covers a 6,600 square-mile area within Los Angeles, the non-desert portions of Los Angeles County, Riverside County, and San Bernardino County.³⁰ Measures to improve regional air quality are outlined in the SCAQMD's Air Quality Management Plan (AQMP).³¹ The most recent AQMP was adopted in 2012 and was jointly prepared with the California Air Resources Board (CARB) and the Southern California Association of Governments (SCAG).³² The AQMP will help the SCAQMD 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 primary criteria pollutants that remain non-attainment in the local area include PM_{2.5} and Ozone. Specific criteria for determining a project's conformity with the AQMP is defined in Section 12.3 of the SCAQMD's CEQA Air Quality Handbook. The Air Quality Handbook refers to the following criteria as a means to determine a project's conformity with the AQMP:³³

- *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.³⁴

³⁰ South Coast Air Quality Management District, *Final 2012 Air Quality Plan*, Adopted 2012.

³¹ Ibid.

³² Ibid.

³³ South Coast Air Quality Management District. *CEQA Air Quality Handbook*. April 1993.

³⁴ Ibid.

In terms of Criteria 1, the proposed project’s long-term (operational) airborne emissions will be below levels that the SCAQMD considers to be a significant adverse impact (refer to the analysis included in the next section where the long-term stationary and mobile emissions for the proposed project are summarized in Table 3-2). The proposed project will also conform to Consistency Criteria 2 since it will not significantly affect any regional population, housing, and employment projections prepared for the City of Bell. Projects that are consistent with the projections of employment and population forecasts identified in the Regional Comprehensive Plan (RCP) prepared by the Southern California Association of Governments (SCAG) are considered consistent with the AQMP growth projections, since the RCP forms the basis of the land use and transportation control portions of the AQMP.

According to the Growth Forecast Appendix prepared by SCAG for the 2012-2035 Regional Transportation Plan (RTP), the City of Bell is projected to add a total of 700 new jobs through the year 2035.³⁵ A total of 71 new jobs will be created upon the implementation of the proposed project assuming 2.7 new jobs for every 1,000 square feet of floor area.³⁶ According to the State Employment Development Department, the City’s current unemployment rate is 8.1 percent which means that there are 1,200 residents actively seeking work. The number of new jobs is well within SCAG’s employment projections for the City of Bell and the proposed project will not violate Consistency Criteria 2. In addition, the project will generate new sales tax and may employ City residents. As a result, no impacts related to the implementation of the AQMP will occur.

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 entire project construction period is expected to last for approximately eight months (refer to Section 2.4.2) and would include demolition, site preparation, grading, erection of the supermarket, and finishing the project (paving, painting, and installing landscaping). The analysis of daily construction and operational emissions was prepared utilizing CalEEMod V.2013.2.2. The assumptions regarding the construction phases and the length of construction followed those identified herein in Section 2.4.2. As shown in Table 3-1 (below and on the following page), daily construction emissions are not anticipated to exceed the SCAQMD significance thresholds.

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

Construction Phase	ROG	NO ₂	CO	SO ₂	PM ₁₀	PM _{2.5}
Demolition (on-site)	2.91	28.26	21.50	0.02	2.01	1.67
Demolition (off-site)	0.08	0.40	1.08	--	0.17	0.05
Total Demolition	2.99	28.66	22.58	0.02	2.18	1.72
Grading (on-site)	1.99	21.04	13.67	0.01	5.73	3.54

³⁵ Southern California Association of Governments. *Growth Forecast. Regional Transportation Plan 2012-2035*. April 2012.

³⁶ City of Aspen. *Employment Generation Rate Updates*. Study dated February 13, 2013.

**Table 3-1
Estimated Daily Construction Emissions (continued)**

Construction Phase	ROG	NO ₂	CO	SO ₂	PM ₁₀	PM _{2.5}
Grading (off-site)	0.03	0.04	0.52	--	0.09	0.02
Total Grading	2.02	21.08	14.19	0.01	5.82	3.56
Site Preparation (on-site)	2.44	25.77	16.51	0.02	6.72	4.19
Site Preparation (off-site)	0.03	0.04	0.52	--	0.09	0.02
Total Site Preparation	2.47	25.81	17.03	0.02	6.81	4.21
Building Construction (on-site) 2016	3.29	20.55	14.71	0.02	1.37	1.32
Building Construction (off-site) 2016	0.22	1.18	3.02	--	0.41	0.12
Total Building Construction 2016	3.51	21.73	17.73	0.02	1.78	1.44
Building Construction (on-site) 2017	2.95	19.11	14.31	0.02	1.23	1.18
Building Construction (off-site) 2017	0.20	1.08	2.77	--	0.41	0.12
Total Building Construction 2017	3.15	20.19	17.09	0.02	1.64	1.30
Paving (on-site)	1.32	12.10	9.03	0.01	0.73	0.68
Paving (off-site)	0.05	0.06	0.76	--	0.15	0.04
Total Paving	1.37	12.16	9.79	0.01	0.88	0.72
Architectural Coatings (on-site)	15.42	2.19	1.87	--	0.17	0.17
Architectural Coatings (off-site)	0.02	0.03	0.35	--	0.07	0.02
Total Architectural Coatings	15.46	2.22	2.22	--	0.24	0.19
Maximum Daily Emissions	15.44	28.66	22.58	0.03	6.81	4.21
Daily Thresholds	75	100	550	150	150	55

Source: CalEEMod V.2013.2.2

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 mobile emissions associated with vehicular traffic. The analysis of long-term operational impacts also used the CalEEMod V.2013.2.2 computer model. Table 3-2 (shown on the following page) depicts the estimated operational emissions generated by the proposed project.

**Table 3-2
Estimated Operational Emissions in lbs/day**

Emission Source	ROG	NO₂	CO	SO₂	PM₁₀	PM_{2.5}
Area-wide (lbs/day)	1.59	--	0.01	--	--	--
Energy (lbs/day)	0.03	0.28	0.23	--	0.02	0.02
Mobile (lbs/day)	14.75	28.00	121.34	0.28	18.26	5.14
Total (lbs/day)	16.37	28.28	121.59	0.28	18.29	5.16
Daily Thresholds	55	55	550	150	150	55

Source: CalEEMod V.2013.2.2

As indicated in Table 3-2, the projected long-term emissions are below thresholds considered to represent a significant adverse impact. Since the project area is located in a non-attainment area for ozone and particulates (PM_{2.5}), 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 watered up to three times per day during excavation, grading and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD Rule 403. Watering could reduce fugitive dust by as much as 55 percent.
- 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 trucks carrying demolition debris from the existing asphalt parking area are hosed off before leaving the construction site pursuant to the approval of the Community Development Department.
- 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 in 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.*

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. The SCAB is non-attainment for ozone and particulates. The proposed project's implementation will result in construction-related emissions that area below SCAQMD thresholds (refer to the discussion provided in the previous section). Operational emissions will be limited to vehicular and truck traffic travelling to and from the proposed project. While the proposed project would result in additional vehicle trips, there would 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 the State's sustainable growth objectives identified in the State's Strategic Growth Council (SGC).³⁷

Finally, the proposed project would not exceed these adopted projections used in the preparation of the Regional Transportation Plan (refer to the discussion included in Subsection A). As a result, 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? • Less than Significant Impact with Mitigation.

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.³⁸ These population groups are generally more sensitive to poor air quality. As indicated previously, the nearest sensitive receptors to the project site are the residential units that abut the site to the east.³⁹ The location and extent of the aforementioned sensitive receptors is shown in Exhibit 3-2.

The SCAQMD requires that CEQA air quality analyses 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. 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.

³⁷ Promoting and enabling sustainable infill development is a principal objective of the SGC because of its consistency with the State Planning Priorities and because infill furthers many of the goals of all of the Council's member agencies. Focusing growth toward infill areas takes development pressure off conservation lands and working lands; it increases transit rider-ship and reduces vehicle trips; it requires less per capita energy and water use than less space-efficient development; it improves public health by promoting active transportation and active lifestyles; and it provides a more equitable mix of housing choices, among other benefits. Thus, the SGC has been investigating actions that can be taken to improve the ability of local governments and private developers to successfully plan and build good infill projects.

³⁸ South Coast Air Quality Management District. *CEQA Air Quality Handbook, Appendix 9*. 2012 (as amended).

³⁹ Google Earth. Website accessed March 5, 2016.

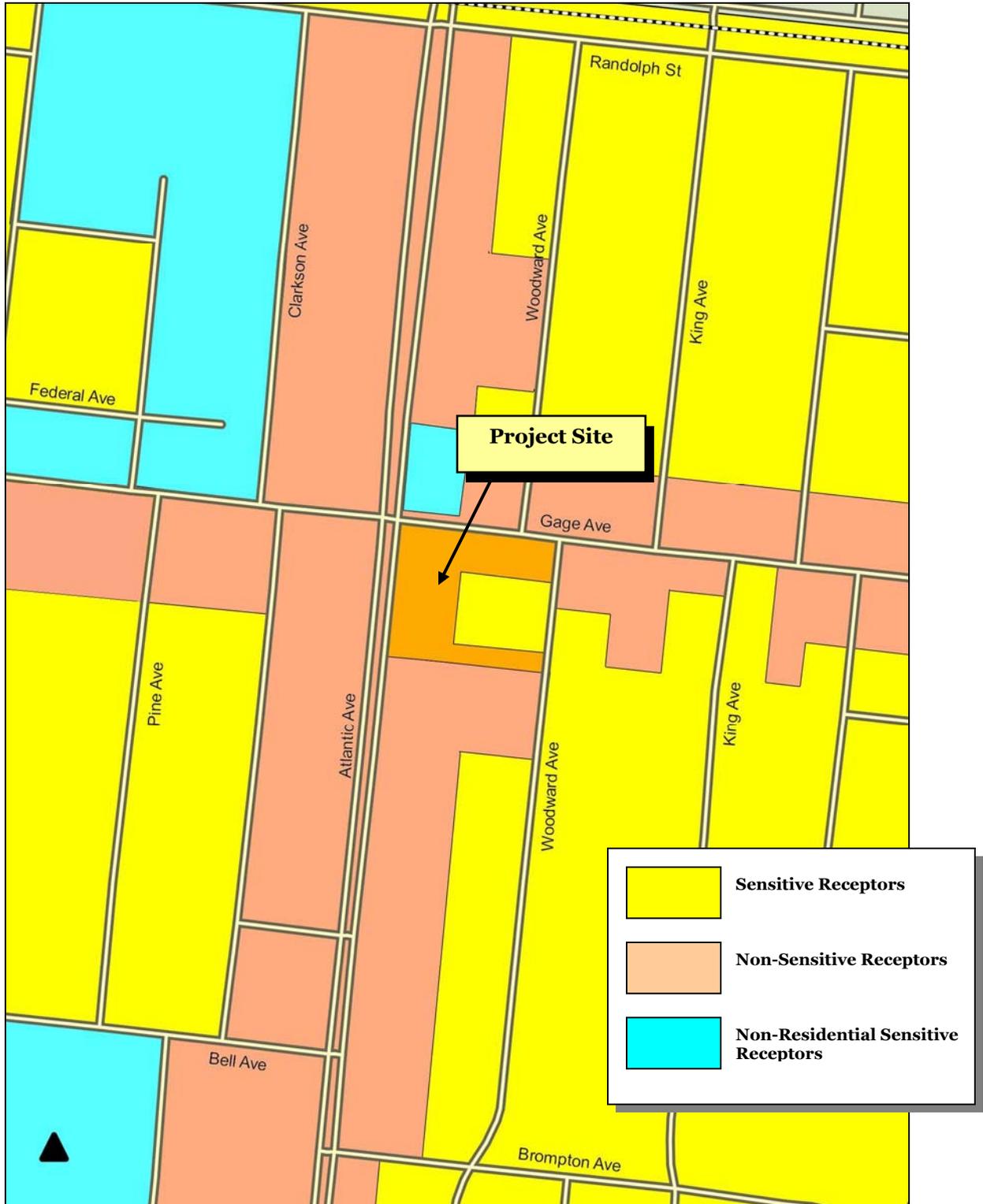


EXHIBIT 3-2
NEARBY SENSITIVE RECEPTORS
Source: Quantum GIS

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 project site is 2.17 acres, thus the two-acre thresholds were used). Table 3-3, depicts the Mass Rate LST Look-up Tables provided by the SCAQMD. For purposes of the LST analysis, the receptor distance used was 25 meters. As indicated in the table, the proposed project will not exceed any LSTs based on the information included in the Mass Rate LST Look-up Tables.

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

Emissions	Project Emissions* (lbs/day)	Type	Allowable Emissions Threshold (lbs/day) and a Specified Distance from Receptor (in meters)				
			25	50	100	200	500
NO ₂	28.66	Construction	65	64	69	82	117
NO ₂	28.28	Operations	65	64	69	82	117
CO	22.58	Construction	346	515	841	1,817	5,962
CO	121.59	Operations	346	515	841	1,817	5,962
PM ₁₀	18.29	Operations	2	5	9	15	36
PM ₁₀	6.81/3.56*	Construction	7	20	34	62	146
PM _{2.5}	5.16	Operations	1	2	3	5	18
PM _{2.5}	4.21/2.44*	Construction	4	6	9	19	74

Source: South Coast Air Quality Management District

*These figures do reflect regular watering to control fugitive dust.

This mitigation will reduce the fugitive dust emissions by 60%.

The mitigation measures identified in Subsection 3.3.2.B will effectively reduce construction PM₁₀ and PM_{2.5} emissions. However, once operational, the project will exceed LST thresholds for operational PM₁₀ and PM_{2.5}. According to the United States EPA, particle pollution can be inhaled and may cause serious health problems which may be exacerbated with age. These health problems include, but are not limited to, non-fatal heart attacks, irregular heartbeat, asthma, decreased lung function, and increased respiratory symptoms including coughing or difficulty breathing.⁴⁰ Therefore, the following mitigation is required to further reduce operational PM₁₀ and PM_{2.5}:

- The building contractors shall install a bicycle rack (for a minimum of ten bicycles) to encourage the use of bicycle riding among patrons and employees.
- The store management shall provide incentives to encourage employees to utilize alternative transportation such as reduced public transportation fares, employee carpooling and vanpooling services, and preferential parking for carpool vehicles.
- The building contractors shall install electric vehicle charging stations in the parking lot.

⁴⁰ United States Environmental Protection Agency. *Health, Particulate Matter*. <http://www3.epa.gov/pm/health.html>

- Drought tolerant vines and other smaller flowering plants shall be installed along the walls that abut the adjacent residential units.
- Once operational, the Aldi management will ensure that all diesel trucks and equipment are not left to idle for longer than five minutes.

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 (LOS E or LOS F).

The SCAQMD stated in its CEQA Handbook that a CO hot-spot would not likely develop at an intersection operating at LOS C or better. According to the traffic impact analysis prepared for the project, the intersection of Gage Avenue and Atlantic Avenue is projected to operate at a LOS of D in the morning peak hour and a LOS of C in the evening peak hour for the year 2016 without the project. The intersection's LOS will not decline with the implementation of the proposed project (refer to Subsection 3.16.2.A). 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. In addition, adherence to the mitigation provided above will reduce potential impacts to levels that are less than significant.

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.⁴¹ The proposed project will not be involved in any of the aforementioned odor generating uses. The mitigation provided in the previous subsection will address odors generated from diesel emissions. In addition, the trash generated by the supermarket and coffee shop (food waste) will be removed daily and as a result, no odors will be generated from decaying food. Therefore, no impacts related to odors are anticipated with the proposed project.

3.3.3 SIGNIFICANT EFFECTS AND MITIGATION

While the proposed project's short-term (construction) 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:

⁴¹ South Coast Air Quality Management District. *CEQA Air Quality Handbook*. April 1993.

Mitigation Measure No. 3 (Air Quality). All unpaved demolition and construction areas shall be watered up to three times per day during excavation, grading and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD Rule 403. Watering could reduce fugitive dust by as much as 55 percent.

Mitigation Measure No. 4 (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. 5 (Air Quality). The Applicant shall ensure that trucks carrying demolition debris from the existing asphalt parking area are hosed off before leaving the construction site pursuant to the approval of the Community Development Department.

Mitigation Measure No. 6 (Air Quality). The Applicant shall ensure that the contractors adhere to all pertinent SCAQMD protocols regarding grading, site preparation, and construction activities.

Once operational, the project will exceed LST thresholds for operational PM₁₀ and PM_{2.5}. As a result, the following mitigation is required:

Mitigation Measure No. 7 (Air Quality). The building contractors shall install a bicycle rack (for a minimum of ten bicycles) to encourage the use of bicycle riding among patrons and employees.

Mitigation Measure No. 8 (Air Quality). The store management shall provide incentives to encourage employees to utilize alternative transportation such as reduced public transportation fares, employee carpooling and vanpooling services, and preferential parking for carpool vehicles.

Mitigation Measure No. 9 (Air Quality). The building contractors shall install electric vehicle charging stations in the parking lot.

Mitigation Measure No. 10 (Air Quality). Drought tolerant vines and other smaller flowering plants shall be installed along the walls that abut the adjacent residential units.

Mitigation Measure No. 11 (Air Quality). Once operational, the Aldi management will ensure that all diesel trucks and equipment are not left to idle for longer than five minutes.

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 Wildlife or the U.S. Fish and Wildlife Service;
- A substantial adverse effect on any riparian habitat or other sensitive natural plant community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service;
- A substantial adverse effect on Federally protected wetlands as defined by Section 404 of the Clean Water Act 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 have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? • No Impact.

A 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).⁴² These species include:

⁴² California Department of Fish and Wildlife. Bios Viewer. <https://map.dfg.ca.gov/bios/?tool=cnddbQuick>

- 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.⁴³
- The *least Bell's Vireo* lives in a riparian habitat, with a majority of the species living in San Diego County.⁴⁴ 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.⁴⁵ 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.⁴⁶
- *California Orcutt Grass* is found near vernal pools throughout Los Angeles, Riverside, and San Diego counties.⁴⁷ 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.

There are no trees or landscaping located on-site. The proposed project will not have an impact on the aforementioned species because the project site is located in the midst of an urban area and there is no suitable riparian or native habitat located within, or in the vicinity of, the project site. As a result, no impacts on any candidate, sensitive, or special status species will result from proposed project's implementation.

⁴³ Audubon. *California Gnatcatcher*. <http://birds.audubon.org/species/calqna>

⁴⁴ California Partners in Flight Riparian Bird Conservation Plan. *Least Bell's Vireo*. http://www.prbo.org/calpif/htmldocs/species/riparian/least_bell_vireo.htm

⁴⁵ U.S. Fish and Wildlife Service. *Southwestern Willow flycatcher*. http://www.fws.gov/nevada/protected_species/birds/species/swwf.html

⁴⁶ U.S. Fish and Wildlife Service. *Sacramento Fish and Wildlife Office, Public Advisory*. http://www.fws.gov/sacramento/outreach/Public-Advisories/WesternYellow-BilledCuckoo/outreach_PA_Western-Yellow-Billed-Cuckoo.htm

⁴⁷ Center for Plant Conservation. *Orcuttia Californica*. http://www.centerforplantconservation.org/collection/cpc_viewprofile.asp?CPCNum=3038

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.*

A review of the U.S. Fish and Wildlife Service National Wetlands Inventory, Wetlands Mapper indicated that there are no wetlands or riparian habitat present on-site or in the adjacent properties. In addition, there are no designated “blue line streams” located within the project site (refer to Exhibit 3-1). This conclusion is supported by the field survey of the project site and the surrounding area. As a result, no impacts on natural or riparian habitats will result from the proposed project’s implementation.

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.*

As indicated in the previous subsection, the project area and adjacent developed properties do not contain any natural wetland and/or riparian habitat.⁴⁸ The project area is located in the midst of an urban setting along a major City thoroughfare. As a result, the proposed project will not impact any protected wetland area or designated blue-line stream and no impacts will occur.

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.*

The project site and surrounding areas are developed and it is unlikely that migratory birds will stray from the path of the Los Angeles River. Because of this previous development, no native vegetation or natural open space areas remain. Furthermore, the site contains no natural hydrological features or any landscaping. Constant disturbance (noise and vibration) from vehicular traffic travelling along Atlantic Avenue and Gage Avenue also restricts the site’s utility as a migration corridor. Therefore, no impacts will result from the implementation of the proposed project.

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.*

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 current tree ordinance because the project will not remove any tree located within a public right-of-way. As indicated in Sections 2 and 3.1, there are no trees located on-site. In addition, the project will include the installation of 8,120 square feet of landscaping. Since no public trees or landscaping will be removed to accommodate the proposed project, no impacts will occur.

⁴⁸ U.S. Fish and Wildlife Service. *Wetlands Mapper*. <http://www.fws.gov/Wetlands/data/Mapper.html>

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.*

The City of Bell is fully urbanized and any traces of native habitat have been eliminated as part of urbanization. In addition, the project area is not located within an area governed by a habitat conservation or community conservation plan. The closest Significant Ecological Area (SEA) to the project site is the Whittier Narrows Dam County Recreation Area (SEA #42), located approximately 6.58 miles to northeast.⁴⁹ The Los Angeles River is currently the focus of a revitalization effort lead by the City of Los Angeles. The City of Los Angeles intends to focus on the 32-mile portion of the river that flows from Owensmouth Avenue, located in the San Fernando Valley, to the northern boarder of the City of Vernon.⁵⁰ Since the proposed project site is located outside of the designated SEA and will not interfere with efforts to revitalize the Los Angeles River, no impacts on local, regional, or State habitat conservation plans will result from the 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.

⁴⁹ Google Earth. Website. Accessed June 20, 2015.

⁵⁰ City of Los Angeles. *Notice of Preparation/Notice of Intent for The EIR/Environmental Impact Statement for the Los Angeles River Rivitalization Master Plan*. March 30, 2006.

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 as defined in §15064.5 of the CEQA Guidelines;
- A substantial adverse change in the significance of an archaeological resource 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.

3.5.2 ENVIRONMENTAL ANALYSIS

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

The City was named after James George Bell who immigrated to California in 1875 where he purchased land and constructed the Bell Ranch. In 1902, the first five-acre parcels were put on the market. James Bell became the town's postmaster and led efforts to develop water resources, to get a railroad into the area, and to build school churches and other development. He also assisted in founding Occidental College. The James George Bell Home is listed on the National Register of Historic Places. This structure was constructed in 1887 on Gage Avenue near Salt Lake Avenue. This home was constructed by the City's founder, James Bell, and is an example of a California Block Farm House that was common in the late 1800's. This historic residence was relocated to 6500 Lucille Avenue in 1912 and was again relocated to the Civic Center in the early 1990's. The Office of Historic Preservation's California Historic Landmarks does not include any structure or site within the City of Bell.

The implementation of the proposed project will not affect a historic structure. A search through the California Office of Historic Preservation, California Historical Resources database indicated that the none of the structures that occupy the project site are listed in either database.⁵¹

The U.S. Department of the Interior has established specific guidelines and criteria that indicate the manner in which a site, structure, or district is to be identified as having historic significance through a determination of eligibility for listing on the National Register of Historic Places. Significance may be determined if the property is associated with events, activities, or developments that were important in

⁵¹ California Office of Historic Preservation. *California Historical Resources*. <http://ohp.parks.ca.gov/ListedResources/?view=county&criteria=30>

the past, with the lives of people who were important in the past, or represents significant architectural, landscape, or engineering elements.⁵² Buildings and properties will qualify for a listing on the National Register if they are integral parts of districts that meet certain criteria or if they fall within the following categories:

- 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,

⁵² U.S. Department of the Interior, National Park Service. National Register of Historic Places. <http://nrhp.focus.nps.gov>. 2010.

- A property achieving significance within the past 50 years if it is of exceptional importance.⁵³

None of the buildings located on-site meet the aforementioned criteria. Potential locally significant historic resources in the City are identified in Table 3-4.

**Table 3-4
 Historic Structures**

Structure	Address	Features	Structure	Address	Features
James Bell	6500 Lucille Ave.	1887 California Block Farm	Commercial	4111 Gage Ave.	Decorative brick
Commercial	3550 Gage Ave.	Decorative brick	Commercial	4121 Gage Ave.	Decorative masonry
Commercial	3618 Gage Ave.	Masonry	Commercial	4356 Gage Ave.	Decorative brick
Commercial	3923 Gage Ave.	Decorative masonry and tile	Commercial	4381 Gage Ave.	Decorative brick
Commercial	4000 Gage Ave.	Decorative tile, stained glass	Commercial	4419 Gage Ave.	Decorative brick, peaked roofline
Commercial	4035 Gage Ave.	Decorative vertical masonry	Commercial	4429 Gage Ave.	Façade design
Commercial	4053 Gage Ave.	Decorative vertical masonry, shields	Commercial	4400 Gage Ave.	Decorative brick, masonry, and glass
Commercial	4054 Gage Ave.	Decorative brick	Commercial	4501 Gage Ave.	Decorative brick
Commercial	406 Gage Ave.	Decorative vertical and curved masonry	Commercial	4612 Gage Ave.	Oasis brick service station
Commercial	4069 Gage Ave.	Decorative vertical masonry	Commercial	4714 Gage Ave.	California bungalow residence
Commercial	4071 Gage Ave.	Decorative vertical, spiked masonry	Commercial	4722 Gage Ave.	Decorative masonry, facade

Source: City of Bell

The project will be restricted to the project site and will not affect the resources identified in Table 3-4. As a result, no impacts to historic resources will occur.

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

The San Gabriel Valley (and the greater Los Angeles Basin) was previously inhabited by the Gabrieleño-Kizh people, named after the San Gabriel Mission.⁵⁴ The Gabrieleño-Kizh tribe has lived in this region for around 7,000 years.⁵⁵ Before European contact, approximately 5,000 Gabrieleño-Kizh people lived in

⁵³ U.S. Department of the Interior, National Park Service. National Register of Historic Places. <http://nrhp.focus.nps.gov>. 2010.

⁵⁴ Tongva People of Sunland-Tujunga. *Introduction*. http://www.lausd.k12.ca.us/Verdugo_HS/classes/multimedia/intro.html. Website accessed in December 2014).

⁵⁵ Ibid.

villages throughout the Los Angeles Basin.⁵⁶ Archaeological sites are often located along creek areas, ridgelines, and vistas.⁵⁷ Four early villages were located in the vicinity of Bell: Apachianga, Isantcangna, Tsungna, and La Jaboneria (the soap factory). None of these sites are located near the project site. The nearest site, a post-contact Indian village site referred to as La Jaboneria, was known to have existed on the east bank of the Rio Hondo River in an area located south of Telegraph Road.⁵⁸ Records at the UCLA Archaeology Center also show that no prehistoric sites have been identified in the Cheli area of Bell. Formal Native American consultation was provided in accordance with AB-52. The tribal representative indicated that the project site is situated in an area of high archaeological significance. As a result, the following mitigation is required:

- The project Applicant will be required to obtain the services of a qualified Native American Monitor 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 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 will photo-document the ground disturbing activities. The monitors must also have Hazardous Waste Operations and Emergency Response (HAZWOPER) certification. In addition, the monitors 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.

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.

⁵⁶ Rancho Santa Ana Botanical Garden. *Tongva Village Site*. <http://www.rsabg.org/tongva-village-site-1>. Website accessed in December 2014).

⁵⁷ McCawley. *The First Angelinos, The Gabrieleño Indians of Los Angeles County*. 1996.

⁵⁸ U.S. Department of the Interior, National Park Service. *National Register of Historic Places*. <http://nrhp.focus.nps.gov>. 2010.

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. Thus, the proposed project will not disturb any paleontological resources and no impacts will occur.

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

There are no cemeteries located in the immediate area of the project site. The closest cemetery to the project site is Park Lawn Cemetery, located approximately 2.44 miles to the east along Gage Avenue in the City of Commerce.⁵⁹ The proposed project will be restricted to the designated project site and will not affect the aforementioned cemetery. In addition, it is highly unlikely that any human remains will be encountered during the construction of the proposed project due to the level of disturbance that has occurred in order to accommodate the previous development. However, in the unlikely event that a human burial is encountered on-site, the mitigation provided in Subsection 3.5.2.B will reduce potential impacts to levels that are less than significant. As a result, no impacts are anticipated.

3.5.3 SIGNIFICANT EFFECTS AND MITIGATION

The environmental analysis in the preceding sections determined that the proposed project is located in an area that has a high sensitivity for cultural resources. As a result, the following mitigation is required:

Mitigation Measure No. 12 (Cultural Resources). The project Applicant will be required to obtain the services of a qualified Native American Monitor 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 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 will photo-document the ground disturbing activities. The monitors must also have Hazardous Waste Operations and Emergency Response (HAZWOPER) certification. In addition, the monitors 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.

⁵⁹ Google Earth. Website. Accessed March 18, 2016.

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 Uniform 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, ground-shaking, liquefaction, or landslides? • Less than Significant Impact.

The City of Bell is located in a seismically active region (refer to Exhibit 3-3). Many major and minor local faults traverse the entire Southern California region, posing a threat to millions of residents including those who reside in the City. Earthquakes from several active and potentially active faults in the Southern California region could affect the proposed project site. In 1972, the Alquist-Priolo Earthquake Zoning Act was passed in response to the damage sustained in the 1971 San Fernando Earthquake.⁶⁰ The Alquist-Priolo Earthquake Fault Zoning Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults.⁶¹ A list of cities and counties subject to the Alquist-Priolo Earthquake Fault Zones is available on the State's Department of Conservation website.

⁶⁰ California Department of Conservation. *What is the Alquist-Priolo Act* <http://www.conservation.ca.gov/cgs/rghm/ap/Pages/main.aspx>.

⁶¹ Ibid.

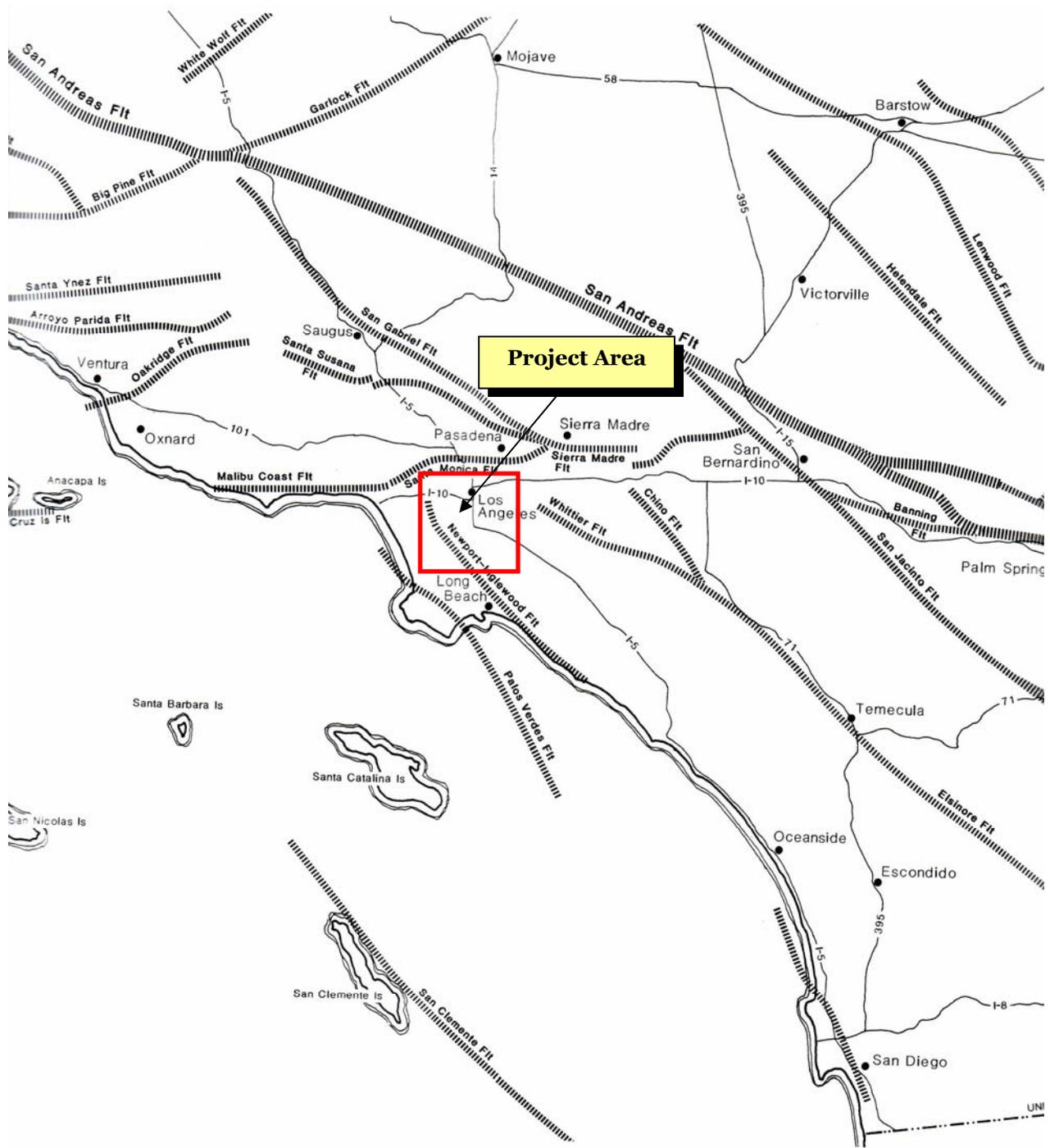


EXHIBIT 3-3
GENERAL LOCATION OF MAJOR SOUTHERN CALIFORNIA FAULTS
Source: United States Geological Survey

The City of Bell was not included in the list; therefore, no risk from potential fault rupture is expected.⁶² However, the project site is located in an area that is at risk for ground shaking. FEMA determined that if a 7.2 earthquake were to strike to Newport Inglewood Fault, Bell would experience very strong to severe ground shaking. The closest known fault to the project site is the Puente Hills blind thrust fault, located in the City of Santa Fe Springs. Although the potential impacts in regards to ground shaking and fault rupture are less than significant since the risk is no greater in and around the project site than for the rest of the area.

As indicated in Exhibit 3-4, the project site is located in a liquefaction zone. According to the United States Geological Survey, liquefaction is the process by which water-saturated sediment temporarily loses strength and acts as a fluid. Essentially, liquefaction is the process by which the ground soil loses strength due to an increase in water pressure following seismic activity. The liquefaction risk is no greater for the project site than it is for the surrounding areas and cities; therefore, the potential impacts regarding liquefaction are anticipated to be less than significant. Additionally, the project will consist of new structures that will be required to adhere to the strictest building codes regarding liquefaction. All structures will need to be inspected by the City and the project engineer to determine the new building's conformity to all pertinent building standards aimed at reducing the risk of liquefaction. Conformity to the most current State and City building codes will reduce the impacts of ground shaking to levels that are less than significant. Lastly, the potential for landslides is non-existent since the site and surrounding areas are generally level. The potential impacts are expected to be less than significant with adherence to the most stringent and pertinent build code requirements.

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

According to the soil maps prepared for Los Angeles County by the United States Department of Agriculture, the project site is underlain with soils of the Hanford association. In addition, the United States Department of Agriculture classifies soils based on their limitations or hazard risk. The Hanford soils association was placed into Class II, which are soils described as having some limitations.⁶³ Hanford soils are at a slight risk for erosion; however, the project site was formerly developed and the underlying soils were disturbed in order to facilitate previous construction activities. In addition, Hanford soils are described as being used almost exclusively for urban development, as evident by the current level of development present within the project site and surrounding areas. The site is and will continue to be level, and no soil erosion impacts will occur.

⁶² California Department of Conservation. Table 4, Cities and Counties Affected by Alquist-Priolo Earthquake Fault Zones as of January 2010.

⁶³ United States Department of Agriculture, Soil Conservation Service. *Report and General Soil Map, Los Angeles County, California*. Revised 1969.

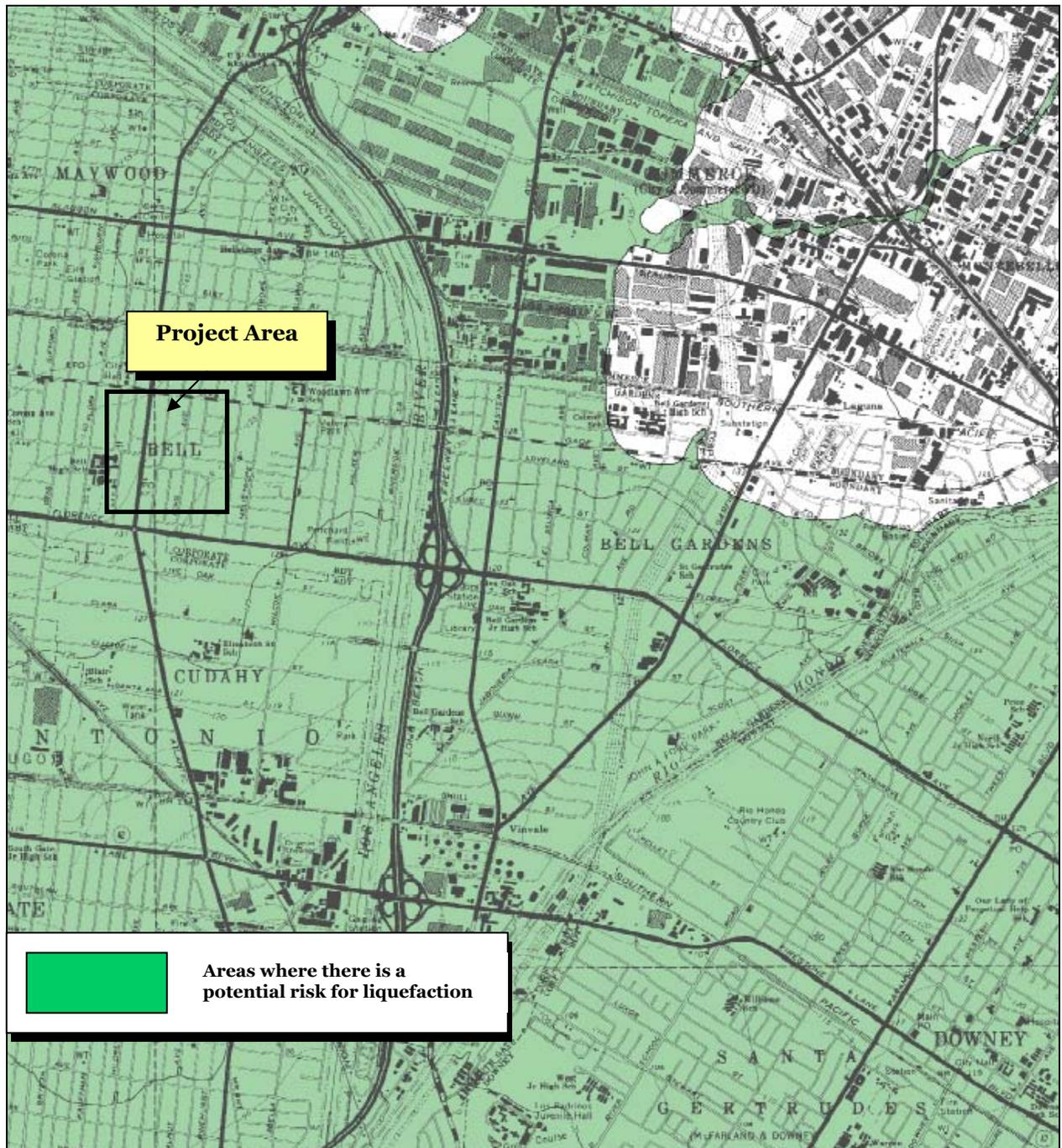


EXHIBIT 3-4 POTENTIAL LIQUEFACTION RISK

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.*

Soils of the Hanford association underlie the project site and immediate area. According to the United States Department of Agriculture, Hanford soils are used almost exclusively for urban development.⁶⁴ The surrounding area is relatively level and is at no risk for landslides (refer to Exhibit 3-4). Lateral spreading is not anticipated to occur because previous construction activities have compressed the native soils that underlie the project site, thus altering their original characteristics.

In addition, the project site is not prone to subsidence. Subsidence occurs via soil shrinkage and is triggered by a significant reduction in an underlying groundwater table, thus causing the earth on top to sink.⁶⁵ The soils that underlie the project site are not prone to shrinking and swelling (refer to section 3.6.D), thus no impacts related to unstable soils and subsidence are expected. Grading and other construction activities are not expected to reach the depths required to encounter an underlying aquifer. In addition, the project will be required to be connected to the City's water lines; therefore, the project's operation will not utilize groundwater supplies below the site. The site is located in an area that is subject to liquefaction; however, since the surrounding areas and cities are located in a liquefaction zone, the effects are expected to be 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.*

The soils that underlie the proposed project site belong to the Hanford soils association. Shrinking and swelling is influenced by the amount of clay present in the underlying soils.⁶⁶ Clay is not present in the composition of Hanford soils.⁶⁷ The Hanford soils association was placed into Class II, which are soils described as having some development limitations.⁶⁸ Hanford soils are at a slight risk for erosion. However, Hanford soils are described as being used almost exclusively for urban development. The underlying soil's capacity to handle development is evident by the surrounding businesses and residential units. Measures will be taken during construction to limit erosion. As a result, no impacts related to expansive soils are anticipated.

⁶⁴ United States Department of Agriculture, Soil Conservation Service. *Report and General Soil Map, Los Angeles County, California.* Revised 1969.

⁶⁵ Subsidence Support. *What Causes House Subsidence?* <http://www.subsidence-support.co.uk/what-causes-subsidence.htm>

⁶⁶ Natural Resources Conservation Service Arizona. *Soil Properties Shrink/Swell Potential.* http://www.nrcs.usda.gov/wps/portal/nrcs/detailfull/az/soils/?cid=nrcs144p2_065083

⁶⁷ United States Department of Agriculture Soil Conservation Service. *Report and General Soil Map Los Angeles County, California.* Revised 1969.

⁶⁸ Ibid.

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 proposed project will not utilize septic tanks. As a result, no impacts associated with the use of septic tanks will occur as part of the proposed project's implementation.

3.6.3 SIGNIFICANT EFFECTS AND MITIGATION

The analysis determined that no significant adverse seismic 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 gases.

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.*

The State of California requires CEQA documents to include an evaluation of greenhouse gas (GHG) emissions or gases that trap heat in the atmosphere. GHG 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). The accumulation of GHG in the atmosphere regulates the earth's temperature. Without these natural GHG, the Earth's surface would be about 61°F cooler. However, emissions from fossil fuel combustion have elevated the concentrations of GHG in the atmosphere to above natural levels.⁶⁹

Scientific evidence indicates there is a correlation between increasing global temperatures/climate change over the past century and human induced levels of GHG. These and other environmental changes have potentially negative environmental, economic, and social consequences around the globe. GHG differ from criteria or toxic air pollutants in that the GHG emissions do not cause direct adverse human health effects. Rather, the direct environmental effect of GHG emissions is the increase in global temperatures, which in turn has numerous impacts on the environment and humans. For example, some observed changes include shrinking glaciers, thawing permafrost, later freezing and earlier break-up of ice on rivers and lakes, a lengthened growing season, shifts in plant and animal ranges, and earlier flowering of trees. Other, longer term environmental impacts of global warming may include a rise in sea level, changing weather patterns with increases in the severity of storms and droughts, changes to local and regional ecosystems including the potential loss of species, and a significant reduction in winter snow pack.⁷⁰

The SCAQMD has recommended several GHG thresholds of significance. These thresholds include 1,400 metric tons of CO₂E (MTCO₂E) per year for commercial projects, 3,500 MTCO₂E per year for residential projects, 3,000 MTCO₂E per year for mixed-use projects, and 7,000 MTCO₂E per year for industrial

⁶⁹ California, State of. OPR Technical Advisory – CEQA and Climate Change: Addressing Climate Change through the California Environmental Quality Act (CEQA) Review. June 19, 2008.

⁷⁰ Ibid.

projects. Table 3-4 summarizes annual greenhouse gas emissions from build-out of the proposed project. As indicated in Table 3-5, the CO₂E total for the project is 23,114.5 pounds per day or 10.48 MTCO₂E per day. This translates into a generation of approximately 3,825.20 MTCO₂E per year, which is above the threshold of 1,400 MTCO₂E for commercial projects. This figure does not take into account the installation of a sidewalk cut along the south side of Gage Avenue to accommodate a bus terminal. In addition, mitigation was provided in Subsection 3.3.2.D that encourages the use of alternative forms of transportation. Therefore, the project’s GHG impacts are less than significant.

**Table 3-5
 Greenhouse Gas Emissions Inventory**

Source	GHG Emissions (Lbs/Day)			
	CO ₂	CH ₄	N ₂ O	CO ₂ E
Short-Term Construction Emissions				
Demolition	2,487.13	0.63	--	2,500.33
Site Preparation	1,781.09	0.54	--	1,792.37
Grading	1,462.85	0.44	--	1,472.11
Construction	2,046.94	0.45	--	2,056.39
Paving	1,347.66	0.41	--	1,356.17
Architectural Coatings	281.45	0.03	--	282.07
Long-Term Operational Emissions				
Area	0.03	--	--	0.03
Energy	331.69	--	--	333.70
Mobile	22,762.42	0.88	--	22,780.82
Total	23,094.13	0.88	--	23,114.55

Source: CalEEMod.

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.*

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. Additionally, Governor Edmund G. Brown signed into law Executive Order (E.O.) B-30-15 on April 29, 2015, the Country’s most ambitious policy for reducing Greenhouse Gas Emissions. Executive Order B-30-15 calls for a 40 percent reduction in greenhouse gas emissions below 1990 levels by 2030.⁷¹ The proposed project will not involve or require any variance from an adopted plan, policy, or regulation governing GHP emissions. The emissions generated by the proposed project will be less than the thresholds of significance established for CO₂ (refer to Table 3-5). As a result, no impacts related to a potential conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases are anticipated.

⁷¹ Office of Governor Edmund G. Brown Jr. *New California Goal Aims to Reduce Emissions 40 Percent Below 1990 Levels by 2030.* <http://gov.ca.gov/news.php?id=18938>

The proposed project would incorporate 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 3-6. The new on-site improvements will incorporate sustainable practices that include water, energy, and solid waste efficiency measures.

**Table 3-6
 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. The project will also provide a bus terminal along the south side of Gage Avenue.	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 beyond what currently exists.	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 3-7 identifies which CARB Recommended Actions applies to the proposed project. Of the 39 measures identified, 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 3-7. As indicated in the table, the proposed project would not impede the implementation of any of the CARB's recommended actions.

**Table 3-7
 Recommended Actions for Climate Change**

ID #	Sector	Strategy Name	Applicable to Project?	Will the Project Conflict With Implementation?
T-3	Transportation	Regional Transportation-Related GHG Targets	No	No
T-4	Transportation	Vehicle Efficiency Measures	No	No
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
W-2	Water	Water Recycling	No	No
W-3	Water	Water System Energy Efficiency	No	No
RW-3	Recycling and Waste Management	High Recycling/Zero Waste	Yes	No

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

As indicated previously, the installation and operation of the proposed project will result in an incremental increase in GHG emissions; however, the project’s operational GHG emissions will be below SCAQMD thresholds of significance with adherence to the mitigation provided in Subsection 3.3.2.D. The proposed project will not introduce any conflicts with adopted initiatives that are designed to control future GHG emissions. The project is an “infill development” and is seen as an important strategy in reducing regional GHG emissions. In addition, the project will conform with statewide GHG infill measures. The project will be required to install drought tolerant landscaping, water efficient appliances, and energy efficient appliances. Additionally, the project will include a bus cut out along the south side of Gage Avenue and incentives to use alternative forms of transportation, such as the installation of electric vehicle charging stations and bicycle racks. As a result, the impacts related to conflicts with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases 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 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 project located in the vicinity of a private airstrip that would result in a safety hazard for people residing or working in the project area;
- 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 wild land fire, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands.

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.

A Phase I Environmental Site Assessment report was prepared for the property owner by Ninyo & Moore. In general, the following items were noted:

- The site was first developed in 1922 with a garage and a residential property. From 1929 to approximately 1966, the northern portion of the site was occupied by an auto repair shop, retail

stores, and a restaurant. The southern portion of the site was occupied by a residential community. Prior to 1972, the residential buildings were noted to be demolished. In 1968 and 1972, two additional buildings were constructed on the site. The three current buildings and parking areas have been present since approximately 1976. For the purpose of this report the buildings are referred to as Building #1, 2, and 3. Building #1 comprises a two-level office space and warehouse area. Building #2 is an open work area and a mezzanine storage location. Building #3 is an office, restroom, and garage. The site is currently unoccupied.

- In 2006, the property was an automobile dealership including service buildings, occupied by Sopp Chevrolet. Use of underground storage tanks (USTs) was not revealed by our research. Former use of the site as an automobile service facility, specifically the storage of fresh and waste automotive fluids, is considered a Recognized Environmental Concern (REC).
- A three-stage clarifier, likely installed in 1968, was observed to be present in the northern garage location of Building #3. The presence of a three-stage clarifier is considered a REC.
- Eleven post hydraulic car lifts are present in Building #2. Hydraulic lifts use hydraulic fluid, which is a petroleum-based oil with additives to power the lifts. The date of installation of the hydraulic lifts is unknown. Based on this information, the on-site hydraulic lifts are considered a REC.
- A recessed area of unknown nature with inlet or outlet piping was observed in Building #2. This unknown recessed area is considered a REC.
- A former Chevron #9-3835 gasoline station facility at 6399 Atlantic Avenue, adjacent to the northwest portion of the site, was listed on the leaking underground storage tank (LUST) database. Three USTs were located at the south south-east portion of the property were removed in 1982. In 1991, contaminated soil and groundwater were discovered at the facility. Monitoring Well #6, located approximately 140 feet west from the site, detected elevated concentrations of benzene which were noted in the Third Quarter Groundwater Monitoring report dated October 10, 2010 and prepared by The Benham Companies, LLC. Because of the case status, groundwater flow direction, and proximity to the site, there is a low to moderate likelihood that this is contaminating the site. The former Chevron Station is considered a potential REC (PREC) for the site. However, because the assessment has revealed no indication of the use or storage of significant quantities fuels on the site and because the Responsible Parties (RPs) for this releases have been identified, and the RPs are working with regulatory agencies to move toward eventual case closure, we do not consider this PREC to represent a significant liability for the site.
- Based on the age of the on-site buildings (approximately 1956, 1968, and 1972), suspect asbestos containing materials (ACMs) and lead-based paint (LBP) are likely present.⁷²

⁷² Ninyo & Moore. *Phase I Environmental Site Assessment 6400 Atlantic Avenue Bell, California*. May 3, 2011.

In addition, an Environmental Database Report (EDR) was performed for the project site. The EDR report includes searches through various Federal, State, and local agencies. The results of the EDR are provided below and on the following pages:

- The National Priorities List (NPL) is the United States Environmental Protection Agency (EPA) database of uncontrolled or abandoned hazardous waste properties listed for priority remedial actions under the Superfund program. The site is not listed in the database.
- The NPL database lists properties that are currently being evaluated for priority remedial actions for the Superfund program. The Delisted NPL database includes properties that are deleted from the NPL database based upon the National Oil and Hazardous Substances Pollution Contingency Plan. This deletion takes place after no further response to the NPL is appropriate. Neither the site nor properties located within the searched distance ($\frac{1}{4}$ of a mile) are listed on either database.
- The State Calsites Database (Calsites) or State-Equivalent (CERCLIS) database contains properties which are either proposed or on the NPL and properties which are in the screening and assessment phase for possible inclusion on the NPL. Neither the site nor properties located within $\frac{1}{2}$ miles of the site are listed on this database.
- CERCLIS sites designated as No Further Remedial Action Planned (NFRAP) have been removed from the CERCLIS database following an initial investigation where no contamination was found, contamination was removed quickly without the need for the site to be placed on the NPL, or the contamination was not serious enough to require Federal Superfund action or NPL consideration. Neither the site nor properties located within the searched distance are listed on this database.
- The EPA maintains this database of Resource Conservation and Recovery Act (RCRA) facilities that are undergoing corrective action. A corrective action order is issued when a release of hazardous waste or constituents into the environment from a RCRA facility has occurred. The site is not listed in the database.
- The EPA maintains this database of RCRA facilities that are undergoing corrective action. A corrective action order is issued when a release of hazardous waste or constituents into the environment from a RCRA facility has occurred. The site is not listed in the database.
- The RCRA (TSD) database is a compilation by the EPA of facilities that report generation, storage, transportation, treatment, or disposal of hazardous waste. Neither the site nor properties located within the searched distance are listed on this database.⁷³
- This database is an EPA listing of sites with engineering controls in place, such as various forms of caps, building foundations, liners, and treatment methods intended to eliminate pathways for regulated substances to enter environmental media or affect human health. Neither the site nor properties located within the searched distance are listed on this database.

⁷³ Ninyo & Moore. *Phase I Environmental Site Assessment 6400 Atlantic Avenue Bell, California*. May 3, 2011.

- This database is an EPA listing of sites with institutional controls in place, such as administrative measures, groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements, intended to prevent exposure to contaminants remaining on site. Neither the site nor properties located within the searched distance are listed on this database.
- The State Sites database consists of potential or confirmed hazardous substance release properties. The site is not listed on this database.
- Databases of the LUST information system are maintained by the California State Regional Water Quality Control Boards (SRWQCBs). According to the EDR, the former Chevron #9-3835 facility at 6399 Atlantic Avenue is an open remediation case located adjacent to the northwest corner of the site (currently occupied by a Blockbuster retail store). The facility was used as a service station until 1982. Three USTs were located at the south south-east portion of the property which were removed in 1982. In 1991, contaminated soil and groundwater was discovered at the site.
- According to the GeoTracker website, (Third Quarter Groundwater Monitoring Report, October 10, 2010, The Benham Companies, LLC) Monitoring Well #6, located approximately 140 feet west from the site, has a persistent detection of benzene concentrations. Continued corrective action is in place. Because of the case status, groundwater flow direction and proximity to the site, this is considered a potential REC.
- UST records are provided by the State Water Resources Control Board's Hazardous Substance Storage Container Database. Inclusion of facilities on this list does not necessarily indicate a release. Neither the site nor properties located within the searched distance are listed on this database.
- According to FirstSearch, AST records are provided by the Department of Building and Fire Safety. Inclusion of facilities on this list does not necessarily indicate a release. Neither the site nor properties located within the searched distance are listed on this database.
- This database is a California Environmental Protection Agency (Cal-EPA) listing of properties involved in the voluntary remediation program. Neither the site nor properties located within the searched distance are listed on this database.⁷⁴

On April 18, 2011, Mr. Michael Cushner of Ninyo & Moore conducted the site reconnaissance. The reconnaissance involved visual observations of the site and adjoining properties. The site and site buildings were vacant at the time of the reconnaissance and storage of hazardous substances and petroleum products was not observed. Evidence of storage and disposal of hazardous waste was not observed during the site reconnaissance. Unidentified substance containers were not observed during the site reconnaissance. Staining was observed throughout Buildings #2 and #3. The concrete flooring in both buildings was noted to be in good condition. Evidence of USTs (e.g., fill pipes, vent pipes, and emergency

⁷⁴ Ninyo & Moore. *Phase I Environmental Site Assessment 6400 Atlantic Avenue Bell, California*. May 3, 2011.

power generators) or ASTs was not observed on or adjacent to the boundaries of the site during the site reconnaissance.⁷⁵

Based on the site reconnaissance, historical research, and environmental database review, information regarding the site and relevant surrounding properties requests for records were made to local government agencies and, if available, reviewed by Ninyo & Moore. Based on information obtained from local government agencies, it was judged that interviews of regulatory officials would not provide additional meaningful information to the Phase I ESA.⁷⁶

- This database is a California Environmental Protection Agency (Cal-EPA) listing of properties involved in the voluntary remediation program. Neither the site nor properties located within the searched distance are listed on this database.
- *Regional Water Quality Control Board (RWQCB)*. Ninyo & Moore made requests to the spills, leaks, investigations, and cleanups (SLIC), Well Investigation Program (WIP) and UST units of the Los Angeles RWQCB to review records that may be available for the site address. Ninyo & Moore also reviewed information from the SWRCBs GeoTracker website. According to the GeoTracker, the site was not listed in the LUST database.
- *California Department of Toxic Substances Control*. Ninyo & Moore made a request to the California DTSC to review records that may be available for the site address. The DTSC indicated that it has no records or files pertaining to the site.
- *South Coast Air Quality Management District*. Ninyo & Moore reviewed the South Coast Air Quality Management District's (SCAQMD) facility information detail search (FINDS) website for permits regarding the site addresses. According to the FINDS website, no records were available for the site addresses.
- *Los Angeles County Department of Public Works (LACDPW)*. Ninyo & Moore made a request to the LACDPW to review records that may be available for the site address. The LACDPW indicated that it has no records on file pertaining to the site.
- *Los Angeles Department of Environmental Health (LADepH)*. Ninyo & Moore made a request to the LADepH to review records that may be available for the site address. The LADepH indicated that one records exists for the site address. Ninyo & Moore reviewed the file and noted the following. Notice to correct was issued in 1989 for not having a waste manifest for the clarifier sludge. In 1998, manifests were present for 280 gallons of used coolant (Ethylene Glycol). In 2000, it was noted that a 750 gallon clarifier is on-site. In 2004, there is a notice to comply with a specification plan as no labels and records were on hand for various chemicals. In 2008, another notice to comply was noted for unlabeled containers and no logs.

⁷⁵ Ninyo & Moore. *Phase I Environmental Site Assessment 6400 Atlantic Avenue Bell, California*. May 3, 2011.

⁷⁶ Ibid.

- *Los Angeles County Fire Department (LACFD)*. Ninyo & Moore made a request to the LACFD to review records that may be available for the site address. The LACFD has not responded to our request. If information is received from the LACFD that changes the recommendation of this report, a letter addendum will be issued.⁷⁷

The proposed project involves the construction of an Aldi supermarket and the subdivision of the existing Shoe City building to accommodate a coffee shop. Given the nature of the proposed use, the use of any hazardous materials will be limited to those that are commercially available and typically used in a household setting for routine cleaning and maintenance. As a result, the impacts are expected to be 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? • Less than Significant Impact with Mitigation.

As indicated previously, the implementation of the proposed project will require the demolition of the existing building located in the northwest corner of the project site. In addition, a portion of the existing Shoe City building that has frontage along Woodward Avenue will be demolished, thus reducing the Shoe City building's total floor area to 8,097 square feet. During these activities, lead and/or asbestos-containing materials may be encountered. As a result, the following mitigation is required.

- The Applicant, and the contractors, must adhere to all requirements governing the handling, removal, and disposal of asbestos-containing materials, lead paint, underground septic tanks, and other hazardous substances and materials that may be encountered during demolition and land clearance activities. Any contamination encountered during the demolition, grading, and/or site preparation activities must also be removed and disposed of in accordance with applicable laws prior to the issuance of any building permit.

Due to the nature of the proposed project (a supermarket, shoe store, and coffee shop), no hazardous materials will be used on-site beyond those which are used for routine cleaning and maintenance. Adherence to the above-mentioned mitigation will reduce potential impacts to levels that are less than significant.

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? • Less than Significant Impact.

There are two schools located within one-quarter of a mile from the project site. The two schools include Nueva Vista Elementary School, located 0.25 miles to the northwest of the project site, and Bell High School, located 0.25 miles to the southwest of the project site.⁷⁸ As noted previously, the project will not involve the transportation, use, storage, or disposal of hazardous materials since the project will be

⁷⁷ Ninyo & Moore. *Phase I Environmental Site Assessment 6400 Atlantic Avenue Bell, California*. May 3, 2011.

⁷⁸ Google Earth. Website accessed March 25, 2016.

involved in retail (supermarket, coffee shop, and a shoe store). Any hazardous materials used on-site will be chemicals most commonly used for routine cleaning and maintenance. Furthermore, mitigation was provided in Section 3.3.2.E to further control odor emissions from idling diesel equipment. Additionally, the Applicant must adhere to the mitigation provided in Section 3.8.2.B. Adherence to the above-mentioned conditions and mitigation will reduce potential impacts regarding the handling of hazardous materials near a school to levels that are less than significant.

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.

A search was conducted through the DTSC Envirostor website to determine whether the project site is listed in the database as a Cortese site. The project site is not identified on the list.⁷⁹ Since the proposed project will not be located on a site included on list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, no impacts will occur.

3.8.E. Would the project be located 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 a public use airport. Compton/Woodley Airport is located approximately 6.84 miles to the southwest of the project site. The Long Beach Airport is located approximately 10.70 miles to the southeast.⁸⁰ The proposed project is not located within the Runway Protection Zones (RPZ) of any of the aforementioned airports. In addition, the proposed project will not penetrate the designated slopes for any of the aforementioned airports. Essentially, the proposed project will not introduce a building that will interfere with the approach and take off of airplanes utilizing any of the aforementioned airports. As a result, no impacts are anticipated.

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 a private airstrip.⁸¹ As a result, the proposed project will not present a safety hazard related to aircraft and/or airport operations at a private use airstrip and no impacts will occur.

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

At no time will Atlantic Avenue, Gage Avenue, or Woodward Avenue be completely closed to traffic. The construction plan must identify specific provisions for the regulation of construction vehicle ingress and

⁷⁹ California Department of Toxic Substances Control. *Envirostor*. <http://www.envirostor.dtsc.ca.gov/public/>.

⁸⁰ Google Earth. Website accessed March 25, 2016.

⁸¹ Tollfreeairline. *Los Angeles County Public and Private Airports, California*.
<http://www.tollfreeairline.com/california/losangeles.htm>

gress to the site during construction as a means to provide continued through-access. All construction staging must occur on-site. As a result, no impacts are associated with the proposed project's implementation.

3.8.H. Would the project expose people or structures to a significant risk of loss, injury, or death involving wild land fire, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands? • 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.⁸² 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. 13 (Hazards and Hazardous Materials). The Applicant, and the contractors, must adhere to all requirements governing the handling, removal, and disposal of asbestos-containing materials, lead paint, underground septic tanks, and other hazardous substances and materials that may be encountered during demolition and land clearance activities. Any contamination encountered during the demolition, grading, and/or site preparation activities must also be removed and disposed of in accordance with applicable laws prior to the issuance of any building permit.

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 storm water 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? • Less than Significant Impact with Mitigation.

The project will include various design measures implemented to control and prevent the pollution of storm water runoff. These design features include the use of Stormtech MC-3500 stormwater chambers

and planter boxes.⁸³ The aforementioned stormwater controls will be installed to facilitate proper filtration and percolation of storm water runoff. The Stormtech chamber will be installed in the northwest parking lot and the parking lot located east of the coffee shop.⁸⁴ The purpose of the stormwater chambers is to contain stormwater in the event of heavy rainfall. The excess water will either be diverted into the existing storm drain through a system of newly proposed storm drains or will filter and percolate into the ground.

The project will also include the installation of planter boxes. Planter boxes are bioretention treatment control measures that are completely contained within an impermeable structure with an underdrain (they do not infiltrate). They are similar to bioretention facilities with underdrains except they are situated at or above ground and are bound by impermeable walls. Planter boxes may be placed adjacent to or near buildings, other structures, or sidewalks.⁸⁵ Planter boxes function as soil and plant-based filtration devices that remove pollutants through a variety of physical, biological, and chemical treatment processes. The components normally consist of a ponding area, mulch layer, planting soils, plantings, drainage layers, and an outlet drain. As stormwater passes down through the planting soil, pollutants are filtered by the soil and plants.⁸⁶

Additionally, the project Applicant will be required to implement storm water pollution control measures pursuant to the National Pollutant Discharge Elimination System (NPDES) requirements. The Applicant would also be required to prepare a Water Quality Management Plan (WQMP) utilizing Best Management Practices to control or reduce the discharge of pollutants to the maximum extent practicable. The WQMP will also identify post-construction best management practices (BMPs) that will be the responsibility of the project's future tenant to implement over the life of the project. Furthermore, the following mitigation is required as part of this project to ensure that potential water quality impacts are mitigated:

- Prior to issuance of any grading permit for the project that would result in soil disturbance of one or more acres of land, the Applicant shall demonstrate that coverage has been obtained under California's General Permit for Stormwater Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board, and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number or other proof of filing shall be provided to the Chief Building Official and the City Engineer.
- The Applicant shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall be submitted to the Chief Building Official and City Engineer prior to the issuance of a grading permit. The Applicant shall register their SWPPP with the State of

⁸³ GreenbergFarrow. *LID Plan*. *LID plan* was included in a transmittal package that was dated January 29, 2016.

⁸⁴ *Ibid*.

⁸⁵ City of Los Angeles Sanitation, Department of Public Works. *Development Best Management Practices Handbook, Low Impact Development Manual*. http://www.lastormwater.org/wp-content/files_mf/lidhandbookfinal62212.pdf. Site accessed March 25, 2016.

⁸⁶ City of Los Angeles, Watershed Protection Division. *Appendix E Small Scale Residential Prescriptive Measures*. http://www.lastormwater.org/wp-content/files_mf/appxesmallscaleresidentialworsheet55.pdf. Site accessed March 25, 2016.

California. A copy of the current SWPPP shall be kept at the project site and be available for review on request.

With the aforementioned mitigation, the impacts would be less than significant.

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. The Central Basin is bounded on the north by the Elysian and Repetto Hills; on the northeast by the Merced and Puente Hills; on the east by the Los Angeles County line; and on the southwest by the Newport-Inglewood fault along the Rosecrans, Dominguez, Signal, and Bixby Ranch Hills.

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. 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. Alluvium found on or near the surface of the City is 60 inches thick or less and contains small quantities of poor quality water. The Gaspur Aquifer consists of cobbles and pebbles from the San Gabriel Mountains. The upper layer of the Gaspur Aquifer contains medium to coarse textured sand and the lower layer contains sand, gravel, and cobbles. The Gaspur Aquifer is 120 feet thick at the most and yields large amounts of water. The Gaspur Aquifer merges with the surface at the Montebello Forebay and in the Los Angeles Narrows area. The Gaspur Aquifer also merges with deeper aquifers at Whittier Narrows, south of the Los Angeles Narrows area and along the Los Angeles River.

The Pleistocene period (1,000,000 years ago) resulted in the deposition of Older Dune Sand, the Lakewood Formation and the San Pedro Formation within the coastal plain. The Lakewood Formation in the area contains the Exposition and Gage aquifers and aquicludes (fine sand, silt, and clay that transmit water

slowly). The Exposition Aquifer underlies the Gaspar aquifer and merges with it between the Los Angeles and San Gabriel Rivers. This aquifer is approximately 100 feet thick and consists of coarse gravel and clay, with fine deposits between sandy and gravelly beds. The *Gage Aquifer* underlies the Exposition aquifer and is approximately ten to 160 feet thick. This aquifer consists of fine to medium sand with varying amounts of coarse yellow sand and gravel. The Gardena Aquifer has coarser deposits than the Gage Aquifer, but these deposits are about the same age, thickness, and elevation. Both aquifers yield large amounts of water.

Grading related activities are not anticipated to encounter and deplete groundwater supplies from any underlying aquifer. In addition, the proposed project will be connected to the City's water lines and is not anticipated to deplete groundwater supplies through the consumption of the water. The project will be required to install Xeriscape landscaping and water efficient appliances to reduce the burden placed on the City's water resources (refer to Section 3.17). Future water consumption will be limited to that used for landscaping, restroom use, and routine maintenance and cleaning. 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:

- 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 implementation of the proposed project will reduce the amount of impervious surfaces on-site. The site in its present state is 100 percent impervious. Following construction, the site will be 67 percent impervious and 33 percent pervious.⁸⁷ The project will include the installation of Stormtech MC-3500 stormwater chambers and planter boxes to filter and accommodate the additional runoff. These additional storm water controls will reduce the first flush (or initial surface runoff in a rainstorm) post-development runoff flow rate to 1.034 cubic feet per second (cfs). Furthermore, the site's first flush post-development

⁸⁷ GreenbergFarrow. *LID Plan*. *LID plan* was included in a transmittal package that was dated January 29, 2016.

runoff volume will be reduced to 0.115 acre-feet. The site's pre-development first flush runoff flow rate is currently 1.159 cfs while the site's pre-development first flush runoff volume is currently 0.160 acre-feet.⁸⁸

After 50 years, the site's post-development runoff flow rate will be 6.49 cfs while the site's post-development runoff volume will be 0.68 acre-feet.⁸⁹ The site's pre-development 50-year runoff flow rate is 6.61 cfs while the site's pre-development 50-year runoff volume is 0.915 acre-feet.⁹⁰ Essentially, less stormwater runoff will be discharged with the project than without the project. Therefore, the risk of off-site erosion and/or siltation will be minimal given the reduced water runoff and the lack of pervious surfaces outside of the project site. Once complete, the site will continue to drain southwest and will connect to an existing storm drain located in Atlantic Avenue.

Additionally, the project site is located approximately 0.92 miles to the west of the channelized Los Angeles River.⁹¹ The proposed project will be restricted to the designated site and will not alter the course of the Los Angeles River. No other bodies of water are located in and around the project site. As a result, no impacts are anticipated.

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.

As indicated previously, the implementation of the proposed project will decrease the amount of impervious surfaces on-site. The project will include the installation of Stormtech MC-3500 stormwater chambers and planter boxes to filter and accommodate the additional runoff. These additional stormwater controls will reduce runoff flow rates and volume over the present conditions both over a 50-year period and for first flush scenarios. The proposed project will be restricted to the designated site and will not alter the course of the heavily channelized Los Angeles River located approximately 0.92 miles to the east. In addition, the proposed project will be properly drained and is not expected to result in on- or off-site flooding. 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 storm water drainage systems or provide substantial additional sources of polluted runoff? • Less than Significant Impact with Mitigation.

Once constructed, the project will not create excess runoff that will exceed the capacity of the existing stormwater drainage system because the implementation of the proposed project will result in less stormwater runoff over the existing conditions. The installation of Stormtech MC-3500 stormwater chambers, planter boxes, and additional landscaping will reduce the first flush (or initial surface runoff in a

⁸⁸ GreenbergFarrow. *LID Plan*. *LID plan* was included in a transmittal package that was dated January 29, 2016.

⁸⁹ Ibid.

⁹⁰ Ibid.

⁹¹ Google Earth. website accessed March 25, 2016.

rainstorm) post-development runoff flow rate to 1.034 cfs. Furthermore, the site's first flush post-development runoff volume will be reduced to 0.115 acre-feet.

The site's pre-development first flush runoff flow rate is currently 1.159 cfs while the site's pre-development first flush runoff volume is currently 0.160 acre-feet.⁹² After 50 years, the site's post-development runoff flow rate will be 6.49 cfs while the site's post-development runoff volume will be 0.68 acre-feet.⁹³ The site's pre-development 50-year runoff flow rate is 6.61 cfs while the site's pre-development 50-year runoff volume is 0.915 acre-feet.⁹⁴ Mitigation measures have been provided on the following page as a means to further address potential storm water impacts:

- All catch basins and public access points that cross or abut an open channel shall be marked by the Applicant with a water quality label in accordance with City standards. This measure must be completed and approved by the City Engineer prior to the issuance of a Certificate of Occupancy.
- The Applicant shall be responsible for the construction of all on-site drainage facilities as required by the City Engineer.

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

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

The project site in its current state is 100 percent impervious. Following the construction of the project, the site will be 67 percent impervious and 33 percent pervious. The measures identified in Section 3.9.2.A, 3.9.2.B, and 3.9.2.E will mitigate any potential impacts directly related to the impact of the proposed project. As a result, no additional impacts beyond those previously identified will occur.

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.

According to the Federal Emergency Management Agency (FEMA) flood insurance map obtained from the Los Angeles County Department of Public Works, the proposed project site is located in Zone X (refer to Exhibit 3-5). This flood zone has an annual probability of flooding of less than 0.2 percent and represents areas outside the 500-year flood plain. Thus, properties located in Zone X are not located within a 100-year flood plain.⁹⁵ In addition, the proposed project involves the construction of a supermarket and coffee shop. The project Applicant never intended to construct residential units as part of the proposed project. As a result, no impacts related to flood flows are associated with the proposed project's implementation.

⁹² GreenbergFarrow. *LID Plan*. *LID plan* was included in a transmittal package that was dated January 29, 2016.

⁹³ Ibid.

⁹⁴ Ibid.

⁹⁵ FEMA. *Flood Zones, Definition/Description*. <http://www.fema.gov/floodplain-management/flood-zones>



EXHIBIT 3-5
FEMA FLOOD MAP
Source: Los Angeles Department of Public Works

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 100-year flood hazard area as defined by FEMA.⁹⁶ As a result, the proposed project will not involve the placement of any structures that would impede or redirect potential floodwater flows since the site is not located within a flood hazard area. Therefore, no flood-related impacts are anticipated with the proposed project's implementation.

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.*

The project area is located within a potential inundation area of four dams located in the surrounding region. The dams are identified below and on the following pages:

- *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 one 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 ten hours after failure. A maximum flood elevation of two feet is expected approximately 12 hours after failure. The Cheli Area is also located within the inundation area of the Garvey Reservoir in Monterey Park.
- *Garvey Dam.* The Garvey Reservoir is located two miles southeast of the intersection of Garfield Avenue and Graves Avenue. Floodwaters are estimated to reach the Cheli area within 30 minutes of failure.
- *Whittier Narrows Dam.* The inundation area of the Whittier Narrows Dam is confined to the area east of the I-710 freeway but does not include the Cheli Industrial Area.

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.

⁹⁶ FEMA. *Flood Zones, Definition/Description.* <http://www.fema.gov/floodplain-management/flood-zones>

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

There are no bodies of surface water located in the vicinity of the project site that could generate a seiche. In addition, the project site is located approximately 15 miles inland from the Pacific Ocean and the project area would not be exposed to the effects of a tsunami.⁹⁷ Lastly, the proposed project will not result in any mudslides since the project site will be leveled and properly drained. As a result, no 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. 14 (Hydrology and Water Quality). Prior to issuance of any grading permit for the project that would result in soil disturbance of one or more acres of land, the Applicant shall demonstrate that coverage has been obtained under California's General Permit for Stormwater Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board, and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number or other proof of filing shall be provided to the Chief Building Official and the City Engineer.

Mitigation Measure No. 15 (Hydrology and Water Quality). The Applicant shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall be submitted to the Chief Building Official and City Engineer prior to the issuance of a grading permit. The Applicant shall register their SWPPP with the State of California. A copy of the current SWPPP shall be kept at the project sites and be available for review on request.

Mitigation Measure No. 16 (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. 17 (Hydrology and Water Quality). Sediment from areas disturbed by construction shall be retained on-site using structural controls to the maximum extent practicable.

Mitigation Measure No. 18 (Hydrology and Water Quality). 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.

Mitigation Measure No. 19 (Hydrology and Water Quality). All catch basins and public access points that cross or abut an open channel shall be marked by the Applicant with a water quality label in

⁹⁷ Google Earth. Site accessed March 25, 2016.

accordance with City standards. This measure must be completed and approved by the City Engineer prior to the issuance of a Certificate of Occupancy.

Mitigation Measure No. 20 (Hydrology and Water Quality). The Applicant shall be responsible for the construction of all on-site drainage facilities as required by the City Engineer.

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 proposed project will be restricted to the project site and will not divide or disrupt any residential neighborhood. The nearest such residential development include the multiple-family units located between the two eastern segments of the project site along the west side of Woodward Avenue. In addition, the proposed project will not result in incompatible land uses since the project will consist of retail uses that are consistent with surrounding development. Furthermore, the project site is located at a crucial intersection in the heart of the City's downtown.

The project site is currently zoned as *Heavy Commercial (C-3)* and *Mixed Use (C3-R)* (refer to Exhibit 3-6 for the zoning map). The project site's General Plan land use designation is *Commercial* (refer to Exhibit 3-7). The project will require the approval of a CUP because the project site is located on a corner lot. The project meets the City's parking standards, building height standards, and setback standards. There are no FAR or lot coverage standards for C-3 or C3-R zoning districts. The proposed project will conform to site's General Plan land use designations and zoning designations with the approval of the above-mentioned discretionary approvals. As a result, no impacts will occur.

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? • No Impact.

As noted in the previous subsection, the project will require the approval of a CUP because the project site is located on a corner lot.



EXHIBIT 3-6 ZONING MAP

Source: City of Bell and Quantum GIS



EXHIBIT 3-7
GENERAL PLAN MAP
Source: City of Bell and Quantum GIS

The approval of the discretionary action mentioned above will reduce potential impacts to levels that are less than significant because the accompanying development will conform to the individual Zoning and General Plan designations. In addition, the project site is not subject to a local coastal program or a specific plan.⁹⁸ As a result, no impacts will occur.

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

The City of Bell is fully urbanized and any traces of native habitat have been removed. In addition, the project area is not located within an area governed by a habitat conservation or community conservation plan. The closest Significant Ecological Area (SEA) to the project site is the Whittier Narrows Dam County Recreation Area (SEA #42), located approximately 6.58 miles to northeast.⁹⁹ Furthermore, the Los Angeles River is currently the focus of a revitalization effort lead by the City of Los Angeles. The City of Los Angeles intends to focus on the 32-mile portion of the river that flows from Owensmouth Avenue, located in the San Fernando Valley, to the northern boarder of the City of Vernon.¹⁰⁰ Since the proposed project site is located outside of the designated SEA and will not interfere with efforts to revitalize the Los Angeles River, no impacts on local, regional, or State habitat conservation plans will result from the implementation of the proposed project.

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.

⁹⁸ Google Earth. Website accessed March 14, 2016.

⁹⁹ Google Earth. Website Accessed March 20, 2015.

¹⁰⁰ City of Los Angeles. *Notice of Prepartion/Notice of Intent for The EIR/Environmental Impact Statement for the Los Angeles River Rivitalization Master Plan*. March 30, 2006.

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.

The project site is not located in a Significant Mineral Aggregate Resource Area (SMARA) nor is it located in an area with active mineral extraction activities. A review of California Division of Oil, Gas, and Geothermal Resources well finder indicates that there are no wells located on-site or in the vicinity of the project site.¹⁰¹ The nearest well is located 0.53 miles to the southeast of the project site along Florence Avenue.¹⁰² The well is presently plugged and abandoned.¹⁰³

In addition, according to SMARA, study area maps prepared by the California Geological Survey, the City of Bell is located within the larger San Gabriel Valley SMARA (identified as the Portland cement concrete-grade aggregate).¹⁰⁴ However, as indicated in the San Gabriel Valley P-C region MRZ-2 map, the project site is not located in an area where there are significant aggregate resources present.¹⁰⁵ In addition, the project site is not located in an area with active mineral extraction activities. As a result, no impacts to mineral resources will occur.

¹⁰¹ California, State of. Department of Conservation. *California Oil, Gas, and Geothermal Resources Well Finder*. <http://maps.conservation.ca.gov/doggr/index.html#close>

¹⁰² Google Earth. Website accessed March 25, 2016.

¹⁰³ California, State of. Department of Conservation. *Report of Well Abandonment*. https://secure.conservation.ca.gov/WellRecord/037/03720988/03720988%20_DATA_06-15-2015.pdf.

¹⁰⁴ California Department of Conservation. *San Gabriel Valley P-C Region Showing MRZ-2 Areas and Active Mine Operations*. ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR_209/Plate%201.pdf

¹⁰⁵ Ibid.

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.

A review of the San Gabriel Valley P-C region MRZ-2 map indicated that the project site is not located in an area that contains aggregate resources.¹⁰⁶ Therefore, the project's implementation will not contribute to a loss of availability to locally important mineral resources. Furthermore, the resources and materials that will be utilized for the construction of the proposed project will not include any materials that are considered rare or unique. Thus, no impacts will result with the implementation of the proposed project.

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.

¹⁰⁶ California Department of Conservation. *San Gabriel Valley P-C Region Showing MRZ-2 Areas and Active Mine Operations*.
ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR_209/Plate%201.pdf

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;
- The locating of 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 with Mitigation.*

Noise levels may be described using a number of methods designed to evaluate the “loudness” of a particular noise. 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. In other words, increases in ambient noise levels of 3.0 dB or less are not generally perceptible to persons with average hearing abilities.¹⁰⁷ Noise levels that are associated with common, everyday activities are illustrated in Exhibit 3-8. The ambient noise environment within the project area is dominated by traffic noise emanating from Atlantic Avenue, Gage Avenue, Woodward Avenue, from airplanes flying overhead, and from the adjacent industrial and commercial uses.

¹⁰⁷ Bugliarello, et. al., *The Impact of Noise Pollution*, Chapter 127, 1975.

Noise Levels – in dBA

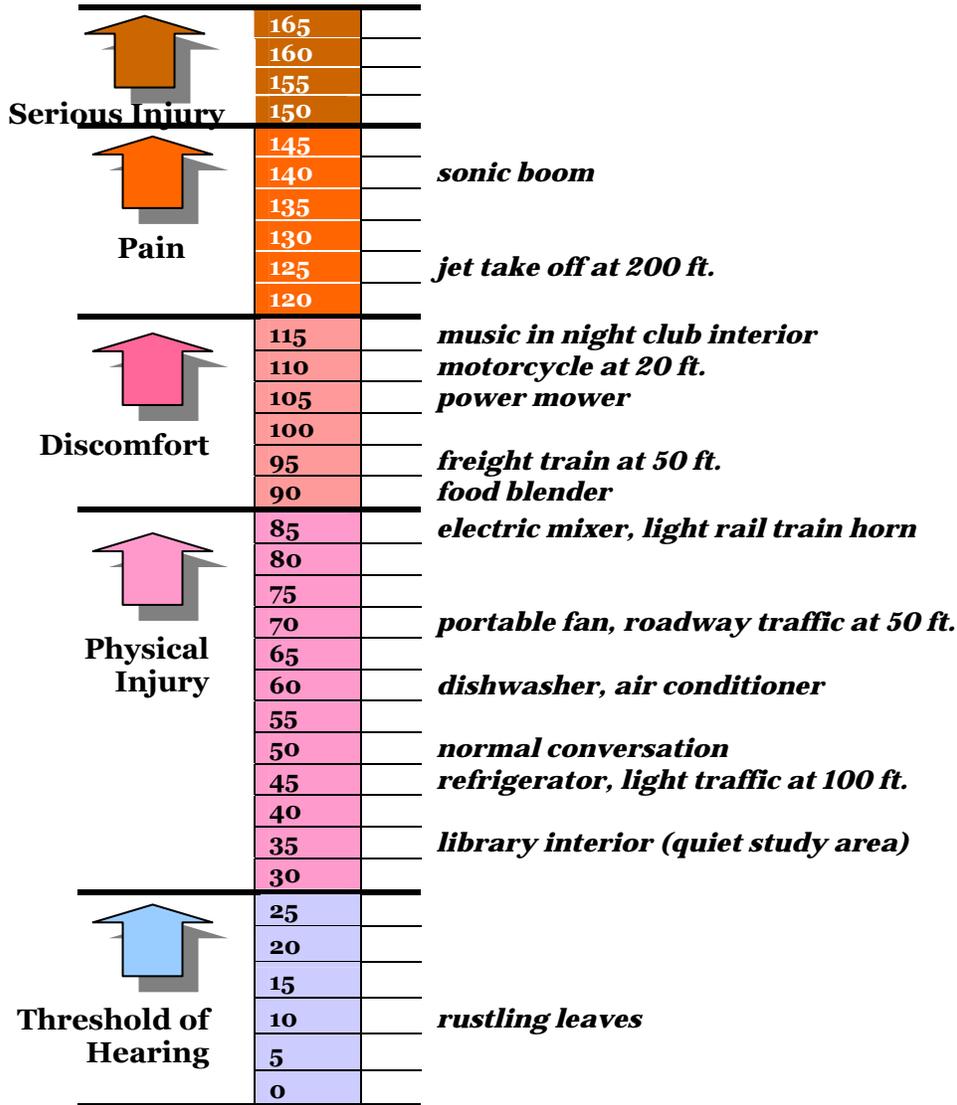


EXHIBIT 3-8 NOISE LEVELS ASSOCIATED WITH EVERYDAY ACTIVITIES

Source: Blodgett Baylosis Environmental Planning

Future sources of noise generated on-site will include noise from vehicles and trucks traveling to and from the proposed project, from back up alarms equipped on trucks, from shopping carts, and from future patrons and employees.

A Westward Digital Sound Level Meter Model: 5URG5 was used to conduct the noise measurements. A series of 100 discrete noise measurements were recorded along the west side of Woodward Avenue and the results of the survey are summarized in Table 3-8. The measurements were taken on a Tuesday morning at 11:00 AM. Table 3-8 indicates the variation in noise levels over time during the measurement period.¹⁰⁸ As indicated previously, the L₅₀ noise level represents the noise level that is exceeded 50 percent of the time. Half the time the noise level exceeds this level and half the time the noise level is less than this level. The average noise level along Woodward Avenue during the measurement period was 57.3 dBA.

**Table 3-8
 Noise Measurement Results**

Noise Metric	Noise Level (dBA) along Woodward Avenue
L ⁵⁰ (Noise levels <50% of time)	56.1
L ⁷⁵ (Noise levels <75% of time)	62.0
L ⁹⁰ (Noise levels <90% of time)	66.6
L ⁹⁹ (Noise levels <99% of time)	76.6
L _{min} (Minimum Noise Level)	44.0
L _{max} (Maximum Noise Level)	78.0
Average Noise Level	57.3

Source: Blodgett Baylosis Environmental Planning, January 2016

As indicated in Table 3-8, the average noise level along Woodward Avenue during the measurement period was 57.3 dBA. The implementation of the proposed project will not expose future employees to excessive noise because the use that is contemplated for development is not a noise sensitive receptor. In addition, the future tenants will be required to adhere to all pertinent noise control regulations outlined by the City of Bell. Although the project will not expose future patrons or employees to excessive noise, noise emanating from the site may affect the adjacent sensitive receptors. A single loading dock will be provided for the project. This loading dock will serve the Aldi market and will be located along the market's east facing elevation. The line of sight between the loading dock and the adjacent multiple family units will be obstructed by a wall extending along the site's perimeter and by a second screen wall which separates the loading area from the internal drive aisle. The Aldi market will be open from 9:00 AM to 9:00 PM. Additional noise may be generated by vehicles utilizing the southernmost driveway. As a result, the following mitigation is required:

¹⁰⁸ Bugliarello, et. al., *The Impact of Noise Pollution*, Chapter 127, 1975.

- Security and door alarms that are audible in the exterior areas will not be permitted. The businesses will be required to employ “silent alarms.”
- All deliveries will be required to take place during the daytime periods.
- The parking areas must be secured after business hours. This will prevent loitering during the evening hours and will reduce the potential for the generation of unwanted noise.
- No outdoor public speakers or music will be permitted in front of the coffee house past 9:00 PM.

Adherence to the above-mentioned mitigation will reduce potential impacts to levels that are 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.

The nearest land uses that may potentially be impacted from ground borne vibration and noise (primarily from the use of heavy construction equipment) are the multiple-family residential units located adjacent to the project site. As noted in Subsection 3.12.2.D, the noisiest phases of construction are anticipated to be 89 dBA as measured at a distance of 50 feet from the construction activity. The construction noise levels will decline as one moves away from the noise source. This effect is known as *spreading loss*. In general, the noise level adjustment that takes the spreading loss into account calls for a 6.0 dBA reduction for every doubling of the distance beginning with the initial 50-foot distance. As a result, noise generated during the construction phase is estimated to be 89 dBA. Mitigation has been provided in Subsection 3.12.2.D to alleviate potential noise impacts generated during the project’s construction phase.

Furthermore, adherence to the operational mitigation provided in the previous subsection will ensure that nearby residents are not exposed to excessive noise levels. The project will be required to adhere to all pertinent City noise control regulations. In addition, the cumulative traffic associated with the proposed project will not be great enough to result in a measurable or perceptible increase in traffic noise (it typically requires a doubling of traffic volumes to increase the ambient noise levels to 3.0 dBA or greater). As a result, the traffic noise impacts resulting from the proposed project’s occupancy are deemed 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 cumulative traffic associated with the proposed project will not be great enough to result in a measurable or perceptible increase in traffic noise (it typically requires a doubling of traffic volumes to increase the ambient noise levels to 3.0 dBA or greater). Therefore, the traffic noise impacts resulting from the proposed project’s occupancy are deemed to be less than significant especially when considering the traffic generated by the site’s previous use.

The implementation of the proposed project will lead to the generation of noise emanating from vehicles, back-up alarms, and from future patrons. The project's operational noise may represent a minor increase in noise levels over the existing ambient levels. However, adherence to all pertinent noise standards set by the City will ensure that the noise generated on-site will not significantly increase ambient noise levels. As noted earlier, the site was occupied by a Chevrolet dealership until 2011. The dealership was operational into the evening hours. In addition, vehicular maintenance was also performed on-site. Noise emanated from power tools, repair equipment, lot sweeping equipment, employees, patrons, and vehicles leaving and entering the dealership. As a result, the impacts are anticipated to be 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 with Mitigation.

Noise levels associated with various types of construction equipment are summarized in Exhibit 3-9. Composite construction noise is best characterized in a study prepared by Bolt, Beranek, and Newman.¹⁰⁹ In the aforementioned 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. In later phases during building erection, noise levels are typically reduced from these values and the physical structures further break up line-of-sight noise. As a worst-case scenario, the 89 dBA value was used as an average noise level for the construction activities. The construction noise levels will decline as one moves away from the noise source. This effect is known as *spreading loss*. In general, the noise level adjustment that takes the spreading loss into account calls for a 6.0 dBA reduction for every doubling of the distance beginning with the initial 50-foot distance. The nearest sensitive receptors are located adjacent to the project site. As a result, the noise levels from construction are estimated to 89 dBA at minimum.

In order to implement the proposed project, demolition will be required to remove the two existing buildings and to reduce the size of the Shoe City. Demolition activities will take place adjacent to residential sensitive receptors, therefore, mitigation has been provided later in this subsection as a means to reduce impacts related to vibration. The use of auger equipment will substantially reduce vibration generation. Another source of vibration includes vibration resulting from the operation of empty haul trucks. However, if a roadway is smooth, the ground-borne vibration from traffic is rarely perceptible. In addition, strict adherence to the mitigation described later in this subsection will reduce the number of houses and residents potentially affected by ground-borne vibration.

The background vibration velocity level in residential is usually around 50 vibration velocity level (VdB). The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximately dividing line between barely perceptible and distinctly perceptible levels for many people. Sources within building such as operation of mechanical equipment, movement of people, or the slamming of doors causes most perceptible indoor vibration.

¹⁰⁹ USEPA, Protective Noise Levels. 1971.

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 3-9
NOISE SENSITIVE RECEPTORS
 Source: Blodgett Baylosis Environmental Planning

Those construction activities that typically generate the most vibration include blasting and impact pile driving. Vibration energy spreads out as it travels through the ground, causing the vibration level to diminish with distance away from the source. High frequency vibrations reduce much more rapidly than low frequencies, so that low frequencies tend to dominate the spectrum at large distances from the source. While people have varying sensitivities to vibrations at different frequencies, in general they are most sensitive to low-frequency vibration. Vibration in buildings caused by construction activities may be perceived as motion of building surfaces or rattling of windows, items on shelves, and pictures hanging on walls. Building vibration can also take the form of an audible low-frequency rumbling noise, which is referred to as ground-borne noise.

Ground-borne noise is usually only a problem when the originating vibration spectrum is dominated by frequencies in the upper end of the range (60 to 200 Hz), or when the structure and the construction activity are connected by foundations or utilities, such as sewer and water pipes. Table 3-9 summarizes the levels of vibration and the usual effect on people and buildings. The U.S. Department of Transportation (U.S. DOT) has guidelines for vibration levels from construction related to their activities, and recommends that the maximum peak-particle-velocity levels remain below 0.05 inches per second at the nearest structures.

Vibration levels above 0.5 inches per second have the potential to cause architectural damage to normal dwellings. The U.S. DOT also states that vibration levels above 0.015 inches per second (in/sec) are sometimes perceptible to people, and the level at which vibration becomes an irritation to people is 0.64 inches per second.

**Table 3-9
Common Effects of Construction Vibration**

Peak Particle Velocity (in/sec)	Effects on Humans	Effects on Buildings
<0.005	Imperceptible	No effect on buildings
0.005 to 0.015	Barely perceptible	No effect on buildings
0.02 to 0.05	Level at which continuous vibrations begin to annoy occupants of nearby buildings	No effect on buildings
0.1 to 0.5	Vibrations considered unacceptable for persons exposed to continuous or long-term vibration.	Minimal potential for damage to weak or sensitive structures
0.5 to 1.0	Vibrations considered bothersome by most people, however tolerable if short-term in length	Threshold at which there is a risk of architectural damage to buildings with plastered ceilings and walls. Some risk to ancient monuments and ruins.
>3.0	Vibration is unpleasant	Potential for architectural damage and possible minor structural damage

Source: U.S. Department of Transportation

Typical levels from vibration generally do not have the potential for any structural damage. Some construction activities, such as pile driving and blasting, can produce vibration levels that may have the potential to damage some vibration sensitive structures if performed within 50 to 100 feet of the structure. The reason that normal construction vibration does not result in structural damage has to do with several issues, including the frequency vibration and magnitude of construction related vibration. Unlike earthquakes, which produce vibration at very low frequencies and have a high potential for structural damage, most construction vibration is in the mid- to upper- frequency range, and therefore has a lower potential for structural damage.

Various types of construction equipment have been measured under a wide variety of construction activities with an average of source levels reported in terms of velocity levels as shown in Table 3-10. Although the table gives one level for each piece of equipment, it should be noted that there is a considerable variation in reported ground vibration levels from construction activities. The data in Table 3-10 does provide a reasonable estimate for a wide range of soil conditions. Based on Transit Noise and Vibration Impact Assessment (FTA, May 2006), a vibration level of 102 VdB (velocity in decibels 0.5 inches per second [iii/sec]) or higher (FTA, May 2006) is considered safe and would not result in any construction vibration damage.

**Table 3-10
 Vibration Source Levels for Construction Equipment**

Construction Equipment		PPV @25 ft. (inches/sec.)	Noise Levels (VdB) @ 25 ft.
Pile Driver (impact)	Upper range	1.58	112
	Typical	0.644	104
Pile Drive (Sonic)	Upper range	0.734	105
	Typical	0.170	93
Clam Shovel Drop		0.202	94
Large Bulldozer		0.089	87
Loaded Trucks		0.076	86
Small Bulldozer		0.035	79

Source: Noise and Vibration During Construction

The project’s implementation will not require the use of any of the aforementioned vibration generating equipment. Therefore, the potential impacts related to vibration will be minimal. As noted previously, the project site is located adjacent to multiple-family residential units. Thus, additional mitigation measures have been provided to mitigate potential construction noise impacts:

- The Applicant shall ensure that the contractors conduct demolition and construction activities between the hours of 7:00 AM and 6:00 PM on weekdays and 9:00 AM to 12:00 PM on Saturdays, with no construction permitted on Sundays or Federal holidays.
- The Applicant shall ensure that the contractors use construction equipment that includes working mufflers and other sound suppression equipment as a means to reduce machinery noise.
- The Applicant shall notify in writing, the nearby residents along Woodward Avenue as to the times and duration of construction activities. The notice shall include the name and phone number of the contact person local residents may call to complain about noise. In addition to the notification of the individual residences, signage must be placed on the site's main access gate at Atlantic Avenue and Gage Avenue that clearly identify a contact person (and the phone number) that local residents may call to complain about noise related to construction and/or operations. Upon receipt of a complaint, the contractor must respond immediately by reducing noise to meet Code requirements. In addition, copies of all complaints and subsequent communication between the affected residents and contractors must be forwarded to the City's Community Development Department.
- To ensure that noise from equipment and vehicles are kept to a minimum, the project Contractors shall ensure that all diesel trucks and equipment are not left to idle for longer than five minutes. This mitigation will be enforced through a grading and building permit.
- Construction vehicles will be prohibited from accessing or leaving the site from Woodward Avenue.

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

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 a public use airport. Compton/Woodley Airport is located approximately 6.84 miles to the southwest of the project site. The Long Beach Airport is located approximately 10.70 miles to the southeast.¹¹⁰ The proposed project is not located within the Runway Protection Zones (RPZ) of any of the aforementioned airports. Therefore, the proposed project will not be exposed to excessive noise levels generated by aircraft approaching or taking off from any nearby airports. As a result, no impacts are anticipated.

¹¹⁰ Google Earth. Site accessed March 25, 2016.

3.12.F. *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.*

As indicated previously in Section 3.8.2.F, the project site is not located within two miles of a private airstrip. As a result, no noise impacts related to the exposure of persons to aircraft noise from a private airstrip will result from the proposed project.

3.12.3 SIGNIFICANT EFFECTS AND MITIGATION

The following measures will further ensure that on-site construction and operational activities do not adversely impact noise sensitive land uses located nearby:

Mitigation Measure No. 21 (Noise). Security and door alarms that are audible in the exterior areas will not be permitted. The businesses will be required to employ “silent alarms.”

Mitigation Measure No. 22 (Noise). All deliveries will be required to take place during the daytime periods.

Mitigation Measure No. 23 (Noise). The parking areas must be secured after business hours. This will prevent loitering during the evening hours and will reduce the potential for the generation of unwanted noise.

Mitigation Measure No. 24 (Noise). No outdoor public speakers or music will be permitted in front of the coffee house past 9 PM.

Mitigation Measure No. 25 (Noise). The Applicant shall ensure that the contractors conduct demolition and construction activities between the hours of 7:00 AM and 6:00 PM on weekdays and 9:00 AM to 12:00 PM on Saturdays, with no construction permitted on Sundays or Federal holidays.

Mitigation Measure No. 26 (Noise). The Applicant shall ensure that the contractors use construction equipment that includes working mufflers and other sound suppression equipment as a means to reduce machinery noise.

Mitigation Measure No. 27 (Noise). The Applicant shall notify in writing, the nearby residents along Woodward Avenue as to the times and duration of construction activities. The notice shall include the name and phone number of the contact person local residents may call to complain about noise. In addition to the notification of the individual residences, signage must be placed on the site’s main access gate at Atlantic Avenue and Gage Avenue that clearly identify a contact person (and the phone number) that local residents may call to complain about noise related to construction and/or operations. Upon receipt of a complaint, the contractor must respond immediately by reducing noise to meet Code requirements. In addition, copies of all complaints and subsequent communication between the affected residents and contractors must be forwarded to the City’s Community Development Department.

Mitigation Measure No. 28 (Noise). To ensure that noise from equipment and vehicles are kept to a minimum, the project Contractors shall ensure that all diesel trucks and equipment are not left to idle for longer than five minutes. This mitigation will be enforced through a grading and building permit.

Mitigation Measure No. 29 (Noise). Construction vehicles will be prohibited from accessing or leaving the site from Woodward Avenue.

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.*

Growth-inducing impacts are generally associated with the provision of urban services to an undeveloped or rural area. The variables that typically contribute to growth-inducing impacts, and the project’s potential growth-inducing impacts, are identified in Table 3-11.

**Table 3-11
 Potential Growth-Inducing Impacts**

Factor Contributing to Growth Inducement	Project’s Potential Contribution	Basis for Determination
New development in an area presently undeveloped.	The proposed project will promote development of an underutilized parcel.	The project will promote development consistent with the City’s land use policy.
Extension of roadways and other transportation facilities.	The project will not involve the extension or modification of any off-site roadways.	The only roadway improvements will include new curb cuts and the paving of the site. In addition, the project will include the installation of a bus turn-out along the south side of Gage Avenue.
Extension of infrastructure and other improvements.	No off-site water, sewer, and other infrastructure are anticipated.	The only infrastructure improvements will serve the proposed project site only.
Major off-site public projects (treatment plants, etc).	No major facilities are proposed at this time.	No off-site facilities will be required to accommodate the projected demand.
Removal of housing requiring replacement housing elsewhere.	The project does not involve the removal of existing affordable or subsidized units.	No affordable housing will be affected by the proposed project.
Additional population growth leading to increased demand for services.	The proposed project will provide long-term growth in employment.	Long-term employment will be provided by the proposed development.
Short-term growth inducing impacts related to the project’s construction.	The proposed project may result in the creation of new construction employment.	Short-term increases in construction employment are a beneficial impact.

As indicated in Table 3-11, the proposed development would not result in any growth inducing impacts related to potential population growth. In addition, the jobs that are expected to be added are well within the employment projections contemplated by SCAG. According to the Growth Forecast Appendix prepared by SCAG for the 2012-2035 Regional Transportation Plan (RTP), the City of Bell is projected to add a total of 700 new jobs through the year 2035.¹¹¹ A total of 71 new jobs will be created upon the implementation of the proposed project assuming 2.7 new jobs for every 1,000 square feet of floor area.¹¹² According to the State Employment Development Department, the City's current unemployment rate is 8.1 percent which means that there are 1,200 residents actively seeking work. The number of new jobs is well within SCAG's employment projections for the City of Bell. Therefore, no impacts will occur.

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 located on, or persons residing within, the existing project site. Furthermore, no homes would be demolished as part of the project's implementation. Since no housing units will be demolished as part of the proposed project's implementation, no replacement housing will be needed and no impacts will occur.

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 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 will occur.

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.

¹¹¹ Southern California Association of Governments. *Growth Forecast. Regional Transportation Plan 2012-2035*. April 2012.

¹¹² City of Aspen. *Employment Generation Rate Updates*. Study dated February 13, 2013.

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? • Less than Significant Impact with Mitigation.

The City of Bell contracts with the Los Angeles County Fire Department (LACFD) for fire protection and emergency services. Fire stations are located in the City of the Bell and the surrounding area to meet the demand for fire protection in the area. The LACFD has a service area covering over 22,000 square miles. There are 235 fire stations throughout the County which respond to approximately 200,000 calls per year. The City of Bell has access to all the resources and facilities of the County Fire Department. Thus, other fire stations may respond to a fire in the City of Bell, if the need arises. The County Fire Station No. 163 is located at the Civic Center of Bell and provides first response to the Central City. The Fire Department currently reviews all new development plans, and future development will be required to conform to all fire protection and prevention requirements, including, but not limited to, building setbacks and emergency

access. The proposed project would not place additional demands on fire services since the project will involve the demolition of existing vacant and obsolete structures and the construction of modern structures that will be subject to all pertinent fire and building codes. Compliance with the following mitigation as well as the pertinent codes and ordinances, would reduce the impacts to levels that are less than significant:

- The proposed project will undergo review by the Los Angeles County Fire Department to ensure that sprinklers, hydrants, fire flow, etc. are adequate in meeting the Department's requirements.

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

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? • Less than Significant Impact with Mitigation.

Police protection and law enforcement services are provided by the City of Bell Police Department. The Department's authorized strength is 31 officers. This translates into a per capita ratio of 0.085 officers per 1,000 residents. Emergency response times throughout the City averages approximately 2.5 minutes. Once operational, the proposed project is not anticipated to be an attractor for crime due to the lack of unsecure vacant space. Surveillance cameras will be provided for the Aldi, Shoe City, and coffee shop and will be located throughout the parking areas. In order to ensure the proposed project elements adhere to the City's security requirements, the following mitigation will be required:

- The City of Bell Police Department shall review the site plan for the proposed project to ensure that the development adheres to the Department requirements.

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

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 neighborhoods located in Bell. The proposed project will not involve any development and/or uses that could potentially affect school enrollments. However, the project may indirectly lead to an increase in student enrollment if future employees relocate to the City. Nevertheless, the project Applicant will be required to pay mandatory development fees to the local school districts. As a result, no impacts on schools will result.

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? • Less than Significant Impact.

No new governmental services will be needed, and the proposed project is not expected to have any impact on existing governmental services. However, the project may indirectly lead to an increase in usage of other government facilities such as parks and the City library if future employees relocate to the City. As a result, the impacts will be less than significant.

3.14.3 SIGNIFICANT EFFECTS AND MITIGATION

The following mitigation measures will further reduce the project's potential impacts on public services:

Mitigation Measure No. 30 (Public Services). The proposed project will undergo review by the Los Angeles County Fire Department to ensure that sprinklers, hydrants, fire flow, etc. are adequate in meeting the Department's requirements.

Mitigation Measure No. 31 (Public Services). The City of Bell Police Department shall review the site plan for the proposed project to ensure that the development adheres to the Department requirements.

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. The nearest park is Biancini Park, which is located 85 feet to the north.¹¹³ Due to the commercial nature of the proposed project (supermarket, shoe store, and coffee shop), no increase in the usage of City parks and recreational facilities is anticipated to occur. In addition, the proposed project will not result in any development that would potentially physically alter any public park facilities and services. As a result, no impacts will occur.

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 commercial development would not result in any development that would potentially increase the demand for recreational facilities and services. 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.

¹¹³ Google Earth. Website accessed March 25, 2016.

3.16 TRANSPORTATION AND CIRCULATION

3.16.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project will normally 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; or,
- 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.

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.

This section summarizes a traffic impact study that was conducted for the proposed project. The traffic study was conducted based on the traffic study guidelines of the County of Los Angeles Department of Public Works (LACDPW), per the request of the City of Bell. The proposed project would provide 18,557 square-foot retail space for a supermarket (ALDI), 5,520 square-foot retail space for a shoe store (Shoe City) and 2,577 square-foot space for a future retail tenant. The project site would be accessed through four driveways: one at Atlantic Avenue on the west, one at Gage Avenue on the north, and other two at Woodward Avenue on the east. The proposed project is anticipated to be completed by 2017. The conceptual site plan is illustrated in Exhibit 2-9.

The study area, as defined through consultation with the City of Bell, encompasses four study intersections. Traffic impacts were analyzed utilizing weekday AM and PM peak periods at the study intersections. The intersection analyzed as two separate elements, due to presence of railroad in the median and traffic signal operations. The list of intersections as follows:

- Intersection #1 - Atlantic Avenue & Randolph Street;
- Intersection #2 - Atlantic Avenue & Gage Avenue;
- Intersection #3 - Atlantic Avenue & Bell Avenue; and,
- Intersection #4 - Atlantic Avenue & Florence Avenue.

The locations of the project site and study intersections within the surrounding roadway system are illustrated in Exhibit 3-10.

KOA coordinated with the City of Bell Public Works/City Engineering Division staff at the start of the study to achieve consensus on assumptions such as study intersections, area/related projects, trip generation calculations and level of service (LOS) methodology. KOA quantitatively assessed weekday AM and PM peak hour traffic impacts at the two study intersections. As defined by the Los Angeles County traffic study guidelines, significant impacts of a proposed project at study intersections must be mitigated to a level of insignificance, for both project-only and cumulative (area projects + project) impacts. In cases where capacity increases are possible, mitigation measures were analyzed that would reduce impacts to less than significant levels.

The analysis of peak hour intersection Level of Service (LOS) is the primary indicator of circulation system performance. For the analysis of the selected study area intersections, the City of Bell requires that the Intersection Capacity Utilization (ICU) Method be used. The concept of intersection level of service is calculated as the volume of vehicles that pass through the facility divided by the capacity of that facility. A facility is “at capacity” (v/c of 1.00 or greater) when extreme congestion occurs. This volume/capacity ratio value is based upon volumes by lane, lane capacity, and approach lane configurations.

LOS values range from LOS A to LOS F. LOS A indicates excellent operating conditions with little delay to motorists, whereas LOS F represents congested conditions with excessive vehicle delay. LOS E is typically defined as the operating “capacity” of a roadway. Table 3-12 provides descriptions of general roadway operations for each LOS value, as defined within the *Highway Capacity Manual* (published by the Transportation Research Board).¹¹⁴

¹¹⁴ KOA Corporation. *Traffic Impact Study Aldi Market at Atlantic Avenue and Gage Avenue Bell, California*. Reported dated March 25, 2016.

**Table 3-12
 Level of Service Definitions**

LOS	Interpretation	Signalized Intersection ICU
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	0.000 - 0.600
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	0.601 - 0.700
C	Good operation. Occasionally backups may develop behind turning vehicles. Most drivers feel somewhat restricted.	0.701 - 0.800
D	Fair operation. There are no long-standing traffic queues. This level is typically associated with design practice for peak periods.	0.801 - 0.900
E	Poor operation. Some long standing vehicular queues develop on critical approaches.	0.901 - 1.000
F	Forced flow. Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movements of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.	Over 1.000

Source: Highway Capacity Manual, Transportation Research Board, Special Report No. 209, Washington, D.C., 2000.

Traffic impacts are identified if a proposed development will result in a significant change in traffic conditions at a study intersection. A significant impact is typically identified if the proposed project-related traffic will cause service levels to deteriorate beyond a threshold limit specified by the overseeing agency. The City of Bell has established specific thresholds for project-related increases in the Intersection Capacity Utilization (ICU) values of signalized study intersections. The following increases in peak-hour ICU values, shown in Table 3-13, are considered significant traffic impacts:¹¹⁵

**Table 3-13
 ICU Thresholds**

Existing ICU	Project Related increase in ICU
0.000 – 0.700	Equal to or greater than 0.06
> 0.701 – 0.800	Equal to or greater than 0.04
> 0.801 – 0.900	Equal to or greater than 0.02
> 0.901	Equal to or greater than 0.01

Source: Highway Capacity Manual, Transportation Research Board, Special Report No. 209, Washington, D.C., 2000.

¹¹⁵ KOA Corporation. *Traffic Impact Study Aldi Market at Atlantic Avenue and Gage Avenue Bell, California*. Reported dated March 25, 2016.

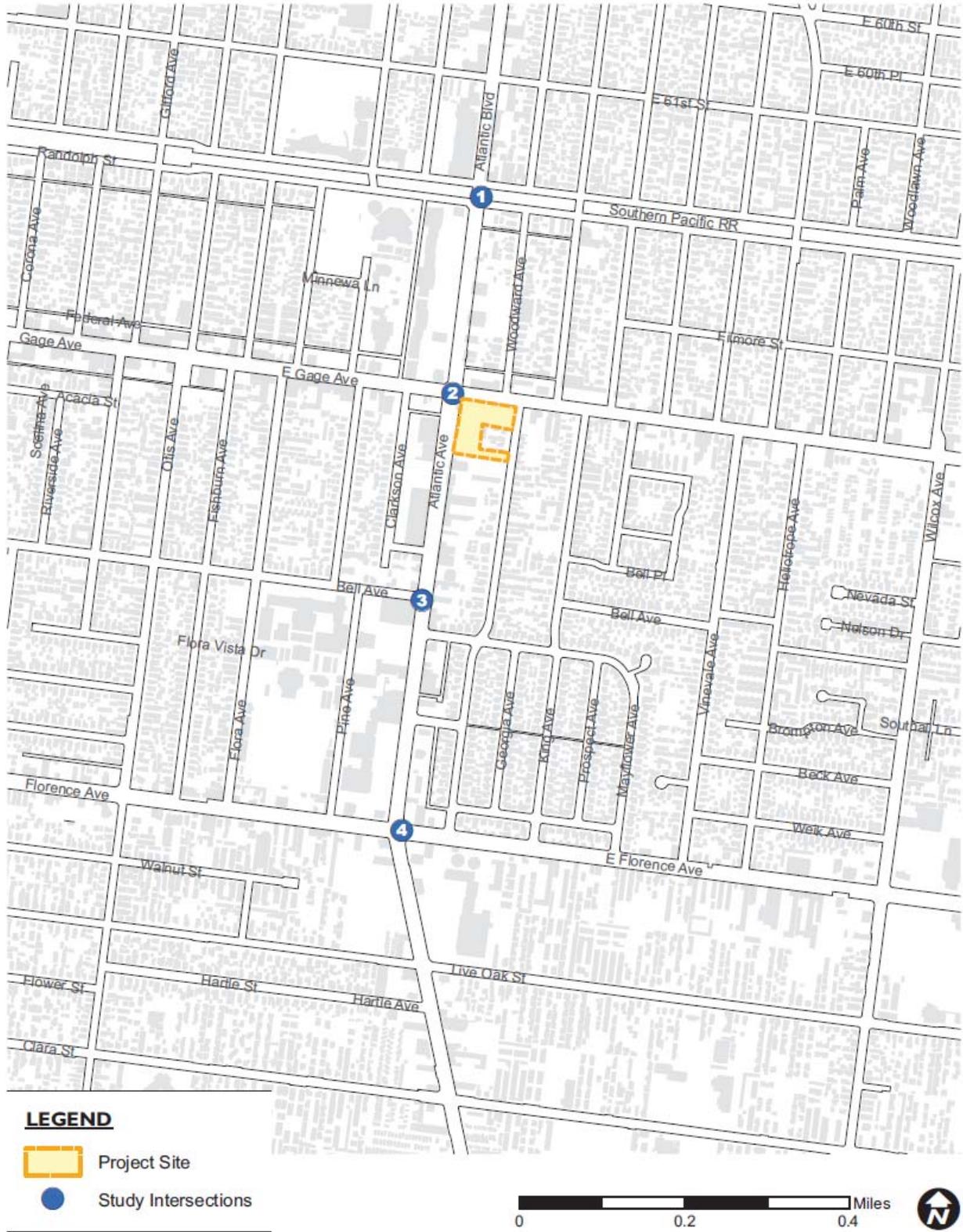


EXHIBIT 3-10
STUDY INTERSECTIONS
Source: KOA Corporation

Weekday AM and PM peak-hour traffic operations were evaluated at the study intersections for the following traffic scenarios. Significant traffic impacts are determined in the last two scenarios:

- Existing Conditions;
- Existing + Proposed Project Conditions (Project Impacts); and,
- Existing + Area/Cumulative Projects + Proposed Project Conditions (Cumulative Impacts).

LACDPW has made modifications to their established policy on required traffic study scenarios, in order to comply with rulings on existing conditions baseline analysis from the *Sunnyvale West Neighborhood Association v. City of Sunnyvale City Council* and *Neighbors for Smart Rail v. Exposition Metro Rail Construction Authority* California Environmental Quality Act (CEQA) court cases. Ambient growth calculations were therefore excluded from this study.

In order to define existing traffic conditions at the study intersections, new peak-hour turning movement counts were collected at the study intersections on a weekday during the timeframes of 7:00 AM. to 9:00 AM. and 4:00 PM to 6:00 PM. Fieldwork within the project study area was undertaken to identify the condition of major roadways, to identify traffic control and approach lane configuration at each study intersection, and to identify the locations of on-street parking and transit stops. KOA compiled new manual weekday intersection turn movement counts that were conducted at the study intersections on Wednesday, February 18, 2016. These counts were utilized to determine existing weekday AM and PM peak-period levels of service. The count summary sheets are contained in Appendix B of the Traffic Study. Fieldwork within the project study area was undertaken to identify traffic control and approach lane configuration at each study intersection, and to identify the locations of on-street parking availability and the locations of transit stops. The discussion presented here is limited to specific roadways that traverse the study intersections and serve the project site. Primary roadways within the study area are described below:¹¹⁶

- *Atlantic Avenue* traverses Bell in a north to south direction and provides regional through access to the City. This roadway has a curb-to-curb width of 90 feet with two travel lanes provided in each direction and left-turn pockets at major intersections. Two-hour parking is permitted on both sides of the street, though truck parking is prohibited.
- *Florence Avenue* is an east-west arterial roadway with two lanes in each direction. This roadway extends along the City's southerly side. Two-hour parking is permitted on both sides of the street. On- and off-ramps from Florence Avenue to the I-710 Freeway are located at the southeastern corner of the City of Bell.
- *Gage Avenue* is a four-lane east-to-west arterial roadway located in the Central City area. Commercial land uses front Gage Avenue along its length and two hour parking is permitted on both sides of the street.

¹¹⁶ KOA Corporation. *Traffic Impact Study Aldi Market at Atlantic Avenue and Gage Avenue Bell, California*. Reported dated March 25, 2016.

- *Woodward Avenue* is a two-lane north to south residential street. Parking is permitted on both sides of the street.
- *Bell Avenue* is a two-lane north to south residential street. This street serves residential neighborhoods and provides access to school facilities. Parking is permitted for 20 minutes only. Three-minute loading and unloading is also permitted.
- *Randolph Street* is divided into two separate streets, Randolph Street north and Randolph Street south. A railroad right-of-way extends between the two streets. Randolph Street is a two-lane street. Parking is permitted on both sides of the street. Randolph Street south contains half a lane in each direction. On-street parking is restricted.

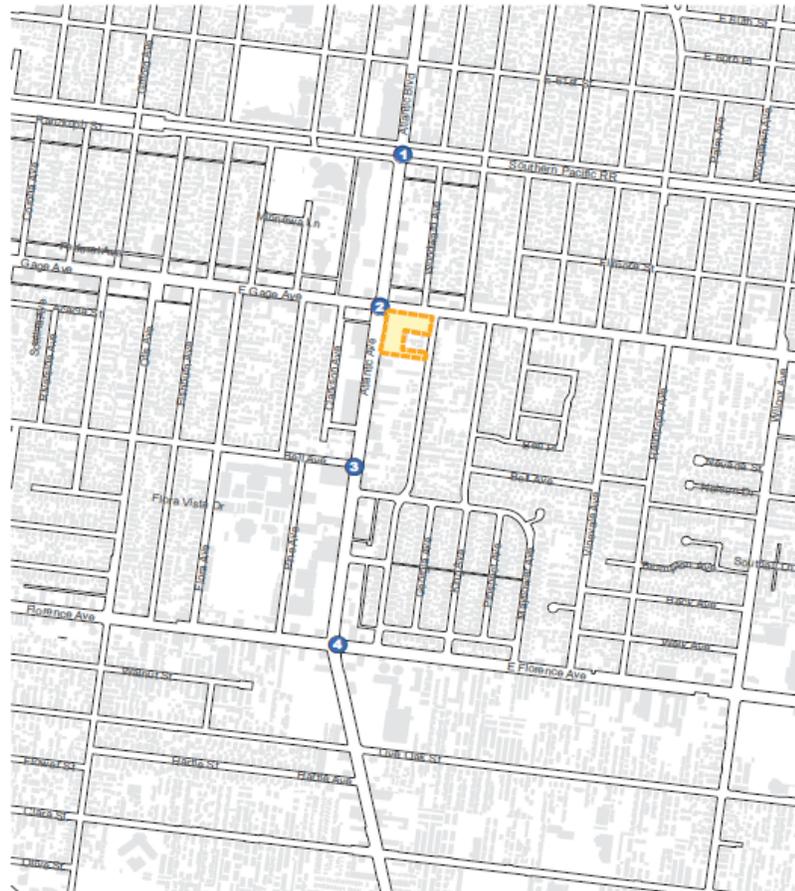
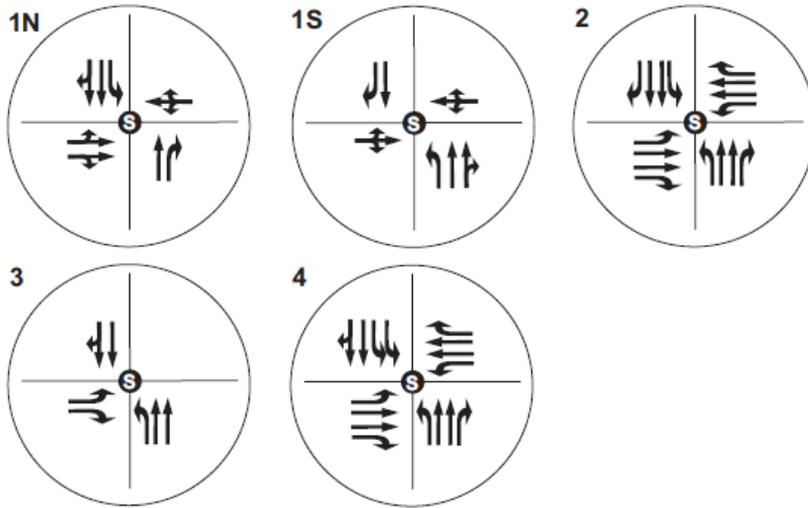
Exhibit 3-11 illustrates the existing approach lane and signalized control configurations of the study intersections. From the traffic counts at the study area intersections, existing volume-to-capacity ratios and corresponding level of service (LOS) values were calculated for the study area intersections. Table 3-14 provides the LOS at each study intersection for existing (year 2016) conditions. The study intersection at Atlantic Avenue and Randolph Street is separated by the railroad in the median. Therefore, the north portion and south portion of the intersection were analyzed separately, based on configurations and operations. Table 3-14 indicates that the study intersections operate at acceptable LOS (D or better) under existing conditions. The traffic analysis worksheets for existing conditions are provided in Appendix C of the Traffic Study. The existing AM and PM peak-hour turn movement volumes at the study intersections are provided on Exhibits 3-12 and 3-13 respectively.¹¹⁷

**Table 3-11
Summary of Intersection Performance Existing Conditions**

Study Intersection	AM Peak Hour		PM Peak Hour	
	V/C or Delay (sec.)	LOS	V/C or Delay (sec.)	LOS
1 Atlantic Avenue and Randolph Street North	0.708	C	0.510	A
2. Atlantic Avenue and Randolph Street South	0.658	B	0.693	B
3. Atlantic Avenue and Gage Avenue	0.793	C	0.757	C
4. Atlantic Avenue and Bell Ave	0.541	A	0.582	A
5. Atlantic Avenue and Florence Avenue	0.775	C	0.824	D

Source: KOA Corporation. *=Denotes unsignalized intersection

¹¹⁷ KOA Corporation. *Traffic Impact Study Aldi Market at Atlantic Avenue and Gage Avenue Bell, California*. Reported dated March 25, 2016.



LEGEND

- Study Intersections
- Project Site
- Signalized Intersection
- Stop Sign Controlled Intersection
- Stop Sign
- Intersection Lane Geometry



EXHIBIT 3-11
EXISTING INTERSECTION GEOMETRY
 Source: KOA Corporation

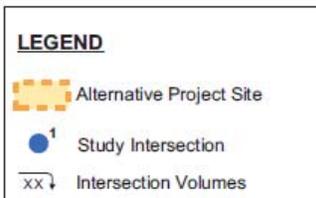
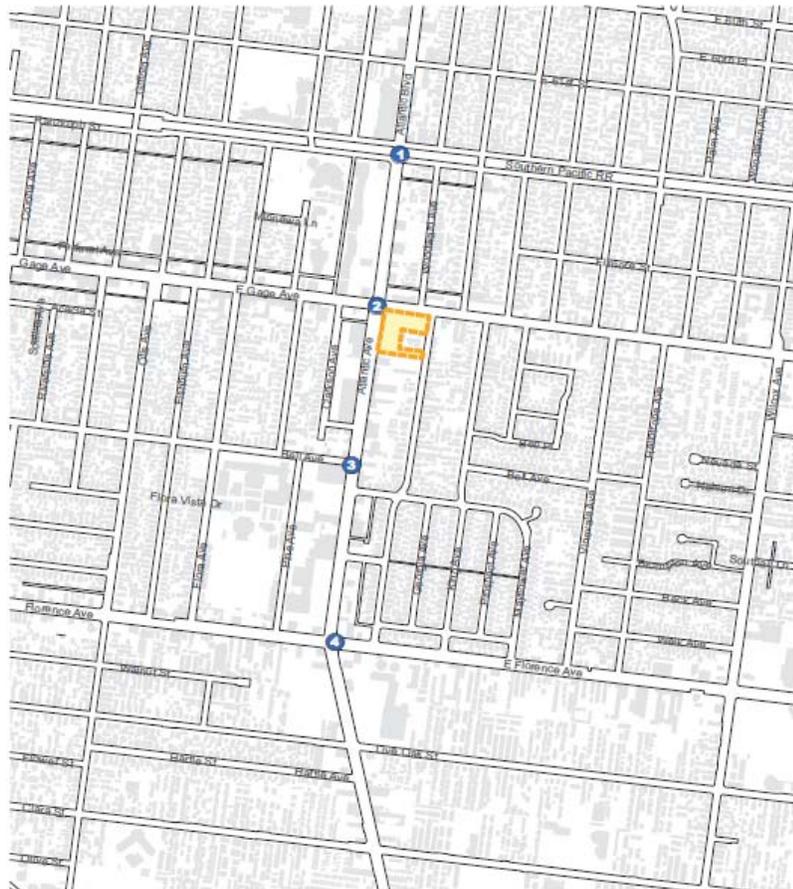
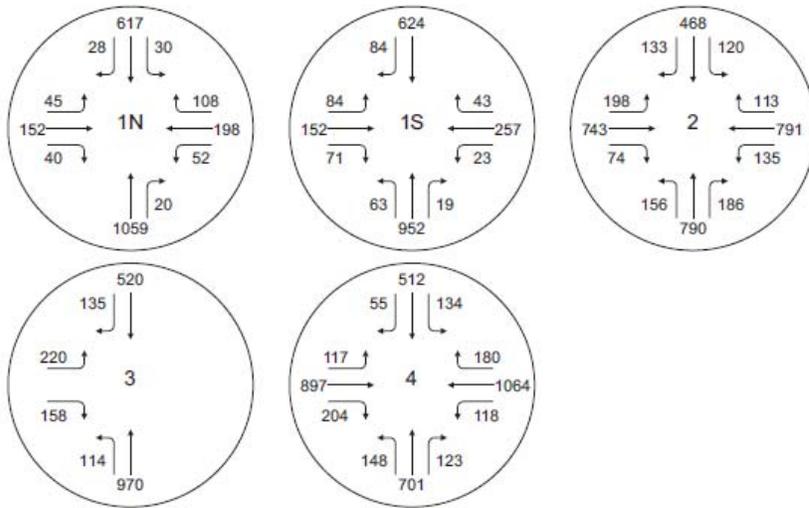
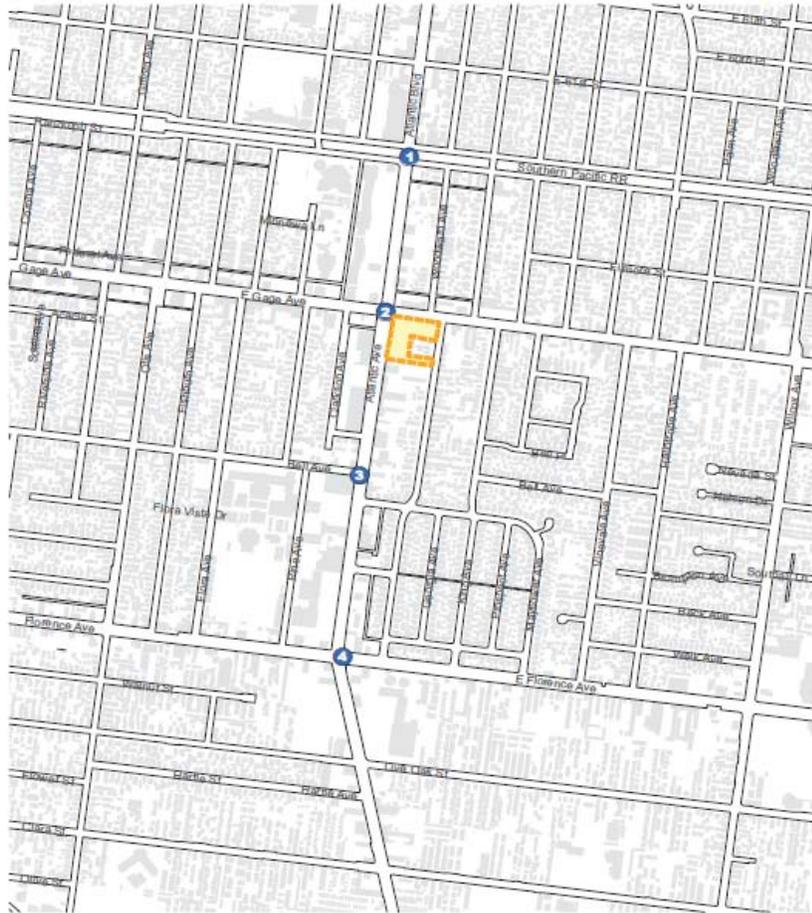
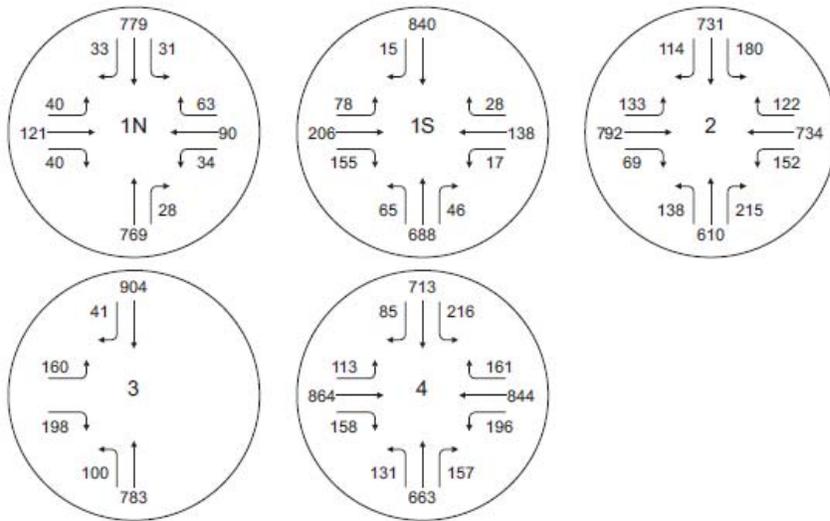


EXHIBIT 3-12
EXISTING WEEKDAY AM PEAK-HOUR TURN VOLUMES
 Source: KOA Corporation



LEGEND

- Alternative Project Site
- Study Intersection
- Intersection Volumes



EXHIBIT 3-13
EXISTING WEEKDAY PM PEAK-HOUR TURN VOLUMES
 Source: KOA Corporation

The planned project opening year was assumed to be 2017, based on the planned construction timeframe. In order to define regional traffic growth that would affect operations at the study intersections during the Project opening year, traffic generated by known cumulative projects was included. The estimated trip generation of the proposed project was based on the ITE Trip Generation, 9th edition. Trip rates for Supermarket (ITE Land Use Code 850) and Shopping Center (ITE Land Use Code 820) were utilized to calculate the trip generation for the proposed Project use. Trip rates for the Shopping Center (ITE Land Use Code 820 and Mini-warehouse (ITE Land Use Code 151) categories were utilized to calculate the existing land use credit. Also utilized were pass-by rates for the Supermarket (ITE Land Use Code 850) and Shopping Center (ITE Land Use Code 820) categories. It is estimated that the proposed Project with the existing land use and pass-by credits would generate a net total of 64 vehicle trips during a typical weekday AM peak hour (38 vehicles entering, 26 vehicles exiting), and 106 vehicle trips during a typical weekday PM peak hour (54 vehicles entering, 52 vehicles exiting). Daily net volumes would total 999 trips. The trip generation basis for the proposed project is provided in Table 3-15.¹¹⁸

**Table 3-12
Project Trip Generation Calculations**

Land Use (ITE) Code & Intensity	Daily Total	Weekday					
		AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out
Trip Generation Rates							
850 Super Market (KSF)	102.24	61%	39%	3.59	51%	49%	10.50
820 Shopping Center (KSF)	42.70	62%	38%	0.96	48%	52%	3.71
151 Min-warehouse (KSF)	2.50	59%	41%	0.15	51%	49%	0.26
Proposed Project Trips							
850 Aldi Market (18.557 KSF)	1,897	41	26	67	99	96	195
820 Shoe City and Other Retail (7.577 KSF)	324	4	3	7	13	15	28
Proposed Project Subtotal	2,221	45	29	74	112	111	223
Existing Land Credit							
820 Shoe City (9.775 KSF)	-417	-6	-3	-9	-17	-19	-36
151 Mini-warehouse for Shoe City	-12	-1	0	-1	-1	0	-1
Existing Land Use Credit Subtotal	-429	-7	-3	-10	-18	-19	-37
Pass-By Credit							
850 Super Market (PM-36%)	-683	--	--	--	-36	-34	-70
820 Shopping Center (PM-34%)	-110	--	--	--	-4	-6	-10
Pass-By Credit Subtotal	-793	--	--	--	-40	-40	-80
New Net Project Trips							
Total Net New Project Trips	999	38	26	64	54	52	106

Source: KOA Corporation.

¹¹⁸ KOA Corporation. *Traffic Impact Study Aldi Market at Atlantic Avenue and Gage Avenue Bell, California*. Reported dated March 25, 2016.

Trip distribution is the process of assigning the directions from which traffic accesses a project site. Trip distribution is dependent upon the land use characteristics of the project, the local roadway network, and the general locations of other uses to which project trips would likely originate or terminate. The inbound and outbound distribution percentages that were utilized for the analysis of trips from the proposed Project are illustrated in Exhibit 3-14. The final product of the trip assignment process is a full accounting of project trips by direction and turning movement at the study intersections. Trips were assigned based on distribution inputs to the traffic analysis calculations. Exhibits 3-15 and 3-16 illustrate the trip assignment of the proposed Project for the AM and PM peak hour, respectively.

This section documents the existing traffic conditions at the study intersections with the addition of project-generated traffic. This scenario was analyzed in order to comply with rulings in the *Sunnyvale* and *Expo Line* CEQA court cases. Traffic volumes for these conditions were derived by adding project trips to the existing traffic volumes. Table 3-16 summarizes the resulting LOS values at the study intersections. The study intersections would continue to operate at acceptable levels of service values (D or better) with project traffic under this scenario.

Table 3-13
Intersection Performance Existing + Project Conditions

Study Intersection	AM Peak Hour		PM Peak Hour	
	V/C or Delay (sec.)	LOS	V/C or Delay (sec.)	LOS
1 Atlantic Avenue and Randolph Street north	0.710	C	0.514	A
2. Atlantic Avenue and Randolph Street south	0.660	B	0.699	B
3. Atlantic Avenue and Gage Avenue	0.800	C	0.773	C
4. Atlantic Avenue and Bell Ave	0.548	A	0.589	A
5. Atlantic Avenue and Florence Avenue	0.781	C	0.831	D

Source: KOA Corporation. *=Denotes unsignalized intersection

Determination of potentially significant traffic impacts created by project traffic, per LACDPW guidelines, is discussed in the next section of this report.

Exhibits 3-17 and 3-18 illustrate the AM and PM peak-hour turn movement volumes at the study intersections for this scenario. The traffic analysis worksheets for this scenario are included in Appendix D of this report.¹¹⁹

¹¹⁹ KOA Corporation. *Traffic Impact Study Aldi Market at Atlantic Avenue and Gage Avenue Bell, California*. Reported dated March 25, 2016.

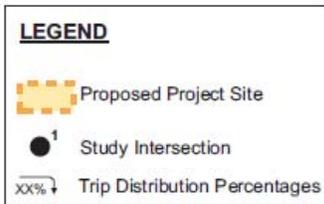
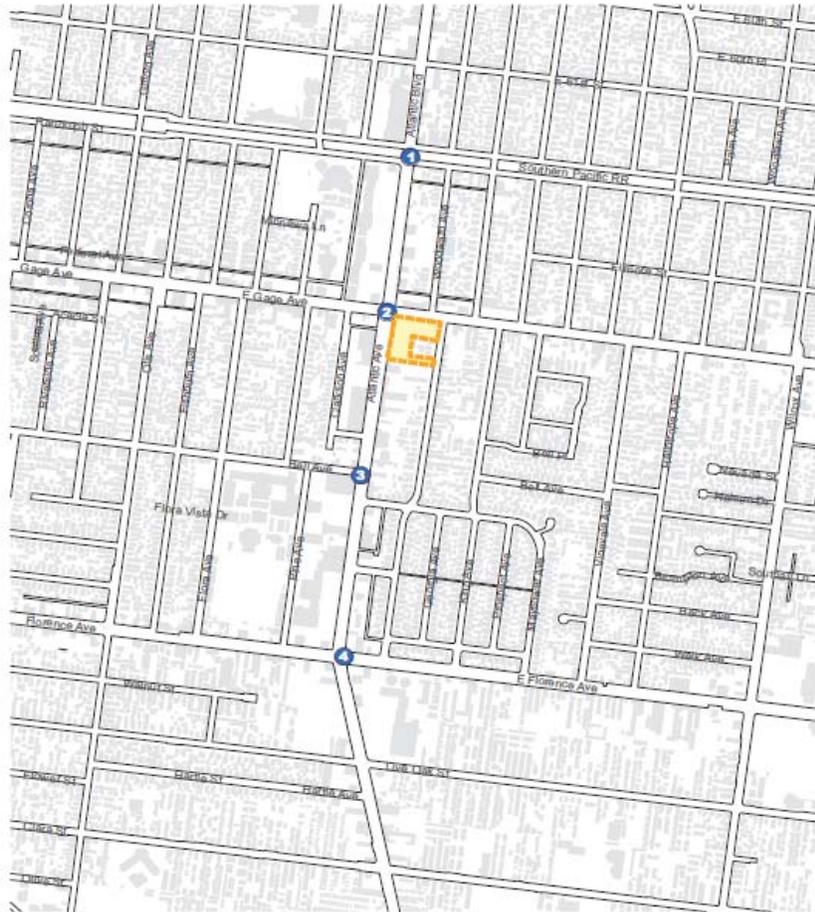
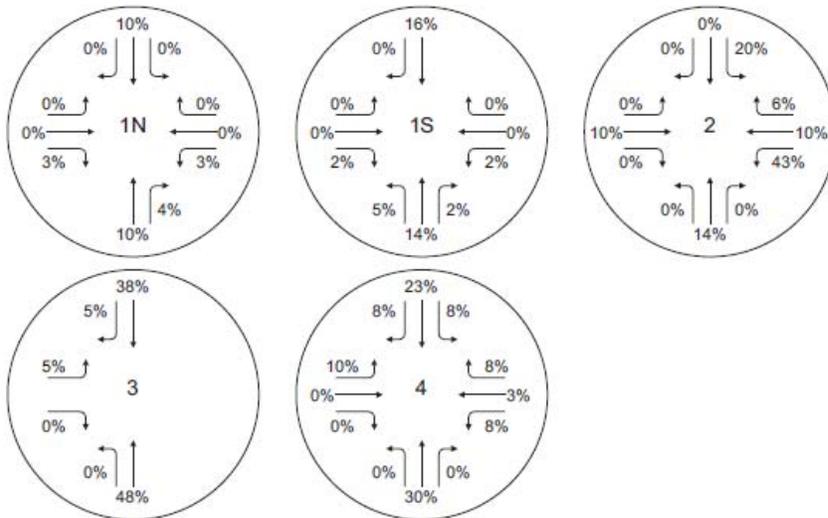


EXHIBIT 3-14
PROJECT TRIP DISTRIBUTION
 Source: KOA Corporation

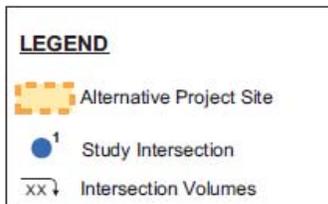
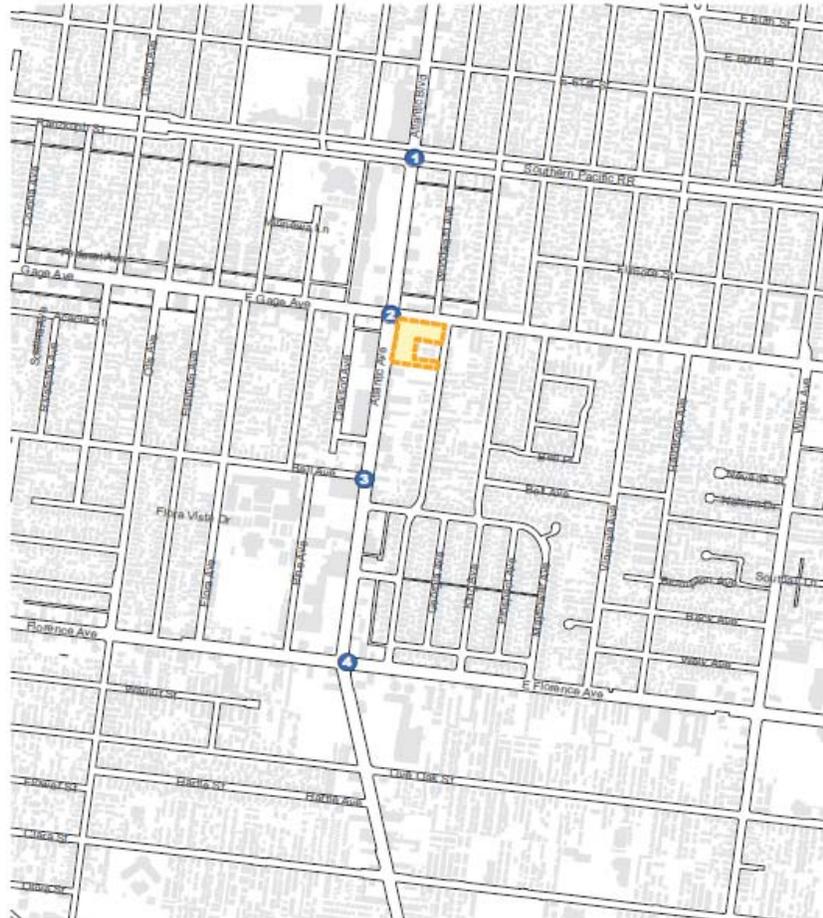
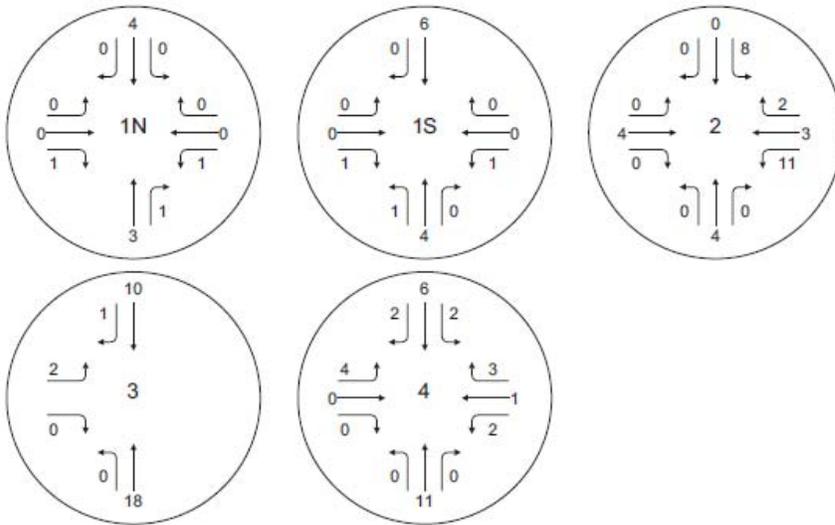


EXHIBIT 3-15
WEEKDAY PROJECT TRIP ASSIGNMENT – AM PEAK HOUR
 Source: KOA Corporation

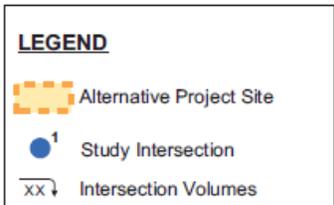
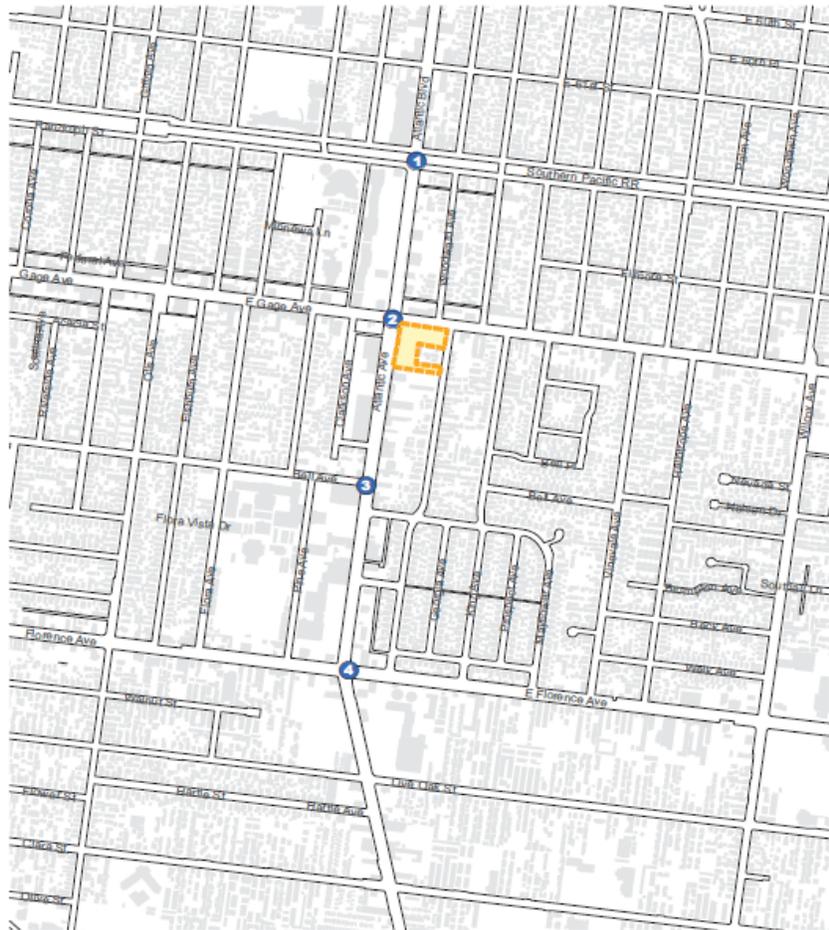
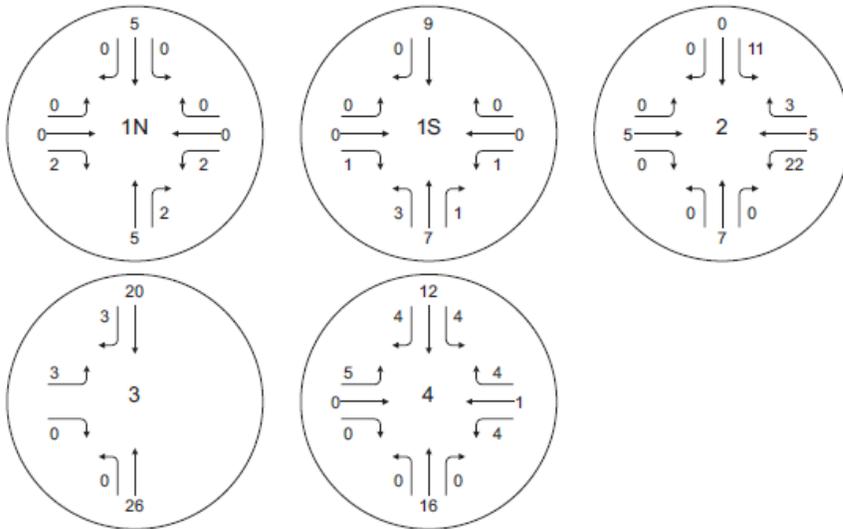


EXHIBIT 3-16
WEEKDAY PROJECT TRIP ASSIGNMENT – PM PEAK HOUR
 Source: KOA Corporation

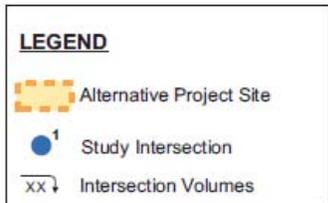
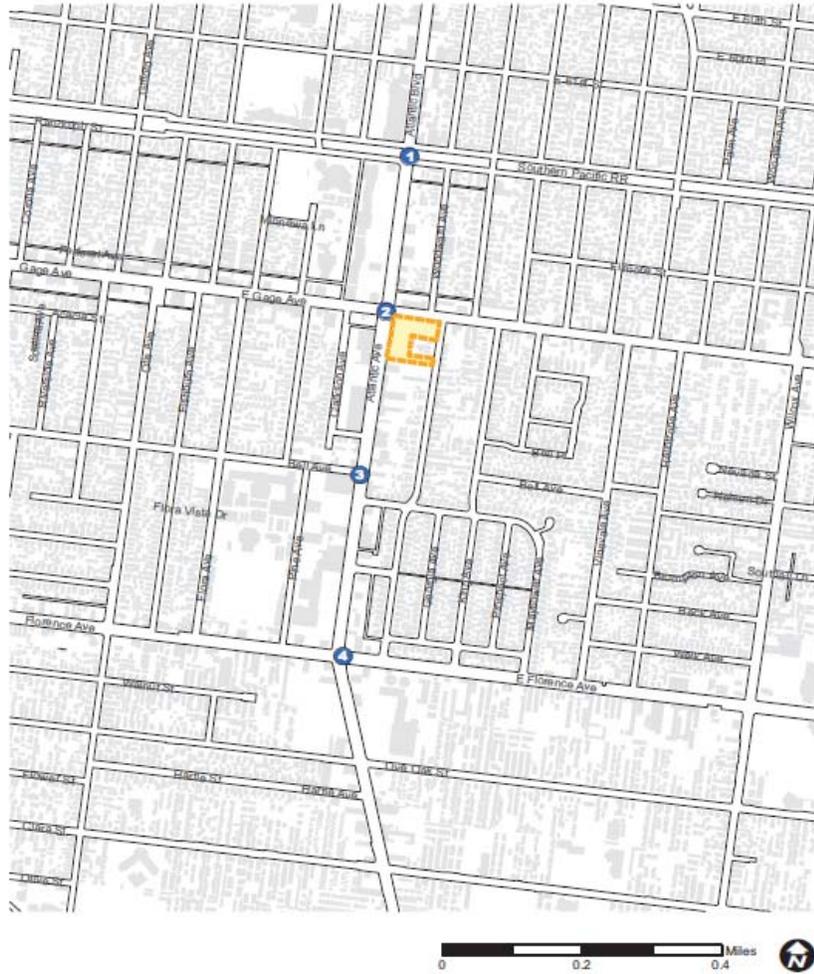
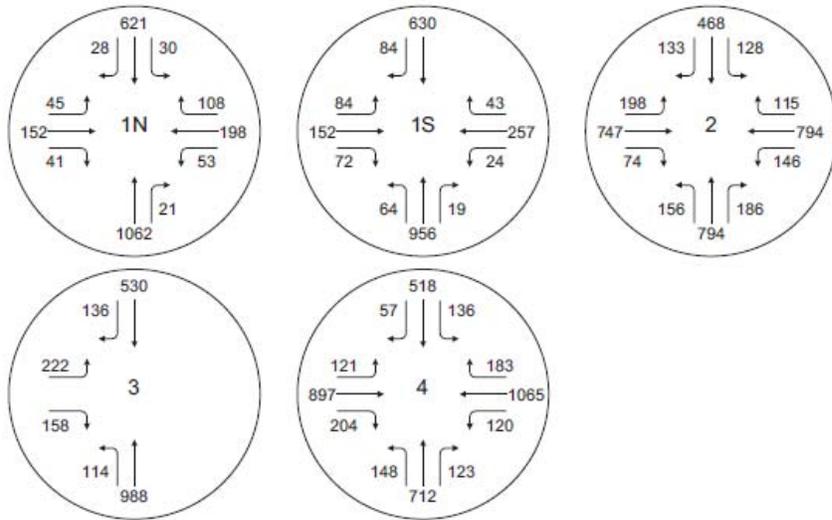


EXHIBIT 3-17
EXISTING PLUS PROJECT AM PEAK-HOUR TURN VOLUMES
 Source: KOA Corporation

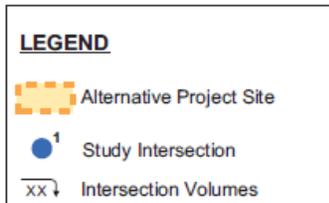
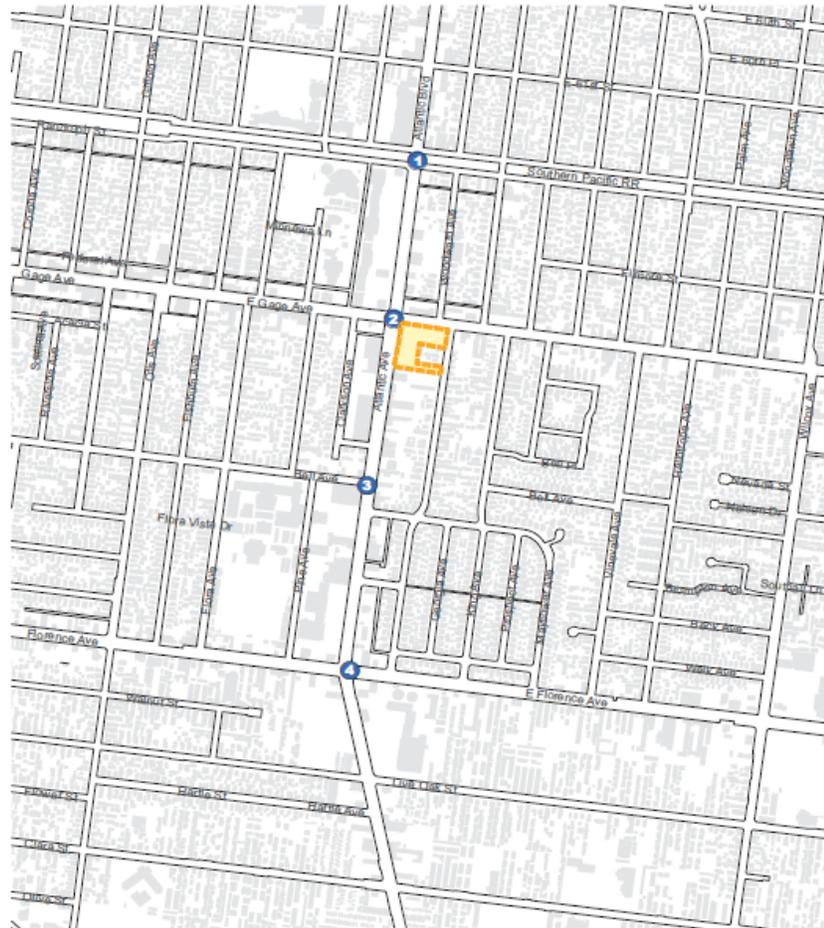
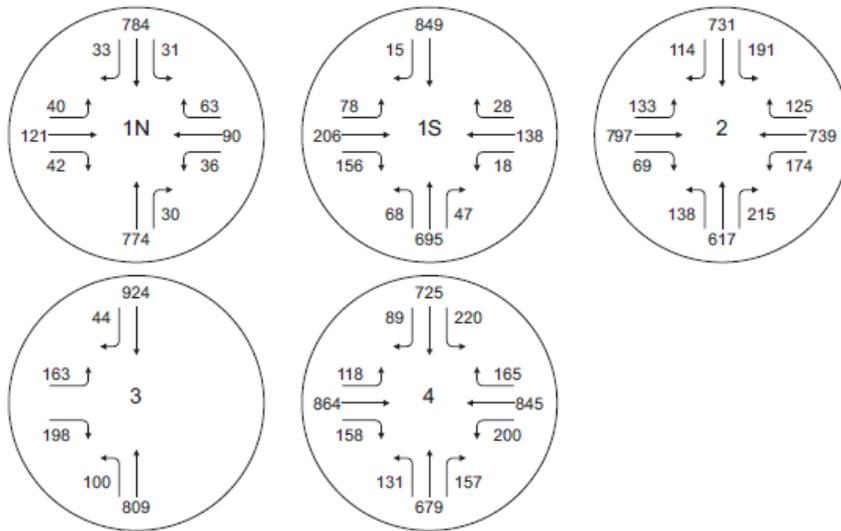


EXHIBIT 3-18
EXISTING PLUS PROJECT PM PEAK-HOUR TURN VOLUMES
 Source: KOA Corporation

Traffic impacts are identified if the proposed development will result in a significant change in traffic conditions at a study intersection. A significant impact is typically identified if project-related traffic will cause service levels to deteriorate beyond a defined threshold limit. Impacts can also be potentially significant if an intersection is already operating below the poorest acceptable level and project traffic will cause a further decline below the threshold. The County of Los Angeles Department of Public Works (LACDPW) has established specific thresholds for project-related increases in the volume-to-capacity ratio (V/C) of signalized study intersections. The following increases in peak hour V/C ratios are considered significant impacts:

- Pre-Project LOS C: Pre-project V/C < 0.70 – 0.80 (Significant Impact = to or greater than 0.040);
- Pre-Project LOS D: Pre-project V/C < 0.80 – 0.90 (Significant Impact = to or greater than 0.020); and,
- Pre-Project LOS E and F: Pre-project V/C 0.90 (Significant Impact = to or greater than 0.010).

The thresholds for V/C value changes provided above are based on pre-project LOS values. It is also LACDPW policy to require mitigation measures if traffic from a project would be responsible for a worsening of LOS values to D or worse. In that case, the post-project LOS determines the impact threshold to be utilized. This policy was considered in the calculation of significant impacts. Table 3-17 provides the project only impacts for the AM and PM peak hours. Traffic impacts of the proposed project were calculated by comparing existing conditions to existing plus project conditions. The determination of significant traffic impacts is provided in the two columns at the right side of the table.¹²⁰

**Table 3-14
Determination of Project-Only Impacts**

Study Intersection	Peak Hour	Existing (2016) Conditions		Existing (2016) + Project		Chg. in V/C or Delay	Significant Impact?
		V/C or Delay (sec.)	LOS	V/C or Delay (sec.)	LOS		
1 Atlantic Avenue and Randolph Street north	AM	0.708	C	0.710	C	0.002	No
	PM	0.510	A	0.514	A	0.004	No
2. Atlantic Avenue and Randolph Street south	AM	0.658	B	0.660	B	0.002	No
	PM	0.693	B	0.699	B	0.006	No
3. Atlantic Avenue and Gage Avenue	AM	0.793	C	0.800	C	0.007	No
	PM	0.757	C	0.773	C	0.016	No
4. Atlantic Avenue and Bell Ave	AM	0.541	A	0.548	A	0.007	No
	PM	0.582	A	0.589	A	0.007	No
5. Atlantic Avenue and Florence Avenue	AM	0.775	C	0.781	C	0.006	No
	PM	0.824	D	0.831	D	0.007	No

Source: KOA Corporation. *=Denotes unsignalized intersection

¹²⁰ KOA Corporation. *Traffic Impact Study Aldi Market at Atlantic Avenue and Gage Avenue Bell, California*. Reported dated March 25, 2016.

The following are the conclusions made from the analysis within this report. Project and cumulative significant impacts were calculated by V/C thresholds at pre-project level of service (LOS) values established by the County of Los Angeles guidelines for signalized intersections.

- During the existing conditions scenario, all of the four study intersections operate at acceptable LOS (D or better).
- The proposed project would generate a net total of 64 vehicle trips during the weekday AM peak period (38 vehicles entering, 26 vehicles exiting), and 106 vehicle trips during the weekday PM peak period (54 vehicles entering, 52 vehicles exiting). These totals include trip credits for the existing and pass-by vehicles.
- With the addition of project traffic, in both the near-term existing conditions (analyzed for project-only impacts) and cumulative conditions (analyzed for impacts of all planned projects) impact scenarios, operations at the study intersections would not significantly worsen, nor would the project directly cause conditions of LOS D or worse to occur.

The proposed project would not create significant traffic impacts at the study intersections under County project-only significance thresholds. Mitigation measures for “project-only impacts” are therefore not recommended.¹²¹ As a result, the potential impacts will be less than significant.

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.¹²² The nearest CMP arterial monitoring intersection is located at Alameda Street and Slauson Avenue (three miles northwest of the project site). Based on the project trip generation and the distance of this location from the project site, it is not expected that 50 or

¹²¹ KOA Corporation. *Traffic Impact Study Aldi Market at Atlantic Avenue and Gage Avenue Bell, California*. Reported dated March 25, 2016.

¹²² Ibid.

more new trips per hour would be added at this CMP intersection. Therefore, no further analysis of potential CMP impacts 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 require the removal of an existing driveway located along the east side of Atlantic Avenue. In addition, the project will also include the installation of a bus terminal cut out along the south side of Gage Avenue. The aforementioned improvements will not increase hazards because their design will be subject to the approval of the City Engineer. As a result, no impacts will result from the proposed project's implementation.

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

The proposed project will not affect emergency access to any adjacent parcels. At no time will any local streets or parcels be closed to traffic. Furthermore, all construction staging areas will be located on-site. As a result, the proposed project's implementation will not result in any impacts.

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 proposed project will not affect any nearby bicycle lanes or pedestrian facilities because there are none in the vicinity of the project site. The Los Angeles County Metropolitan Transportation Authority (MTA) buses run along major streets in the City including Atlantic Avenue, Gage Avenue, Florence Avenue, Wilcox Avenue, Alamo Avenue, and Eastern Avenue. MTA buses passing through Bell include Routes 105, 110, 111, 112, 258, 259, and 260. MTA bus route 110 passes through Gage Avenue while MTA bus routes 260 and 762. No bus stops will be removed to accommodate the proposed project. Additionally, the project will include the installation of a bus cut out along the south side of Gage Avenue. The bus stop cut out will support the use of public transportation. Moreover, mitigation has been provided in Section 3.3 to encourage the use of alternative forms of transportation, including busses. The inclusion of a bus cut out and mitigation measures to encourage the use of alternative transportation may lead to an increase in public transit ridership, though the increase will not lead to a decrease in performance or the safety of the aforementioned facilities. As a result, the impacts will be 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 storm water 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.

3.17.2 ENVIRONMENTAL ANALYSIS

3.17.A. *Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? • Less than Significant Impact.*

The County Sanitation Districts of Los Angeles County (LACSD) also treats wastewater from the City of Bell.¹²³ 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 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 3-18, the future

¹²³ Los Angeles County Sanitation Districts. www.lacsd.org/about/serviceareamap.asp

development is projected to generate 2,154 gallons of effluent on a daily basis.¹²⁴ This is a relatively small portion of the existing available treatment capacity.

**Table 3-18
Wastewater (Effluent) Generation (gals/day)**

Use	Unit	Factor	Generation
Proposed Project	26,654 sq.ft.*	0.08 gals/sq.ft.	2,154 gals/day
Total			2,154 gals/day

Source: Blodgett Baylosis Environmental Planning, 2016. *= Total square footage for the Aldi, Shoe City, and Coffee Shop.

The proposed project will connect to an existing sewer line located within Atlantic Avenue. The existing sewer lines have sufficient capacity to accommodate the projected flows. Adequate sewage collection and treatment are currently available. In addition, the new plumbing fixtures that will be installed will consist of water conserving fixtures as is required by the current City Code requirements, no new or expanded sewage and/or water treatment facilities will be required to accommodate the proposed project; as a result, the impacts are expected to be less than significant.

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.

As indicated previously, the proposed project will generate approximately 2,154 gallons of wastewater a day. The proposed project will connect to existing sewer lines located Atlantic Avenue. The future wastewater generation will be within the treatment capacity of the Los Coyotes and Long Beach WRP. Therefore, no new water and wastewater treatment facilities will be needed to accommodate the excess effluent generated by the proposed project and no impacts will occur.

3.17.C. Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? • Less than Significant Impact.

As indicated in Section 3.9, the project will include various design measures implemented to control and prevent the pollution of storm water runoff. These design features include the use of Stormtech MC-3500 stormwater chambers and planter boxes.¹²⁵ The aforementioned stormwater controls will be installed to facilitate proper filtration and percolation of storm water runoff. The Stormtech chamber will be installed in the northwest parking lot and the parking lot located east of the coffee shop.¹²⁶ The purpose of the stormwater chambers is to contain stormwater in the event of heavy rainfall. The excess water will either be diverted into the existing storm drain through a system of newly proposed storm drains or will filter and percolate into the ground.

¹²⁴ Derived from Orange County Sanitation District rates.

¹²⁵ GreenbergFarrow. *LID Plan*. *LID plan* was included in a transmittal package that was dated January 29, 2016.

¹²⁶ *Ibid*.

The project will also include the installation of planter boxes. Planter boxes are bioretention treatment control measures that are completely contained within an impermeable structure with an underdrain (they do not infiltrate). They are similar to bioretention facilities with underdrains except they are situated at or above ground and are bound by impermeable walls. Planter boxes may be placed adjacent to or near buildings, other structures, or sidewalks.¹²⁷ Planter boxes function as soil and plant-based filtration devices that remove pollutants through a variety of physical, biological, and chemical treatment processes. The components normally consist of a ponding area, mulch layer, planting soils, plantings, drainage layers, and an outlet drain. As stormwater passes down through the planting soil, pollutants are filtered by the soil and plants.¹²⁸ The addition of the storm water runoff controls will ensure that all discharged storm water runoff is free of debris and other contaminants.

The proposed project will be served by an existing storm drain located along Atlantic Avenue. Once operational, the proposed project will be required to comply with all pertinent Federal Clean Water Act requirements. The project proposes new impervious surfaces that will be subject to the National Pollutant Discharge Elimination System (NPDES) permit from the Regional Water Quality Control Board. The project will also be required to comply with the City's storm water management guidelines. The addition of the aforementioned runoff controls will ease the potential strain placed on the existing system by excess runoff because the three runoff controls will limit the amount the water that will be discharged. As a result, the impacts will be less than significant.

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? • Less than Significant Impact with Mitigation.

The project site is located in a region of the City that is served by the Golden State Water Company (formerly the Southern California Water Company). The Golden State Water Company serves the majority of the Central City area and has approximately 3,750 connections in the City. In addition, the Golden State Water Company serves the City of Bell Gardens and a small portion of Cudahy. The distribution system consists of a grid of four-inch cast iron pipes that connect to a 12-inch main water line in Bell Avenue (west of Otis Avenue). There are also eight-inch lines in both sides of Atlantic Avenue and in Bell Avenue and Gage Avenue. The 12-inch main line on Bell Avenue connects to a water reservoir tank on Bissell Street. Other main water lines are found on major roadways and connect to the water lines in Bell Gardens and Cudahy. The company operates five wells in Bell, six wells in Bell Gardens, and one well in Cudahy. This system also maintains direct connections to the Metropolitan Water District.

Table 3-19 indicates the water consumption estimated for the proposed project. The proposed project is projected to consume approximately 2,692 gallons of water on a daily basis.¹²⁹ The proposed project will connect to an existing eight-inch water line located along Atlantic Avenue. Additionally, the estimated

¹²⁷ City of Los Angeles Sanitation, Department of Public Works. *Development Best Management Practices Handbook, Low Impact Development Manual*. http://www.lastormwater.org/wp-content/files_mf/lidhandbookfinal62212.pdf. Site accessed March 25, 2016.

¹²⁸ City of Los Angeles, Watershed Protection Division. *Appendix E Small Scale Residential Prescriptive Measures*. http://www.lastormwater.org/wp-content/files_mf/appxesmallscaleresidentialworsheet55.pdf. Site accessed March 25, 2016.

¹²⁹ Blodgett Baylosis Environmental Planning Utilities Calculations. Utilities worksheets provided in the Appendices.

water consumption does not take into account the installation of more modern water conserving plumbing fixtures.

**Table 3-19
Water Consumption (gals/day)**

Use	Unit	Factor	Generation
Proposed Project	26,654 sq.ft.*	0.10 gals/sq.ft.	2,692 gals/day
Total			2,692 gals/day

Source: Blodgett Baylosis Environmental Planning, 2016. *= Total square footage for the Aldi, Shoe City, and Coffee Shop.

California has experienced a prolonged drought over the past four years. In response to this drought, Governor Brown announced emergency legislation aimed at reducing water consumption. Governor Brown signed an Executive Order in April in which cities, including Bell, are required to reduce their citywide water consumption by 28 percent. Governor Brown also outlined other initiatives that would include fines for those consumers that fail to conserve water. Even though the demand for water generated by the proposed project will not exceed City water supplies, the proposed project should incorporate features that aim to reduce water consumption on a larger scale. As a result, the following mitigation has been recommended:

- The project Applicant will be required to install Xeriscape, or landscaping with plants that require less water, as an alternative to traditional landscaping and turf. According to the Los Angeles County Department of Public Works, the addition of Xeriscape can reduce outdoor water consumption by as much as 50 percent.
- The Applicant for the supermarket, coffee shop, and Shoe City shall install high-efficiency, WaterSense labeled toilets in order to reduce water consumption. Installing high efficiency toilets will reduce long term operating costs by consuming less water. The Applicant shall also install WaterSense faucets in all restrooms, which can reduce a sink’s water flow by 30 percent.

Adherence to the mitigation provided above will mitigate potential impacts to levels that are less than significant.

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.

As indicated previously, the proposed project will generate approximately 2,154 gallons of wastewater a day. The proposed project will connect to existing sewer lines located Atlantic Avenue. The future wastewater generation will be within the treatment capacity of the Los Coyotes and Long Beach WRP. Therefore, no new water and wastewater treatment facilities will be needed to accommodate the excess effluent generated by the proposed project and no impacts will occur.

3.17.F. *Would the project be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs? • Less than Significant Impact.*

The Sanitation Districts operate a comprehensive solid waste management system serving the needs of a large portion of Los Angeles County. This system includes sanitary landfills, recycling centers, materials recovery/transfer facilities, and energy recovery facilities. The two operational sites are the Calabasas Landfill, located near the City of Agoura Hills, and the Scholl Canyon Landfill, located in the City of Glendale. The Puente Hills Landfill was closed in October 2013, and closure activities at the site will take 12 to 18 months to complete.¹³⁰ At the other closed landfills, which include the Spadra, the Palos Verdes, and the Mission Canyon landfills, the Sanitation Districts continue to maintain environmental control systems.

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 stream and sent to a recycling facility. Residual waste associated with demolition and operational activities will be disposed of at area landfills. Operational waste that cannot be recycled or taken to area landfills, will be transported to the Commerce incinerator. The proposed project will contribute to a limited amount to this waste stream. As a result, the impacts on solid waste generation are anticipated to be less than significant. Local trash collection is provided by the Consolidated Disposal Service (CDS), which also handles construction and demolition debris. As indicated on the City’s website, all new building construction must include a waste management plan that includes diversion of at least 50 percent of construction and demolition material from landfills through recycling and/or reuse. Therefore, the Applicant must coordinate with the City and CDS.

As indicated in Table 3-20, the future daily solid waste generation is projected to be 1,119 pounds per day compared to the vacant site. The amount of solid waste generated by the proposed project can be handled adequately. As a result, the potential impacts will be less than significant.

**Table 3-20
 Solid Waste Generation (gals/day)**

Use	Unit	Factor	Generation
Proposed Project	26,654 sq.ft.*	42lbs/day/sq.ft.	1,119 lbs/day
Total			1,119 lbs/day

Source: Blodgett Baylosis Environmental Planning, 2016. *= Total square footage for the Aldi, Shoe City, and Coffee Shop.

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.

¹³⁰ Los Angeles County Sanitation Districts. *Solid Waste Facilities*. <http://www.lacsd.org/solidwaste/swfacilities/default.asp>

3.17.3 SIGNIFICANT EFFECTS AND MITIGATION

The analysis determined that the following mitigation would be required to address potential impacts to water consumption. These mitigation measures are identified below:

Mitigation Measure No. 32 (Utilities). The project Applicant will be required to install Xeriscape, or landscaping with plants that require less water, as an alternative to traditional landscaping and turf. According to the Los Angeles County Department of Public Works, the addition of Xeriscape can reduce outdoor water consumption by as much as 50 percent.

Mitigation Measure No. 33 (Utilities). The Applicant for the supermarket, coffee shop, and Shoe City shall install high-efficiency, WaterSense labeled toilets in order to reduce water consumption. Installing high efficiency toilets will reduce long term operating costs by consuming less water. The Applicant shall also install WaterSense faucets in all restrooms, which can reduce a sink's water flow by 30 percent.

SECTION 4 - CONCLUSIONS

4.1 MANDATORY FINDINGS OF SIGNIFICANCE

This Initial Study prepared for the project indicates that the proposed use is not expected to result in significant adverse environmental impacts, with the implementation of the mitigation measures recommended herein. The following Mandatory Findings of Significance can be made as set forth in Section 15065 of the CEQA Guidelines, as amended, based on the results of this environmental assessment:

- 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 City; and,
- The proposed project *will not* have environmental effects that will adversely affect humans, either directly or indirectly.

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. In accordance with the requirements of Section 21081(a) and 21081.6 of the Public Resources Code, the following additional findings may be made:

- A mitigation reporting or monitoring program will be required, as specified in the final decision relative to the proposed project's approval;
- Site plans and/or building plans, submitted for approval for the proposed project to the responsible monitoring agency, shall include the required mitigation measures, as appropriate; and,
- An accountable enforcement agency or monitoring agency shall be identified for any applicable mitigation measures/conditions adopted as part of the decision-maker's final determination for approval of the proposed project and its subsequent implementation.

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

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5.2 REFERENCES

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