AGENDA

REGULAR MEETING OF THE BELL PLANNING COMMISSION

Wednesday, January 7, 2026 at 7:00 p.m.

Location: Bell Community Center, 6250 Pine Avenue, Bell CA 90201

MEETING WILL BE HELD IN-PERSON AT THE BELL COMMUNITY CENTER

PUBLIC COMMENT: If you wish to make a comment on items listed on the agenda and non-agenda items, you may attend the meeting in-person at the Bell Community Center. Please complete a Request to Speak Card available in the location and wait until the chair calls you to approach the podium. Please clearly state your name and address and proceed to make your comments.

You may also submit input electronically through a temporary public comment email established for City of Bell City Council meetings at cityclerk@cityofbell.org. Your written comment must be submitted by 4pm on Wednesday, January 7, 2026

Any emails received after the time indicated will not be included in the record. Written Comments will be subject to the three minute time limitation (approximately 350 words).

The meeting will be recorded and live streamed on the City's website at http://www.cityofbell.org/?NavID=101

1. **Call to Order:**

2. **Roll Call of the Planning Commission:**

   Commissioner Rihan Bedier
   Commissioner Rodrigo Rodarte
   Commissioner Ali Sleiman
   Vice-Chair Jessica Vallejo
   Chair Luis Mesa

3. **Pledge of Allegiance**

4. **Communications from the Public:**

   This is the time for members of the public to address the Planning Commission on matters that are listed on the agenda and non-agenda items that are under the subject matter jurisdiction of the Planning Commission. (Each speaker is limited to 3 minutes)

5. **Presentation(s):**

6. Public Hearings

a. New Bell District Specific Plan

Recommendation: *Based on the evidence presented, it is recommended that the Planning Commission read by title only, waive further reading, and adopt Resolution 2025-07PC*

A RESOLUTION OF THE CITY OF BELL PLANNING COMMISSION RECOMMENDING THAT THE CITY COUNCIL APPROVE GENERAL PLAN AMENDMENT (GPA 2025-01), ZONING TEXT AMENDMENT (ZTA 2025-02), ZONE CHANGE (ZC 2025-01) TO ESTABLISH THE MIXED-USE LAND USE DESIGNATION, ADD BELL MUNICIPAL CODE CHAPTER 17.45 SPECIFIC PLAN ZONES AND AMEND BELL MUNICIPAL CODE CHAPTERS 17.12.010 DESIGNATION OF ZONES AND 17.54.010 PURPOSE, TO ESTABLISH THE NEW BELL DISTRICT SPECIFIC PLAN ZONE, AMEND THE ZONING MAP TO REZONE THE PROPERTIES WITHIN THE PLAN AREA TO NEW BELL DISTRICT SPECIFIC PLAN, ADOPT THE ENVIRONMENTAL FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT AND THE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION (SCH# 2025070680), AND APPROVE THE MITIGATION MONITORING AND REPORTING PROGRAM

b. Zone Text Amendment (ZTA 2025-01) – Consideration of a recommendation to the City Council to approve an Ordinance of the City of Bell, California, amending Chapter 17.08 (Definitions) and Code Sections 17.28.040(I) and 17.32.040(I) Regulating Storefront Security Bars and Gates

Recommendation: *It is recommended that the Bell Planning Commission continue the public hearing to the next Regular Planning Commission Meeting on February 4, 2026.*

7. Regular Session:

None

8. Planning Commissioner Announcements; Request for Future Agenda Items; Conference/Meeting Reports:

9. Community Development Director's Comments:

10. City Attorney Comments:

11. Adjournment: *The Next Regular Scheduled Planning Commission Meeting is February 4, 2026.*

ADA Compliance Statement

In compliance with the Americans with Disabilities Act (ADA), if you need special assistance to participate in this meeting, please contact the Community Development Department at (323) 588-6211, Ext. 2615, at least 48 hours prior to the scheduled meeting in order for the City to make reasonable arrangements to ensure accessibility to this meeting.

I, Marisa Craft, Planning Commission Secretary, certify that a true, accurate copy of the foregoing agenda was posted on December 23, 2025 at least seventy two (72) hours prior to the meeting as required by law.

Marisa Craft

Marisa Craft, Planning Commission Secretary

AGENDA ITEM 6A

City of Bell
Planning Commission
Agenda Report

DATE: January 7, 2026

TO: Honorable Chair and Planning Commission Members

FROM: Guillermo Arreola, Interim Director of Community Development

PREPARED BY: Jonathan Kwan, CSG Consultants Inc., Contract Planner

SUBJECT: New Bell District Specific Plan

PROJECT PROPOSAL:

Request to establish a specific plan to create a walkable, mixed-use district that results in a net increase of 584 residential units and a net reduction of 34,784 square feet of non-residential uses within the approximately 84-acre specific plan area that extends along Atlantic Avenue from the City's northern to southern borders.

1. General Plan Amendment (GPA 2025-01), to add a Mixed-Use land use designation and change the land use designation of the properties within the Plan Area to Mixed-Use (MU).
2. Zoning Text Amendment (ZTA 2025-02) to add Bell Municipal Code Chapter 17.45 Specific Plan Zones, amend Bell Municipal Code Sections 17.12.010 Designation of Zones and 17.54.010 Purpose, to establish the New Bell District Specific Plan Zone.
3. Zone Change (ZC 2025-01), to amend the zoning map to rezone the properties within the Plan Area to New Bell District Specific Plan.
4. Initial Study/Mitigated Negative Declaration, to address potential environmental effects of the NBDSP and impose mitigation measures to reduce potential impacts resulting from project implementation.

BACKGROUND:

Project Overview

- History: On October 12, 2022, the City Council approved the 2021-2029 Housing Element, which included Program 23: Atlantic Avenue Specific Plan. The program specified that the Atlantic Avenue corridor was one of the remaining commercial corridors that does not permit residential uses. The program would develop the Atlantic Avenue Specific Plan to identify appropriate areas, standards, and densities for new by-right housing along the corridor while preserving commercial uses. Since the adoption of the Housing Element, the City has renamed the Atlantic Avenue Specific Plan to the New Bell District Specific Plan (NBDSP). The Draft NBDSP is attached as Attachment 4.

  At the beginning of 2022, the City selected The Arroyo Group to prepare the specific plan and associated environmental documentation. In the Spring of 2022, the City conducted public outreach to capture views and opinions regarding the current state

of the Plan Area as well as opinions on what amenities were missing from the corridor. An online survey, mailers, and in-person meetings at several City events were conducted. A summary of the public outreach is included in the staff report as Attachment 5. In the Summer of 2022, additional meetings with the Planning Commission and City Council were conducted to further collect and refine community input to the Proposed Plan.

On November 5, 2025, the Planning Commission held a duly noticed public hearing, took public testimony, and continued the public hearing to the December 3, 2025 Planning Commission meeting. Phil Burns, Principal with the Arroyo Group, provided a presentation highlighting the details of the proposed Specific Plan. During the public hearing, a number of residents voiced their concerns with the possible negative impacts that the Specific Plan could have on single-family residences and those properties located adjacent to the proposed Specific Plan area. Those in attendance raised the following potential impacts:

- Visual impacts;
- Traffic and parking impacts;
- Lack of community outreach within residential areas within the Specific Plan area;
- Displacement because of the Specific Plan;

Staff clarified that the purpose of the Specific Plan was to set a vision for the specific plan area over the next 30 years, and as properties turn over, provide an opportunity for property owners to take advantage of new development standards that are conducive to commercial and residential growth. Staff indicated that changes to the specific plan area are anticipated to be gradual, and that the sale of any property would be voluntary. In addition, to address the parking impacts, the plan allows for the construction of a two- to three-story parking structure at the southeast corner of Atlantic Avenue and Gage Avenue to provide additional parking.

On December 3, 2025, the Planning Commission opened the public hearing to allow public testimony. Staff informed the public that the item was going to be continued to the January 7, 2026 Planning Commission meeting. During the public hearing, the public voiced similar concerns regarding the proposed Specific Plan, including why the west side of Woodward Avenue, between Beck Avenue and Weik Avenue was left out of the proposed Specific Plan. Staff has researched this issue, and due to staff turnover, has been unable to find the rationale for excluding this area out of the Specific Plan.

- Applicant: The City of Bell
- Plan Area: The Plan Area encompasses approximately 84.3 acres (0.1 square miles) in the heart of the City, primarily along Atlantic Avenue and East Gage Avenue. It is generally bounded by the City's northern limit and Randolph Street to the north, Woodward Avenue and King Avenue to the east, the City's southern limit and Florence Avenue to the south, and Pine Avenue and Flora Avenue to the west.
- General Plan Land Use Designation and Zoning: The Plan Area is currently designated primarily as Commercial with some Low Density Residential, Medium Density Residential, and Institutional land use designations. The Plan Area is primarily zoned General Commercial (C-3), with some General Commercial and Residential,

Single-Family Residential, and High-Density Multiple Family Residential (C-3R, R-1, and R-3) zones.

- Existing Uses: Residential developments in the Plan Area consist primarily of single-story residences with single and two-story multi-family apartment buildings scattered throughout the Plan Area. Commercial uses located within the Plan Area are predominately retail and restaurant uses and include three of the City's four major shopping centers: Bell Palm Plaza, Northgate Market, and CVS/O'Reilly's. Along the east side of Atlantic Avenue, commercial development is characterized by continuous single-story storefronts adjacent to the street, while the west side features larger commercial developments that include single-story buildings that are separated from the street by large parking lots. Gage Avenue also includes clusters of continuous single-story storefronts adjacent to the street. The Plan Area includes public facilities such as City Hall, Bell Police Department, Los Angeles County Fire Station No. 163, Bell Library, Bell Community Center, and the historic James George Bell House.
- Surroundings: The Plan Area is surrounded by a mix of residential, commercial, and public uses. Surrounding land uses are predominantly single-family and low-density multi-family residential neighborhoods located to the north, east, south, and west. Commercial uses are limited, with retail stores situated southwest of the Plan Area along Florence Avenue. Public uses include Bell High School, located west of the Plan Area along Bell Avenue, and Nueva Vista Elementary School, located northwest of the Plan Area along Randolph Street.
- Project Description: Adopt the New Bell District Specific Plan. The proposed plan would redesignate and rezone the Plan Area to New Bell District Specific Plan which includes three (3) new districts and two (2) new overlay districts to encourage mixed use, pedestrian-friendly growth and foster the development of City-identified opportunity sites as well as the redevelopment of the existing corridor. The proposed plan also includes street improvements for vehicles, bicycles, and pedestrians.
- Authorization:

  General Plan Amendment: Pursuant to the California Government Code Sections 65350 through 65355, the City Council, following a recommendation from the Planning Commission, is authorized to adopt or amend its General Plan.

  Zone Change and Zoning Text Amendment: Pursuant to BMC Section 17.104, a Zone Change or Zoning Text Amendment shall be approved if the City Council, upon recommendation of the Planning Commission, finds that the Zone Change is consistent with the General Plan.

ANALYSIS:

The applicant (City) is requesting approval of a General Plan Amendment, Zone Change, Zoning Text Amendment and adopt the New Bell District Specific Plan (NBDSP).

New Bell District Specific Plan

The NBDSP envisions the Plan Area as a walkable hub at the heart of the City of Bell, featuring a mix of commercial and residential uses and an enhanced public realm full of landscaping. To achieve this vision, the specific plan includes a land use map that incorporates land use districts and overlays that specify permitted uses, densities and

design standards. A full list of permitted uses can be found on page 25 of the NBDSP. The land use districts and overlays are summarized below:

> The Mixed-Use districts (MU-2) and (MU-3) permit residential and commercial uses. The MU-3 district is the most intense land use district with the goal of creating a walkable commercial environment with potential for residential uses above and/or behind a commercial frontage. Commercial uses are required on the ground floor, near the property line, to activate the street frontage. This district radiates from the intersection of Atlantic Avenue and Gage Avenue. The MU-2 district is similar in permitted uses but is more flexible and permits 100% residential, commercial, and mixed-use development. Compared to the MU-3 district, the MU-2 district permits some surface level parking and residential uses along street frontages. The MU-2 district is mostly located along Atlantic Avenue and Sparingly along Gage Avenue.
>
> The Public Facilities district (PF) provides regulations for public facilities. Development standards are flexible and specified through the Conditional Use Permit process.
>
> The Housing Element Site Overlay district permits 100% residential uses and requires that residential uses occupy a minimum of 50% of the total floor area of mixed-use projects. It also permits by-right development of housing projects that have designated at least 20% of their units as affordable to low-income households. Applicants who seek a density bonus, incentive, or concession for a housing development are required to comply with State Law. However, the NBDSP permits a ministerial review process for 100% affordable projects. These projects would automatically qualify for five on-menu concessions that permit an additional story of height, up to 35% additional FAR, an exemption from the minimum unit size requirement, up to a 20% decrease in the open space requirement, and an alternative to the transitional height requirement.
>
> The Drive Through Overlay district permits drive-throughs subject to a Conditional Use Permit. To promote a pedestrian friendly environment within the core of the NBDSP area, drive throughs are only permitted within sites in the Drive Through Overlay district. Each parcel or shopping center within the Drive Through Overlay district is limited to one drive-through operation.

Density and Intensity

Both the MU-2 and MU-3 districts would permit a maximum residential density of 60 du/ac and a maximum Floor Area Ratio (FAR) of 2.5. A maximum of 3.25 FAR is achievable with a density bonus. Table 2 below provides a development summary that includes the existing condition and what would be permitted based on the proposed in the New Bell District Specific Plan. In summary, the proposed plan would permit a total of 957 residential units (873,317 sf), 584 residential units (555,110 sf) more than the existing condition, while reducing the available area for non-residential uses by 34,784 square feet (24,333 square feet of commercial uses, 8,000 square feet of hotel rooms, and 2,451 square feet of civic uses). The table below compares the existing conditions with the anticipated residential and non-residential development within the Plan Area:

Proposed Plan Development Summary

Land Use Category	Existing Conditions	NBDSP Development Changes	Future Under the NBDSP
Residential (units)	373	584	957
Residential (sf)	317,207	556,110	873,317
Commercial (sf)	786,546	-24,333	762,213
Civic (sf)	36,580	-2,451	34,129
Hotel (rooms)	20	-20	0
Hotel (sf)	8,000	-8,000	0
Total	1,148,726	521,326	1,670,616
Source: The Arroyo Group, 2024 (assumes an average housing unit size of 800 square and 400 square feet for hotel rooms)			

Overall, the NBDSP increases the overall development in the area by approximately 521,326 square feet. To ensure a balance between the built environment and open space, the NBDSP includes minimum dwelling unit sizes and open space requirements for new development.

The proposed land uses in the NBDSP integrates commercial and residential uses to encourage a walkable and bicycle-friendly environment oriented towards activating outdoor spaces, patronizing retail stores and services, and minimizing vehicular travel. While the proposed plan reduces the area for commercial and civic uses, it would increase the residential density and create a mixed-use walkable district that attracts new residents, businesses, and patrons.

Height

The maximum height for primary structures is 55 feet or 4 stories, whichever is less, within the MU-2 and the majority of the MU-3 district. Height may be increased to 65 feet or 5 stories, whichever is less, within the MU-3 district for a few properties between the alley south of Gage Avenue and Bell Place on the west side of Atlantic Avenue.

The NBDSP establishes additional height standards that require new development along Atlantic Avenue to step back from the street frontage. The standards limit the height of the building within the first 15 feet of the street-facing property line to 25 feet. This design requirement reduces the visual and physical impacts of taller buildings on the pedestrian environment and helps to maintain a comfortable human scale at the sidewalk level. Additionally, new developments are required to match the height of existing, adjoining buildings, up to 25 feet maximum for consistency.

In addition, transitional height standards are applied to properties that abut Woodward Avenue and adjacent single family residential neighborhoods. These standards reduce building mass at shared property lines to reduce potential impacts such as loss of privacy and appear cohesive in design. Together, these requirements ensure that new development transitions appropriately to surrounding neighborhoods while supporting a more walkable and attractive environment.

Building Location and Active Frontage

The NBDSP introduces new standards designed to create more attractive and pedestrian-friendly street frontages. Building location standards require structures to be sited close to the lot frontage to activate the streetscape rather than lining street frontages with large parking lots. New active frontage requirements further ensure that the majority of building frontages include commercial uses or ground floor residential spaces, which contribute to an engaging and lively public realm. The NBDSP also establishes vehicle access and parking standards that regulate the placement of off-street parking areas and control the number and location of driveways and curb cuts. Additional landscaping standards are introduced to soften the appearance of parking areas and provide shade. Collectively, these requirements direct new development to prioritize buildings along the street edge with parking located behind buildings, which reduces visual impacts from large surface lots, minimizes conflicts between vehicles and pedestrians, and enhances the overall experience for both drivers passing through and pedestrians walking along the corridor.

Design Guidelines

The NBDSP includes design standards and guidelines as well as examples of designs tied to land use districts to create an active, pedestrian-oriented, human-scaled commercial and mixed-use plan area. Separate design standards are included for the MU-3 district, the MU-2 district and properties on Woodward and Clarkson Avenue. Separate design standards and guidelines are included for signage. The intent of the MU-3 district guidelines is to create a continuous line of storefronts along Atlantic and Gage Avenue for the pedestrian experience at the center of Bell. While the intent of the MU-2 district guidelines are similar to the MU-3 district, they allow for more flexibility in design based on use of the type of active frontage. Woodward and Clarkson Avenue guidelines consider the existing neighborhood design and directs new development to complement the existing condition.

Generally, the guidelines provide direction for the architectural style, materials, finishes, and color, building modulation and articulation, building façade elements, and transparency related to the context of the location of the property. The NBDSP accounts for existing conditions around the Plan Area and provides guidelines for compatible design to ensure that redeveloped areas are cohesive with the existing neighborhood design.

Parking and Alternative Transportation

The Plan Area includes three shopping centers with large surface parking lots, each providing 200 to 330 parking spaces. According to the NBDSP, these parking lots are typically underutilized with occupancy at approximately 35-55% during peak weekend conditions. Street parking ranges from approximately 40-70% utilized with the highest parking utilization between Gage Avenue and Brompton Avenue. At full buildout, the NBDSP is estimated to reduce the total amount of parking spaces by about 108 spaces with new development and therefore increasing the parking demand. Based on estimates using the Institute of Transportation Engineers Parking General, future parking demand by future non-residential uses is estimated to exceed the available parking by approximately 140-170 spaces. To address this, the plan allows construction of a two- to

three-story parking structure. The NBDSP identifies the southeast corner of Atlantic Avenue and Gage Avenue, as a potential location for the parking structure.

Actual demand, however, may be lower than these projections because Bell residents make frequent use of public transit and other alternative transportation options that would be made available through the new bicycle lanes, consistent with the City's Bicycle Master Plan, proposed in the NBDSP. The NBDSP prioritizes transit access by protecting all existing stops and requiring new private developments to accommodate them through added setbacks and strategically located building entrances.

The Plan Area is at the center of the City, within a one-mile radius, or a five-to-seven-minute bike ride, of the majority of the City's residents. The Specific Plan builds on the City's Bicycle Master Plan by emphasizing quiet cycling routes off Atlantic, Gage and Florence Avenues, with key connectors allowing cyclists to access their destinations on the major corridors. The NBDSP requires bicycle parking in plazas, open spaces, and linear parks for short term parking as well as long-term, secure bicycle parking in residential developments at a one space per four-unit ratio.

Public Realm and Open Space

The NBDSP analyzes multiple street sections throughout the Plan Area and includes enhancements to provide more shade, increase sidewalk width, and connect open spaces, catering to an enhanced pedestrian experience. A publicly accessible network of tree lined streets, landscaped passthroughs, and linear parks run through the NBDSP area and connect it to the existing Treder Park. The NBDSP identifies a variety of programming opportunities such as activities, events and public amenities, that can activate open spaces throughout the Plan Area. Examples of the programming opportunities are listed below:

Open Space Programming Opportunities	
Activities	Outdoor dining, shopping, entertainment, dog-friendly activities, remote working, recreational activities
Events	Farmers markets, seasonal events, art shows, food/tasting events, outdoor movie nights, cultural programs, fairs, a 5k run
Amenities	Public art, public wifi, interactive features, outdoor seating

Both common and private open space are required for each residential unit. Additionally, sites larger than 20,000 square feet along Atlantic Avenue that are limited to commercial uses are required to provide a minimum of 2,500 square feet of public open space in the plan area. Per the NBDSP, the City may also grant additional height or density if open space consistent with the Specific Plan Vision or provides a significant public benefit is provided, subject to City approval.

In addition to open space, NBDSP highlights spaces for gateway monument signs and standards for consistent wayfinding signage throughout the plan area to create a sense of place.

Infrastructure and Utilities

The NBDSP evaluates the existing conditions and future utility needs in the Plan Area. It identifies infrastructure goals and policies for water resources and stormwater management.

Potable Water – No capacity issues currently. However, with future development, there could be issues at chokepoints within the City, where smaller pipe sizes meet larger pipe sizes. Developments near these areas would coordinate with the City of Bell to evaluate the system and necessary upgrades. The NBDSP also identifies the north-west portion of the Plan Area as the likely areas that will need potable water infrastructure upgrades.

Sewer – Based on the City of Bell Sanitary Sewer Master Plan (SSMP) a portion of the Plan Area was among four designated areas within the City that required sanitary sewer upgrades. Sites in the northwest portion of the Plan Area, specifically along Atlantic Avenue, East Gage Avenue, King Avenue, and East Florence Avenue are noted as areas with pipes that may need to be upsized in the future. The NBDSP identifies water conservation and on-site reuse as a tool to reduce the impact on the existing sanitary sewer system.

Stormwater and Hydrology – The Plan Area is generally flat with a few intersections at lower elevations. Stormwater typically collects at the intersection of Atlantic Avenue and East Gage Avenue, as well as portions of Atlantic Avenue. The NBDSP discusses the incorporation of green infrastructure to slow, collect, treat, and reuse stormwater runoff. Green infrastructure would provide additional stormwater capacity before water enters the stormwater system while treating the water and allowing the water to infiltrate into the ground. Pine Avenue, Clarkson Avenue, and East Gage Avenue are identified as areas that can accommodate linear bioretention areas, while intersections along Atlantic Avenue are called out as areas that can accommodate bulb-out crossings.

Electricity, Natural Gas and Internet – The NBDSP notes that the City should prioritize and provide incentives for the production of renewable energy at both the building and district scale within the Plan Area. Areas that can accommodate this are surface parking lots, rooftops, alleyways, and road medians. Additionally, the NBDSP notes that it should explore conversion to electricity where viable. It includes diesel generators to electric batteries, the bus network to electric buses, and the electrification of buildings. The NBDSP also identifies an opportunity to improve internet services across the Plan Area.

Implementation

The implementation of the NBDSP is a coordinated effort between City Departments. The NBDSP identifies the primary driver of implementation as the Community Development Department, in coordination with the Public Works Department and other departments, under the supervision of the City Manager's office. The Plan Area includes seven (7) City-owned parcels, the redevelopment of which is critical to the implementation of the plan because it would demonstrate market viability. Additionally, since the parcels are City-

owned, the City can drive the redevelopment process to ensure a quality product that fits the vision of the Specific Plan.

Given the public realm and infrastructure recommendations included in the NBDSP, funding will be a large driving factor for implementation. The Capital Improvements Program includes 18 infrastructure projects with potential funding sources to fully implement the Specific Plan's public realm and infrastructure recommendations. Additional funding sources listed include establishing a parking authority, conditioning upgrades to infrastructure during the entitlement process, requiring development impact fees, affordable housing grants, transportation funds, open space grants, Special District Assessment, establishing community facilities districts and parking benefit districts, public land development proceeds, and business improvement districts.

General Plan Amendment and Zone Change

The applicant (City) has requested to amend the General Plan to add a Specific Plan land use designation and change the land use designation of the plan area to Specific Plan (SP). The land use designation would permit mixed use, including residential, commercial, open space and public uses. The proposed General Plan Amendment text is attached as Attachment 3.

The zone change of the Plan Area to New Bell District Specific Plan (NBDSP) would implement design guidelines that allow for the development of a business friendly, walkable area at the heart of the City. The NBDSP promotes high quality design, activated streetscapes, outdoor spaces and encourages walking and other modes ofa alternative travel. The NBDSP is consistent with the goals and policies of the General Plan.

Proposed Zoning Text Amendment

The proposed zoning text amendment adds BMC Chapter 17.45 and amends BMC Section 17.12.010 and 17.54.010. The zoning text amendments would establish a chapter for adopted specific plans, add the New Bell District Specific Plan Zone (NBDSP) as a designated Zone, and clarify that ADUs are subject to base, overlay, and specific plan zoning regulations. The proposed code amendments can be found in the draft ordinance (Attachment 2). With the aforementioned General Plan Amendment, the NBDSP zone will be consistent with the General Plan.

California Environmental Quality Act

Pursuant to the California Environmental Quality Act (CEQA), a draft initial study and mitigated negative declaration (Draft IS/MND) was prepared for the project and available for a 30-day public review period from July 16, 2025 until August 14, 2025. The Draft IS/MND (Attachment 6) analyzed environmental topics with supporting technical studies including, but not limited to, cultural resources, geotechnical conditions, hazardous materials, transportation and traffic, air quality, greenhouse gas emissions, energy, noise, and water supply. All project impacts would be less than significant, in some cases with mitigation incorporated.

One comment letter was received during the 30-day public review period and responses to comments are included in the Final IS/MND (Attachment 7). The Final IS/MND also

includes an errata to the draft IS/MND incorporating text changes resulting from public comments on the Draft IS/MND and additional information received during the public review period. None of the responses to comments or revisions made in the IS/MND constitutes significant new information requiring recirculation of the IS/MND for further public comment under CEQA Guidelines Section 15088.5. None of the information or material included in the Final IS/MND indicates that the project will result in a new significant environmental impact not previously disclosed in the Draft IS/MND. Additionally, none of this information or material indicates that there would be a substantial increase in the severity of a previously identified environmental impact that will not be mitigated, or that there would be any of the other circumstances requiring recirculation.

Mitigation Measures

A Mitigated Monitoring and Reporting Program (MMRP) has been prepared for the Specific Plan. The MMRP contains eight (8) mitigation measures covering six (6) environmental impact categories including Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Noise and Tribal Cultural Resources. With the incorporation of mitigation measures, the identified potentially significant environmental impacts would be reduced to less than significant levels.

PUBLIC COMMENT

The public hearing notice for the November 5, 2025, Planning Commission meeting was published in Press Telegram on October 16, 2025, and the Community Development Department mailed a notice of public hearing to property owners within 300 feet of the project site, inclusive of all the properties within the NBDSP area.

Staff received one letter in opposition which has been included as part of Attachment No. 8 to this report. Any other comments received after the completion of the staff report will be presented to the Planning Commission during the public hearing. Since the initial public hearing in November, staff has received additional comment letters, which have been included under Attachment No. 3.

RECOMMENDATION

Based on the evidence presented, Staff recommends that the Planning Commission adopt a resolution, recommending the City Council to take the following actions to approve and adopt the New Bell District Specific Plan:

1. Adopt a resolution to:
    a. Find that there is no substantial evidence that the project will have a significant effect on the environment, adopt the Initial Study/Mitigated Negative Declaration, and approve the Mitigation Monitoring and Reporting Program
    b. Approve General Plan Amendment GPA 2025-01 to add a Mixed-Use land use designation and change the land use designation of the properties within the Plan Area to Mixed Use (MU).

2. Read by title only, waive further reading, and adopt Resolution 2025-07PC titled:

   A RESOLUTION OF THE CITY OF BELL PLANNING COMMISSION RECOMMENDING THAT THE CITY COUNCIL APPROVE GENERAL PLAN AMENDMENT (GPA 2025-01), ZONING TEXT AMENDMENT (ZTA 2025-02), ZONE CHANGE (ZC 2025-01) TO ESTABLISH THE MIXED-USE LAND USE DESIGNATION, ADD BELL MUNICIPAL CODE CHAPTER 17.45 SPECIFIC PLAN ZONES AND AMEND BELL MUNICIPAL CODE CHAPTERS 17.12.010 DESIGNATION OF ZONES AND 17.54.010 PURPOSE, TO ESTABLISH THE NEW BELL DISTRICT SPECIFIC PLAN ZONE, AMEND THE ZONING MAP TO REZONE THE PROPERTIES WITHIN THE PLAN AREA TO NEW BELL DISTRICT SPECIFIC PLAN, ADOPT THE ENVIRONMENTAL FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT AND THE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION (SCH# 2025070680), AND APPROVE THE MITIGATION MONITORING AND REPORTING PROGRAM

ATTACHMENTS:

1. Resolution 2025-07PC
2. Draft Ordinance (Exhibit E to the Resolution)
3. Draft General Plan Amendment (Exhibit B to the Resolution)
4. New Bell District Specific Plan
5. Public Outreach Summary
6. IS/MND for the New Bell District Specific Plan (Exhibit A to the Resolution)
7. Final IS/MND for the New Bell District Specific Plan (Exhibit A to the Resolution)
8. Response Letter

ATTACHMENT – 1

RESOLUTION NO. 2025-07PC

A RESOLUTION OF THE CITY OF BELL PLANNING COMMISSION RECOMMENDING THAT THE CITY COUNCIL APPROVE GENERAL PLAN AMENDMENT (GPA 2025-01), ZONING TEXT AMENDMENT (ZTA 2025-02), ZONE CHANGE (ZC 2025-01) TO ESTABLISH THE MIXED-USE LAND USE DESIGNATION, ADD BELL MUNICIPAL CODE CHAPTER 17.45 SPECIFIC PLAN ZONES AND AMEND BELL MUNICIPAL CODE CHAPTERS 17.12.010 DESIGNATION OF ZONES AND 17.54.010 PURPOSE, TO ESTABLISH THE NEW BELL DISTRICT SPECIFIC PLAN ZONE, AMEND THE ZONING MAP TO REZONE THE PROPERTIES WITHIN THE PLAN AREA TO NEW BELL DISTRICT SPECIFIC PLAN, ADOPT THE ENVIRONMENTAL FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT AND THE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION (SCH# 2025070680), AND APPROVE THE MITIGATION MONITORING AND REPORTING PROGRAM

WHEREAS, the City (the "Applicant") has filed an application requesting approval of General Plan Amendment (GPA 2025-01), Zoning Text Amendment (ZTA 2025-02), and Zone Change ZC (2025-01), described herein ("Application") to establish the New Bell District Specific Plan (NBDSP) in an approximately 84.3-acre area located at the center of the City of Bell, predominantly along Atlantic Avenue and East Gage Avenue in the City of Bell California ("Plan Area"); and

WHEREAS, once the City adopts its general plan, it may prepare specific plans for the systematic implementation of the general plan for all or a part of the area covered by the general plan pursuant to Government Code Section 65450; and

WHEREAS, pursuant to Government Code Section 65454, a specific plan must be consistent with the City's general plan; and

WHEREAS, the Applicant requests approval of a general plan amendment, to add a Specific Plan land use designation and change the land use designation of the properties within the Plan Area to Mixed-Use. Pursuant to the California Government Code Sections 65350 through 65355, the City Council, following a recommendation from the Planning Commission, is authorized to adopt or amend its General Plan; and

WHEREAS, the Applicant requests approval of a Zoning Text Amendment to establish Chapter 17.45 of the Bell Municipal Code for Specific Plans and amend Chapters 17.12 and 17.54 of the Bell Municipal Code to create the New Bell District Specific Plan (NBDSP) zone. Pursuant to BMC Section 17.104, a Zoning Text Amendment shall be approved if the City Council, upon recommendation of the Planning Commission, finds that the Zone Change is consistent with the General Plan; and

WHEREAS, the Applicant requests approval of a Zone Change, to rezone the properties within the Plan Area to New Bell District Specific Plan (NBDSP). Pursuant to BMC Section 17.104, a Zone Change shall be approved if the City Council, upon recommendation of the Planning Commission, finds that the Zone Change is consistent with the General Plan; and

WHEREAS, City staff reviewed the project's environmental impacts under the California Environmental Quality Act (California Public Resources Code §§ 21000, *et seq.*, "CEQA") and the regulations promulgated thereunder (14 California Code of Regulations §§ 15000, *et seq.*, the "CEQA Guidelines") and the City, as the Lead Agency, prepared an Initial Study, and determined that with the incorporation of mitigation measures, there is no substantial evidence that the project will have a significant effect on the environment; and

WHEREAS, the City has analyzed the project and has prepared a Mitigated Negative Declaration ("MND"). The MND was circulated for public review for 30 days from July 16, 2025 to August 14, 2025 and received one written comment letter; and

WHEREAS, the City has prepared a Final MND which consists of the Draft MND, comments received on the Draft MND, responses to those comments, and revisions to the Draft MND made in response to comments received; and

WHEREAS, notice of the Planning Commission public hearing on November 5, 2025 was published in compliance with State law in a local newspaper of general circulation. In addition, a public notice was mailed 20 days in advance of the hearing to each property owner, occupants and resident within a 300-foot radius of the Plan Area, indicating the date and time of the public hearing for GPA 2025-01, ZTA 2025-02, and ZC 2025-01 in accordance with California Government Code 65091; and

WHEREAS, on November 5, 2025 the Planning Commission held a public hearing to receive public testimony and other evidence regarding the Application, including without limitation, information provided to the Planning Commission by City staff and public testimony, at which time, the public hearing was continued to the December 3, 2025 Planning Commission meeting; and

WHEREAS, on December 3, 2025 the Planning Commission resumed the public hearing and received public testimony regarding the Application, including without limitation, information provided to the Planning Commission by City staff and public testimony, at which time, the public hearing was continued to the January 7, 2026 Planning Commission Meeting; and

WHEREAS, on January 7, 2026, the Planning Commission resumed the public hearing and received public testimony and other evidence regarding the Application, including without limitation, information provided to the Planning Commission by City staff; and

WHEREAS, this Resolution and its findings are made based upon evidence presented to the Commission at its public hearing including, without limitation, the staff report submitted by the Community Development Department and not based solely on information provided in this resolution; and

WHEREAS, all legal prerequisites to the adoption of this Resolution have been met**.**

NOW, THEREFORE, THE PLANNING COMMISSION DOES HEREBY FIND, DETERMINE AND DECLARE AS FOLLOWS:

SECTION 1. All of the facts set forth in the recitals are true and correct and are incorporated herein by reference.

SECTION 2. Based upon substantial evidence presented to this Planning Commission during the public hearing conducted with regard to the Application, including written staff reports and verbal testimony, the Planning Commission hereby specifically finds as follows:

General Plan Amendment

A. The General Plan contains a thorough inventory, assessment, and analysis of social, physical, and economic issues related to the long-range development of the community. The proposed General Plan Amendment adds a Mixed-Use land use designation and is not detrimental to the public health, safety, and welfare of the community. It will provide new opportunities for housing, improve the economic development of the Plan Area and enhance the public realm with a vibrant, walkable streetscape.

Zoning Text Amendment

A. The proposed Zoning Text Amendment adds a new chapter for procedures and regulations for Specific Plans, and establishes the New Bell District Specific Plan Zone. The Planning Commission recommends that the City Council find that the proposed amendments are in compliance with the Bell Municipal Code and the Bell General Plan goals, policies and objectives by providing additional opportunities for housing development, revitalization of local-serving commercial uses, The proposed zoning designation of New Bell District Specific Plan is consistent with the Mixed-Use land use designation.

B. The proposed Zoning Text Amendment would allow for consistency in zoning for the entire Plan Area and facilitate the revitalization of the Plan Area. The Planning Commission further recommends that the City Council find the proposed Zoning Text Amendment will be in the public interest and reflects the contemplated land uses of the property.

Zone Change

A. The Plan complies with the requirements of California Government Code Section 65451 in that the Plan does specify in detail:
    a. The distribution, location, and extent of the uses of land, including open space, within the area covered by the Plan (the Property).
    b. The proposed distribution, location, extent, and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy and other essential facilities proposed to be located within the area covered by the Plan and needed to support the land uses as described in the Plan;
    c. Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable;
    d. A program of implementation measures including regulations, programs, public works projects and financing measures necessary to carry out the above; and
    e. A statement of the relationship of the Specific Plan to the General Plan.

B. The proposed project would revitalize underutilized parcels, increase commercial activity, ensure consistency with adjacent properties, and activate the streetscape. The proposed zoning designation of New Bell District Specific Plan is consistent with the proposed Mixed-Use general plan land use designation.

C. The proposed Zone Change will be in the public interest and reflects the contemplated land uses of the property. The New Bell District Specific Plan would increase the density and intensity of the area to create housing opportunities and The zone change would allow for consistency between the zoning and General Plan land use designation of the Plan Area, and facilitate the redevelopment one of the City's main thoroughfares.

SECTION 3. The Planning Commission, on the basis of the whole record before it, that the proposed project, as mitigated pursuant to Initial Study/Mitigated Negative Declaration, Final Initial Study/Mitigated Negative Declaration and the Mitigation Monitoring and Reporting Program ("MMRP") for the project, which are available for public review at the City of Bell Planning Counter at 6330 Pine Avenue, Bell, CA 90201 and attached hereto as Exhibit "A", will not have a significant effect on the environment. The MND and MMRP, were prepared, processed, and noticed in accordance with CEQA. The City provided a 30-day public review period for the draft MND as required by CEQA. One (1) Public comment letter was received during the public review period and responses to comments are included in the Final IS/MND. An Errata to the Draft IS/MND incorporating text changes resulting from public comments on the Draft IS/MND and additional information received during the public review period. These changes do not affect the Draft IS/MND's overall conclusions, rather, provide clarification, amplification, and/or insignificant modifications. All potential environmental impacts of the proposed project, as assessed and mitigated pursuant to the MND and MMRP and the project conditions of approval, will be mitigated to the maximum extent feasible and below a level of significance.

SECTION 4. The Planning Commission recommends to the City Council of the City of Bell approval of GPA 2025-01 amending the General Plan to reflect the changes contained in Exhibit "B" and General Plan Land Use Map to reflect changes contained in Exhibit "C" and "D", ZTA 2025-02 establishing the New Bell District Specific Plan attached hereto in Exhibit "E" , and ZC 2025-01 amending the Zoning Map to reflect the changes in Exhibit "F" and Exhibit "G" attached to this Resolution.

SECTION 5. The Planning Commission further recommends that the City Council of the City of Bell adopt the Mitigated Negative Declaration for the New Bell District Specific Plan, authorize the filing of a Notice of Determination, and direct staff to file and make available for public review upon request, the New Bell District Specific Plan MND and documents incorporated therein, forming the record of decision, at the City of Bell Community Development Department at the Bell City Hall, located at 6330 Pine Avenue, Bell, California 90201.

SECTION 6. That the City Clerk shall certify the passage and adoption of this Resolution and enter it into the book of original Resolutions. The Resolution shall go into effect immediately upon its adoption.

PASSED, APPROVED, AND ADOPTED this 7th day of January 2026

_____

Luis Mesa, Chair

APPROVED AS TO FORM:

_____
Alexis Hall, Assistant City Attorney

CERTIFICATE OF ATTESTATION AND ORIGINALITY

I, Marisa Craft, Planning Commission Secretary of the City of Bell, do hereby certify that the foregoing **Resolution 2025-07PC** was adopted at a regular meeting of the Planning Commission of the City of Bell held on the 7Th day of January, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

_____
Marisa Craft,
Planning Commission Secretary

Exhibit "A"
Initial Study/Mitigated Negative Declaration, Final Initial Study/Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program

Attached to Staff Report as Attachment 6 and 7

Exhibit "B"
General Plan Amendment

Deletions shown as ~~strikethroughs~~; additions shown as *bold italics*

Land Use Element
Land Use Designations, page 38, second paragraph:
The Land Use and Sustainability Element contains two residential land use categories and a single category each for commercial, industrial, open space, ~~and~~ institutional ***and mixed-use***. In addition to the base land use designations, ~~two overlay designations are~~ ***the Emergency Housing Overlay Zone*** permits an expanded range of land use types for a selected area~~s~~ of the City. ~~The first is an Emergency Housing Overlay Zone and the second is the Mixed Use Overlay Zone.~~ The distribution of the land uses permitted under these land use designations is indicated in Table 2-4***6***. The individual land use categories, depicted in Exhibit 2-***5***~~6~~, are described below.

Land Use Designations, page 39, after "Institutional" bullet point, add new bullet:
Mixed-Use. This land use designation is intended for a combination of commercial, residential, residential/commercial mixed-use, open space and civic uses. Development may integrate these uses in either a vertical and/or horizontal configuration. Maximum FAR and residential densities are determined within individual specific plan areas.

Update Table 2-6, modifying the acreage and % area of land use designations as appropriate, and adding a new line:

Land Use Designation	Acres	% Area	Development Intensity Standard	Population Density Standard	Corresponding Zoning
Low Density Residential	~~65~~***63***	~~3.3%~~***3.8%***	20 units/acre	80 persons/acre	R-1
Medium Density Residential	~~530~~***529***	~~26.6%~~***31.5%***	30 units/acre	120 persons/acre	R-2, R-3, C-3R
Commercial	~~249~~***112***	~~12.5%~~***6.7%***	0.5:1.0 FAR		C-3, C-3R
Industrial	~~842~~***559***	~~42.3%~~.***33.3%***	1.0:1.0 FAR		C-3, CM, M, T
Public/Institutional	~~17~~***33***	~~8.5%~~***2.0%***			All Zones
Streets	~~289~~***305***	~~14.5%~~***18.2%***			
Open Space	***6***	***0.3%***			
Mixed-Use	***70***	***4.19%***	***Refer to Specific Plan***		***NBDSP***
Total	~~1,992~~***1677***	100%			

Exhibit 2-5

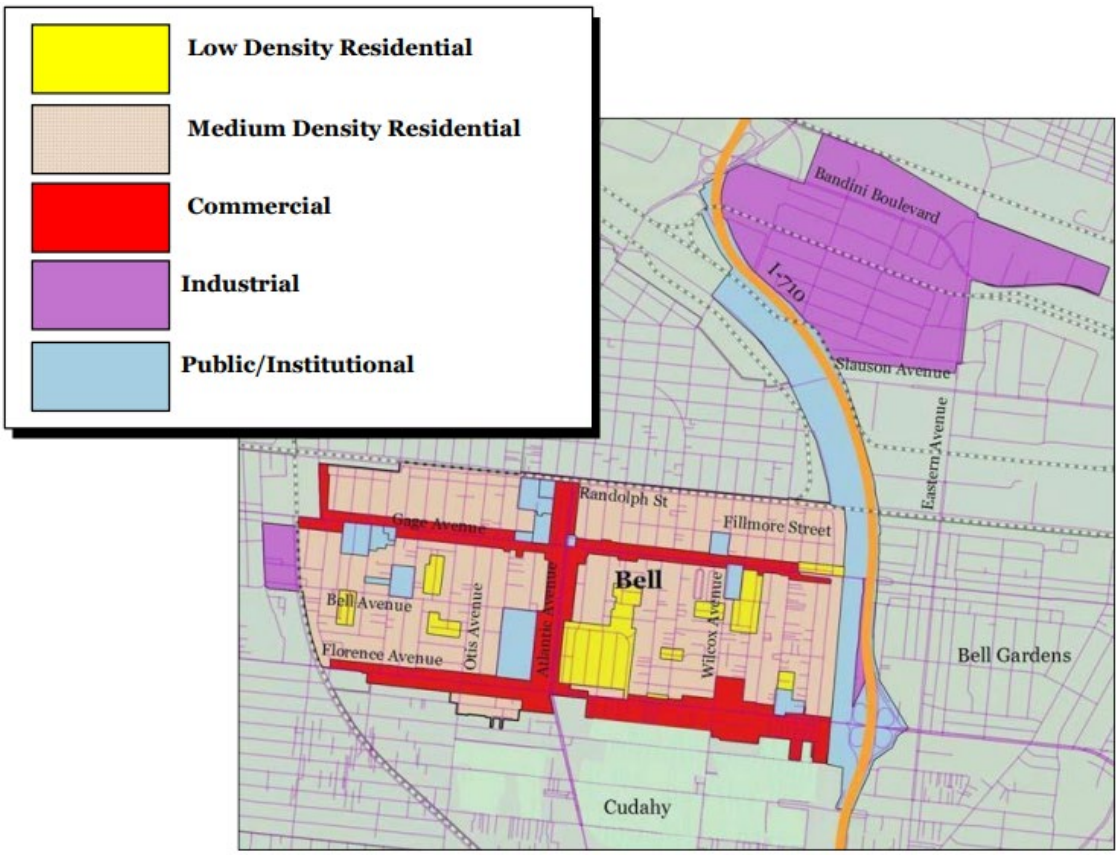
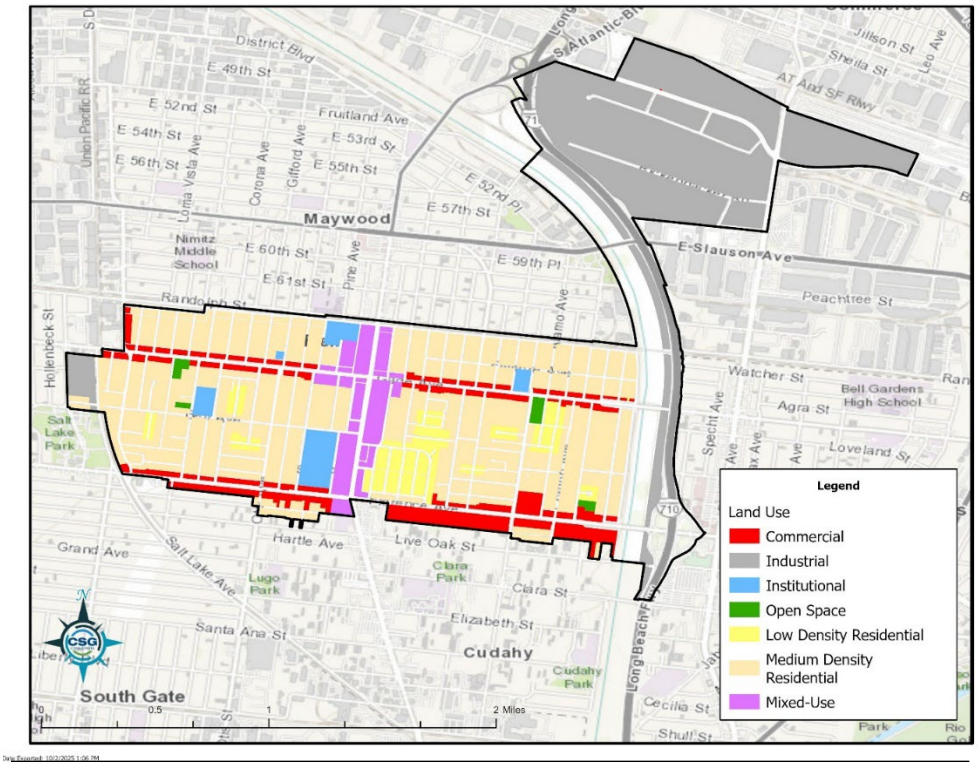


EXHIBIT 2-5 LAND USE PLAN


Legend
Land Use
Commercial
Industrial
Institutional
Open Space
Low Density Residential
Medium Density Residential
Mixed-Use
Maywood
Cudahy
South Gate
E-Slauson Ave
Fruitland Ave
Randolph St
Hartle Ave
Live Oak St
Clara St
Elizabeth St
Santa Ana St
Grand Ave
Salt Lake Ave
Peachtree St
Watcher St
Agra St
Loveland St
Bell Gardens High School
Nimitz Middle School
Salt Lake Park
Lugo Park
Clara Park
Cudahy Park
Long Beach Fwy
Union Pacific RR
Hollenbeck St
Loma Vista Ave
Corona Ave
Gifford Ave
Pine Ave
Specht Ave
Cecilia St
Shull St
Jillson St
Sheila St
AT And SF Rlwy
District Blvd
E 49th St
E 52nd St
E 54th St
E 56th St
E 53rd St
E 55th St
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E 60th St
E 61st St
E 59th Pl
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1
2 Miles

Exhibit "C"
Existing General Plan Land Use Map

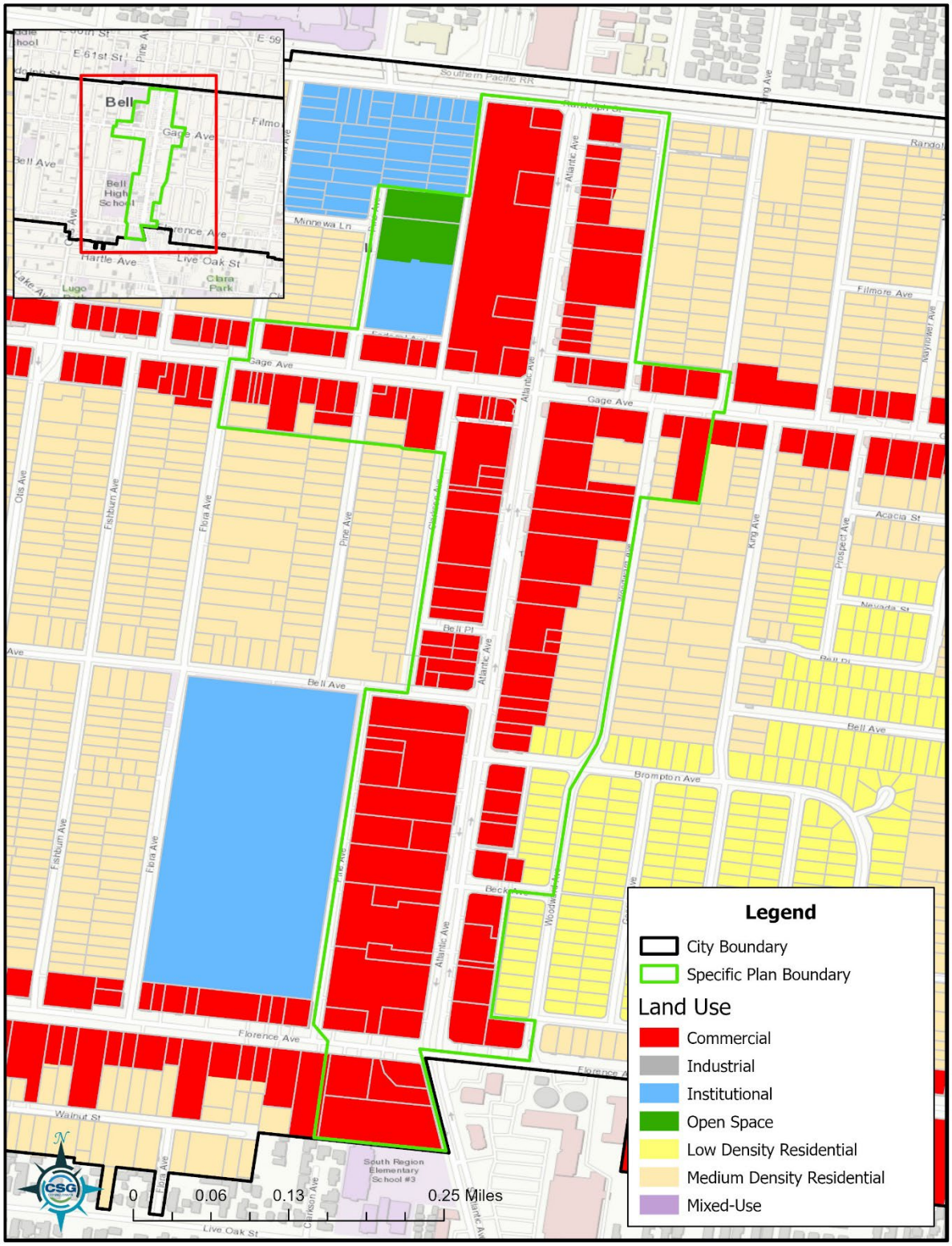

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Exhibit "D"
Proposed General Plan Land Use Map

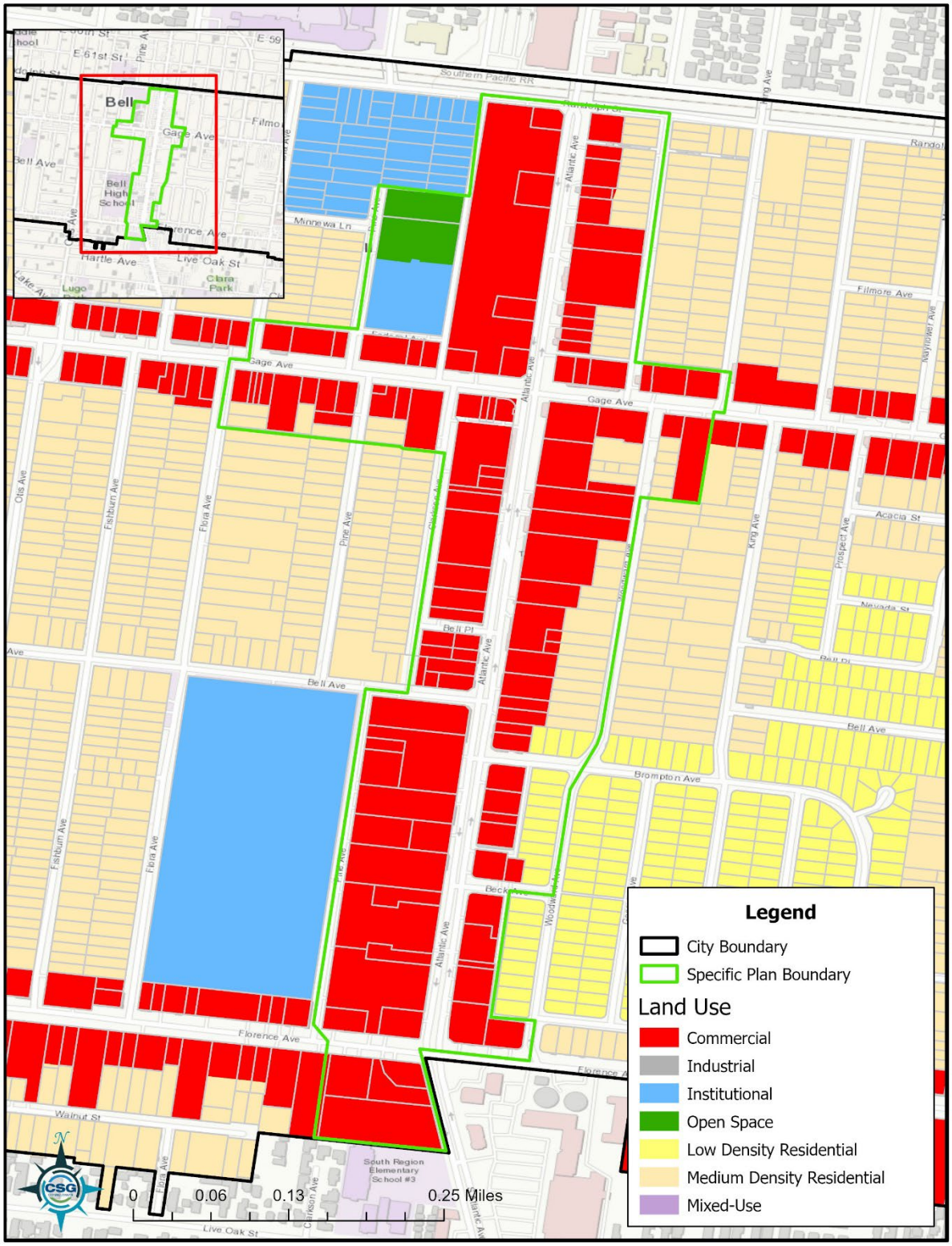

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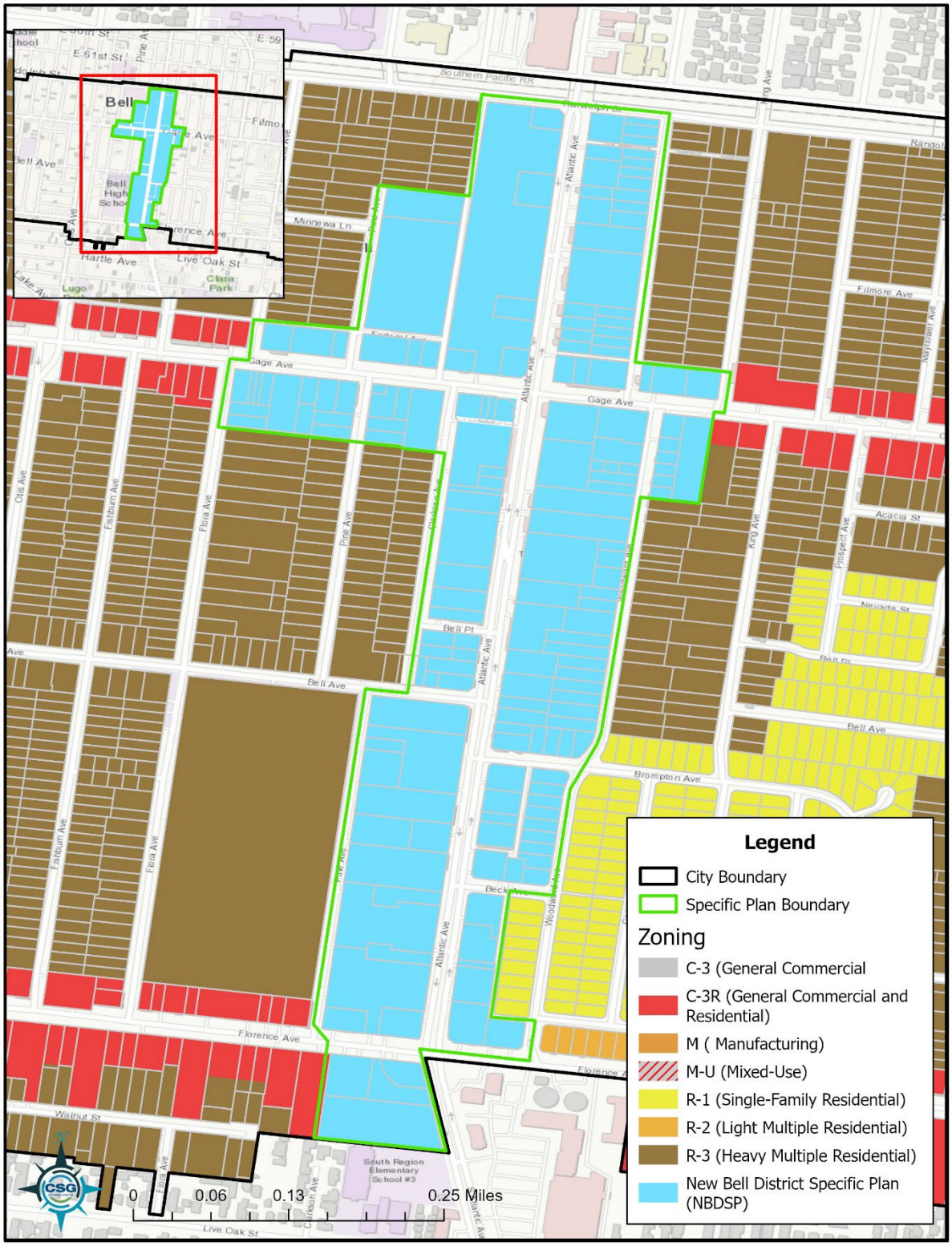
Exhibit "E"
Draft Ordinance

Attached to Staff Report as Attachment 2

Exhibit "F"
Existing Zoning Map

Date Exported: 10/21/2025 2:46 PM

Exhibit "G"
Proposed Zoning Map



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DRAFT ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF BELL, ADDING BELL MUNICIPAL CODE CHAPTER 17.45 SPECIFIC PLAN ZONES AND AMENDING BELL MUNICIPAL CODE SECTIONS 17.12.010 DESIGNATION OF ZONES, AND 17.54.010 PURPOSE AND TO ESTABLISH THE NEW BELL DISTRICT SPECIFIC PLAN ZONE

WHEREAS, the City (the "Applicant") has filed an application requesting approval of General Plan Amendment (GPA 2025-01), Zoning Text Amendment (ZTA 2025-01), and Zone Change ZC (2025-01), described herein ("Application") to establish the New Bell District Specific Plan ("NBDSP") in an approximately 84.3-acre area located at the center of the City of Bell, predominantly along Atlantic Avenue and East Gage Avenue in the City of Bell California ("Plan Area"); and

WHEREAS, Government Code Section 65450 allows for the adoption of a specific plan after the legislative body has adopted a General Plan, and the planning agency may, or if so directed by the legislative body, shall, prepare specific plans for the systematic implementation of the General Plan for all or part of the area covered by the General Plan. A specific plan may be adopted/amended per Government Code Section 65453; and

WHEREAS, pursuant to Government Code Section 65454, a specific plan must be consistent with the City's general plan; and

WHEREAS, the project will allow for the establishment of the New Bell District Specific Plan Zone. The Plan Area within the City is approximately 84.3 acres (0.1 square miles) in the heart of the City, primarily along Atlantic Avenue and East Gage Avenue; and

WHEREAS, the proposed Specific Plan will redesignate and rezone the Plan Area to the NBDSP which includes three (3) new districts and two (2) new overlay districts to encourage mixed use, pedestrian-friendly growth and foster the development of City-identified opportunity sites as well as the redevelopment of the existing corridor. The proposed Specific Plan also includes street improvements for vehicles, bicycles, and pedestrians; and

WHEREAS, City staff reviewed the project's environmental impacts under the California Environmental Quality Act (California Public Resources Code §§ 21000, et seq., "CEQA") and the regulations promulgated thereunder (14 California Code of Regulations §§ 15000, et seq., the "CEQA Guidelines") and the City, as the Lead Agency, prepared an Initial Study, and determined that with the incorporation of mitigation measures, there is no substantial evidence that the project will have a significant effect on the environment; and

WHEREAS, the City has analyzed the project and has prepared a Mitigated Negative Declaration (MND). The MND was circulated for public review for 30 days from July 16, 2025 to August 14, 2025 and received one written comment letter; and

WHEREAS, the City has prepared a Final MND which consists of the Draft MND, comments received on the Draft MND, responses to those comments, and revisions to the Draft MND made in response to comments received; and

WHEREAS, on November 5, 2025, the Planning Commission held a public hearing to receive testimony and other evidence regarding the proposed Zoning Code Amendment, including, without limitation, information provided to the Planning Commission by City staff and voted to continue the public hearing to the December 3, 2025 Planning Commission; and recommend that the City Council approve the Application; and

WHEREAS, on December 3, 2025, the Planning Commission resumed the public hearing and received public testimony and other evidence regarding the Application, including without limitation, information provided to the Planning Commission by City staff and public testimony; and

WHEREAS, on _____, 2025, the City Council held a public hearing to receive testimony and other evidence regarding the proposed Zoning Code Amendment, including, without limitation, information provided to the City Council by City staff; and

WHEREAS, all legal prerequisites to the adoption of this Ordinance have occurred.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF BELL DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1. All of the facts set forth in the recitals are true and correct and are incorporated herein by reference.

SECTION 2. Based on substantial evidence, both written and oral, from the public hearing, the City Council makes the following findings:

A. The proposed revisions to the Zoning code, as described below, are consistent with the goals and policies of the City's General Plan and are consistent with those provisions of the Zoning Code that will not be amended. Such General Plan goals and policies include, but are not limited to the following:

> Land Use and Sustainability Element Policy 1. The City of Bell shall promote development and land uses that are consistent with the General Plan that will address the current and future need of all of the residential and business sectors. The City shall ensure that future land uses will be in compliance with current zoning codes. The City's Zoning Code and map shall also be updated to ensure conformity with the General Plan.
>
> Land Use and Sustainability Element Policy 3. The City of Bell shall prevent incompatibility among land uses for the health and safety of occupants and the protection of property values. The City shall ensure all new development conforms with surrounding properties as a means to protect the health and safety of occupants and maintain property values.
>
> Housing Element 2021-2029 Program 23. Atlantic Avenue Specific Plan. The Atlantic Avenue corridor is the one remaining commercial corridor in the City where residential uses are not permitted (with the exception of the properties at 7020-7030 Atlantic Avenue, which are part of the Mixed-Use Overlay Zone). The City will develop an Atlantic Avenue Specific Plan which will define appropriate areas, standards, and densities for new housing along the corridor which will be permitted

by-right, at the same time balancing against the need for the City to preserve important commercial uses. A Program Environmental Impact Report will also be prepared in order to streamline future CEQA analyses.

B. The proposed revisions to the Zoning Code are consistent with state law.

C. The proposed revisions to the Zoning Code are in the interest of the public and are necessary to comply with state law.

SECTION 3. Section 17.12.010(A) of the BMC is hereby amended to add the following **(Deletions shown as ~~strikethroughs~~; additions shown as *bold italics*)**:

A. The following zones are established within the city, in order to carry out the purposes of this title.

R-1	(Single-Family Residential)
R-2	(Light Multiple Residential)
R-3	(Heavy Multiple Residential)
C-3R	(General Commercial and Residential)
C-3	(General Commercial)
C-M	(Commercial Manufacturing)
M	(Manufacturing)
T	(Transitional)
NBDSP	***(New Bell District Specific Plan)***

SECTION 4. Chapter 17.45 of the BMC is hereby added to read as follows **(Deletions shown as ~~strikethroughs~~; additions shown as *bold italics*)**:

Sections:
17.45.010 Purpose
17.45.020 Applicability
17.45.030 Adopted Specific Plans

17.45.010 Purpose

The purpose of this chapter is to identify all of the adopted specific plans that apply in the City of Bell and reference the regulations that apply.

17.45.020 Applicability

Once adopted, a specific plan shall govern all use and development of properties within the bounds of that specific plan.

A. Where a specific plan is silent regarding development standards, the provisions of this title shall govern. The Director shall have the authority to determine which provisions of this title apply where a specific plan is silent.

B. When a use is not specifically listed as permitted in the specific plan, the Director shall assign the land use or activity to a classification that is substantially similar in character. Land uses not listed in the specific plan as permitted or not found to be substantially like a permitted use are prohibited.

C. No discretionary entitlement applications or other permits may be approved, adopted, or amended within an area covered by a specific plan, unless found to be consistent with the adopted specific plan.

17.45.030 Adopted Specific Plans

The following is a list of the City's adopted specific plans. Each specific plan area is mapped on the official zoning map.

A. ***New Bell District Specific Plan. See the New Bell District Specific Plan on file with the City of Bell.***

SECTION 5. Section 17.54.010 of the BMC is hereby amended to add the following to read as follows **(Deletions shown as ~~strikethroughs~~; additions shown as *bold italics*)**:

17.54.010 Purpose.

The purpose of this chapter is to establish procedures and standards for the approval and creation of accessory dwelling units and junior accessory dwelling units in accordance with the requirements of California Government Code Section 65852.2 and 65852.22. ***Accessory dwelling units shall comply with all provisions of the base, overlay, or specific plan zone, except as modified by this chapter.***

SECTION 6. If any section, subsection, sentence, clause, or phrase of this ordinance is for any reason held to be invalid or unconstitutional by a decision of any court of competent jurisdiction, such decision will not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have passed this ordinance and each and every section, subsection, sentence, clause, or phrase not declared invalid or unconstitutional without regard to whether any portion of the ordinance would be subsequently declared invalid or unconstitutional.

SECTION 7. The City Council finds, on the basis of the whole record before it, that the MND and Mitigation Monitoring and Reporting Program ("MMRP") were prepared in compliance with CEQA and that there is no substantial evidence that the project will have a significant effect on the environment after the implementation of mitigation measures. The City Council further finds that the MND reflects the independent judgement and analysis of the City Council. Based on these findings, the Planning Commission recommends that the City Council adopt the MND and MMRP for the project. attached as Exhibit "A" of Resolution ____.

SECTION 8. The City has performed a preliminary environmental assessment of this project and, pursuant to CEQA Guidelines, section 15061(b)(3), the City Council finds and determines with certainty that there is no possibility that this project may have a significant effect on the environment. This is because this project is a purely legislative act, establishing procedural standards and requirements, and does not authorize any physical alterations to the environment. Therefore, this project is not subject to the California Environmental Quality Act.

SECTION 9. Effective Date. This ordinance shall be in full force and effect thirty (30) days after its final passage and adoption.

PASSED, APPROVED, AND ADOPTED at a regular meeting of the City Council of the City of Bell, California, this _____ day of_____, 2025.

CITY OF BELL

_____

Ali Saleh, Mayor

ATTEST:

_____

Angela Bustamante, City Clerk

APPROVED AS TO FORM:

_____

David Aleshire, City Attorney

CERTIFICATE OF ATTESTATION AND ORIGINALITY

I, Angela Bustamante, City Clerk of the City of Bell, hereby attest to and certify that the foregoing ordinance is the original ordinance adopted by the Bell City Council at its regular meeting held on the ____ day of _____ 2026, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
Angela Bustamante, City Clerk

ATTACHMENT - 3

Land Use Element

Land Use Designations, page 38, second paragraph:

The Land Use and Sustainability Element contains two residential land use categories and a single category each for commercial, industrial, open space, ~~and~~ institutional and mixed-use. In addition to the base land use designations, ~~two overlay designations are~~ the Emergency Housing Overlay Zone permits an expanded range of land use types for a selected area~~s~~ of the City. ~~The first is an Emergency Housing Overlay Zone and the second is the Mixed Use Overlay Zone.~~ The distribution of the land uses permitted under these land use designations is indicated in Table 2-~~4~~6. The individual land use categories, depicted in Exhibit 2-5~~6~~, are described below.

Land Use Designations, page 39, after "Institutional" bullet point, add new bullet:

Mixed-Use. This land use designation is intended for a combination of commercial, residential, residential/commercial mixed-use, open space and civic uses. Development may integrate these uses in either a vertical and/or horizontal configuration. Maximum FAR and residential densities are determined within individual specific plan areas.

Update Table 2-6, modifying the acreage and % area of land use designations as appropriate, and adding a new line:

Land Use Designation	Acres	% Area	Development Intensity Standard	Population Density Standard	Corresponding Zoning
Low Density Residential	~~65~~63	~~3.3%~~3.8%	20 units/acre	80 persons/acre	R-1
Medium Density Residential	~~530~~529	~~26.6%~~31.5 %	30 units/acre	120 persons/acre	R-2, R-3, C-3R
Commercial	~~249~~112	~~12.5%~~6.7%	0.5:1.0 FAR		C-3, C-3R
Industrial	~~842~~559	~~42.3%~~.33.3 %	1.0:1.0 FAR		C-3, CM, M, T
Public/Institutional	~~17~~33	~~8.5%~~2.0%			All Zones
Streets	~~289~~305	~~14.5%~~18.2 %			
Open Space	6	0.3%			
Mixed-Use	70	4.19%	Refer to Specific Plan		NBDSP
Total	~~1,992~~1677	100%			

Exhibit 2-5

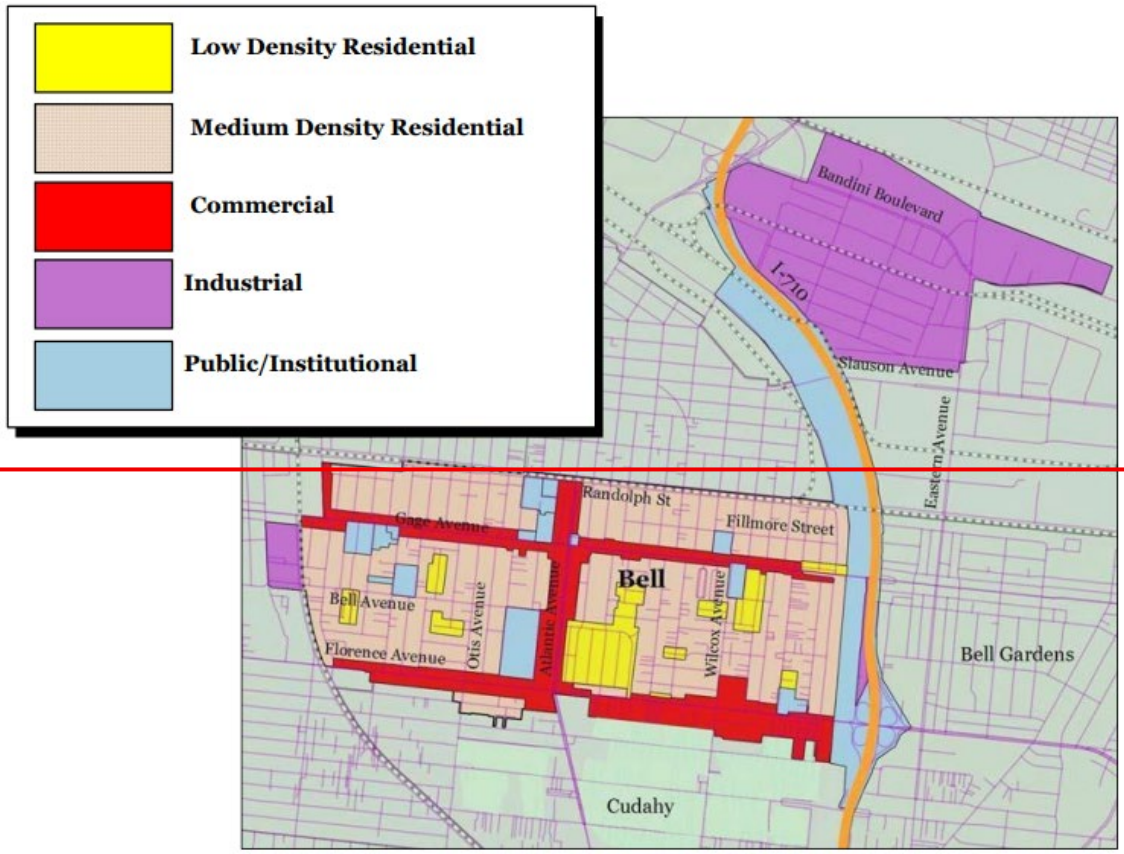
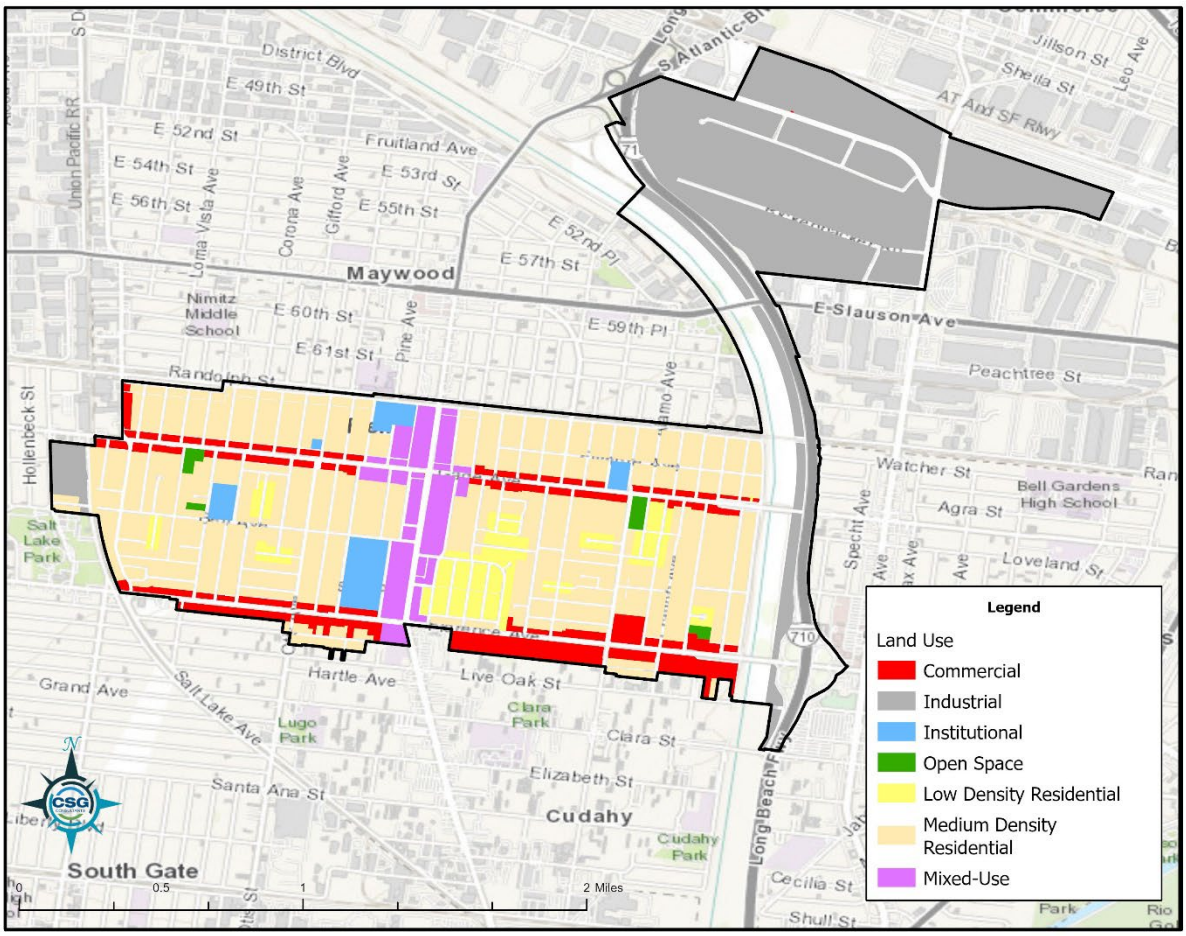


EXHIBIT 2-5 LAND USE PLAN


Legend
Land Use
Commercial
Industrial
Institutional
Open Space
Low Density Residential
Medium Density Residential
Mixed-Use
Maywood
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Cudahy
Nimitz Middle School
Salt Lake Park
Lugo Park
Clara Park
Cudahy Park
Bell Gardens High School
E Slauson Ave
Hollenbeck St
Salt Lake Ave
Long Beach Fwy
District Blvd
E 49th St
E 52nd St
E 54th St
E 56th St
Fruitland Ave
E 53rd St
E 55th St
E 57th St
E 52nd Pl
E 59th Pl
E 60th St
E 61st St
Randolph St
Pine Ave
Peachtree St
Watcher St
Agra St
Loveland St
Hartle Ave
Live Oak St
Clara St
Elizabeth St
Santa Ana St
Grand Ave
Cecilia St
Shull St
Jillson St
Sheila St
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CITY OF BELL

NEW BELL DISTRICT SPECIFIC PLAN

PUBLIC REVIEW DRAFT
OCTOBER 15, 2025

Acknowledgments:
Mayor (Ali Saleh)
Vice-Mayor (Monica Arroyo)
Councilmember (Ana Maria Quintana)
Councilmember (Alicia Romero)
Councilmember (Francis Flores)
Former Councilmember (Fidencio Joel Gallardo)
City Manager (Michael Antwine)
Interim Community Development Director (Guillermo Arreola)
Former Community Development Director (Manuel Acosta)
Senior Economic Development Specialist (Valentin Flores)
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The table below points readers of this Specific Plan to those chapters of the Plan that are most relevant to different subset of users including City staff, property owners, developers, community members, and more.

Key Specific Plan Chapters by User Group					
Chapter	Plan Adopting Authority or Community Member	Property Owner/Developer		Development Review Authortity (CD Director or Planning Commission)	City Operating Departments (non-planning)
		Major Site	Other		
1 (Vision and Introduction)	●	●	○	●	●
2 (Land Use)	○	●	●	●	○
3 (Public Realm)	○	●	○	●	●
4 (Infrastructure)	○	○	○	●	●
5 (Implementation)	●	○	○	○	●
● = More Relevant ○ = Less Relevant					

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Presents the master plan/vision and urban design framework for the New Bell District Specific Plan Area.

Ch 2: Land Use.....23

Presents regulatory standards for real estate development in the Specific Plan area. The standards regulate both the physical form and use of property.

Ch 3: Public Realm.....41

Contains design guidelines and regulatory standards for public right-of-way and publicly-accessible open spaces in the Specific Plan area.

Ch 4: Infrastructure.....63

Contains an analysis of the infrastructural needs of the area to accommodate the Specific Plan.

Ch 5: Implementation.....75

Highlights major activities that the City and community can undertake to realize the plan vision and identifies procedures and funding sources.

1. VISION AND INTRODUCTION

Atlantic Avenue - Existing Condition and Future Vision

VISION FOR THE NEW BELL DISTRICT

The New Bell District will be the City's primary gathering place and center for dining, shopping and urban living. It will be emblematic of the new chapter that has begun in Bell's history, reversing decades in which municipal government primarily looked out for itself, leaving the community to stagnate. Instead, the New Bell District will implement the commitment of Bell's new leadership to bring in investment and amenities into the City for the good of its residents, leading to opportunities for advancement, enjoyment and improving quality of life.

Along with the rest of the Southeast Los Angeles region, Bell is a working-class community. For many years, Bell residents who have attained greater success have relocated into other areas of Southern California due to the lack of quality amenities present in the community. Yet in doing so, they often trade away their ties to culture, community and place, and overlook the ways in which Bell residents and businesses are innovating today.

The New Bell District will bring together resources from within and outside the city to offer a variety of dining, shopping and entertainment experiences. From beloved Southern California staples to first-time entrepreneurs, from the traditional Mexican cuisines of the City's majority population to the fusion and global creations of its younger generation, the New Bell District will draw people from across the Southeast Los Angeles region, to experience the unique and authentic vibrancy of a downtown district that blends our community's history and future.

Additionally, the City's 2021-2029 Housing Element calls for the development of 229 new units of housing. The New Bell District will open up significant new housing opportunities along Atlantic Avenue (where housing was previously not permitted), providing a greater variety in housing choices and helping to alleviate the housing crisis. Housing is an important component to the financial feasibility of the vision.

Given the compact and walkable setting of the City, the New Bell District will be a pedestrian-friendly area which encourages exploration on foot for people of all ages, incomes and abilities. Comfortable sidewalks, mid-block crossings, street-facing storefronts, and new, activated open spaces will characterize the physical environment of the New Bell District, which is described in detail on the pages that follow.

NEW BELL DISTRICT FRAMEWORK

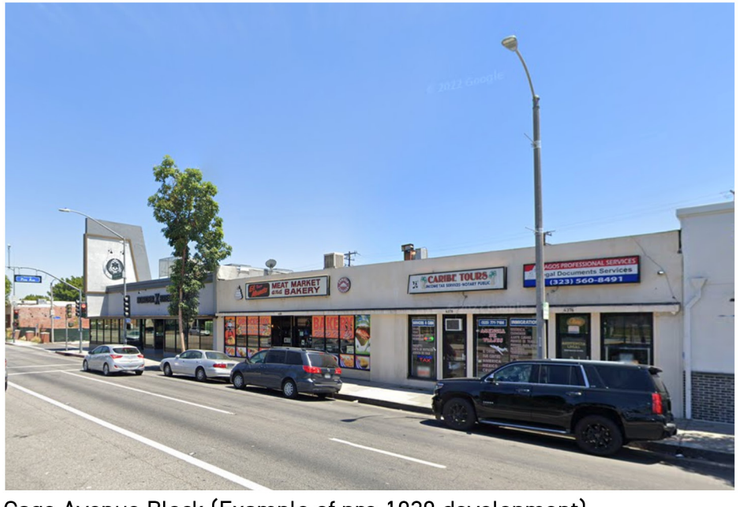
The New Bell District extends for one mile along Atlantic Avenue from the City's northern to southern border, and for five blocks along Gage Avenue between Flora Avenue and King Avenue. Included within the area are City Hall, the historic James George Bell House and three of the City's four major shopping centers: Bell Palm Plaza, Northgate Market, and CVS/O'Reilly's. Two schools, Bell High School and Nueva Vista Elementary School, are immediately adjacent to the west.

Gage Avenue is characterized by pre-1939 small commercial and mixed-use buildings which are aging but have good, pedestrian-friendly bones. Atlantic Avenue, on the other hand, was developed after the implementation of Euclidean zoning, which separated commercial from residential uses and over time imposed higher automobile parking requirements. Between the 1930s and 1950s, the street was filled with simple single-story commercial buildings with parking behind. After the 1960s, however, portions of the street became replaced with larger, automobile-oriented, multi-tenant shopping centers. All of these types of buildings have struggled somewhat in recent years due to lack of investment. Off Gage and Atlantic, streets are mostly characterized with small-scale multifamily and single-family residential uses in fair to excellent condition.

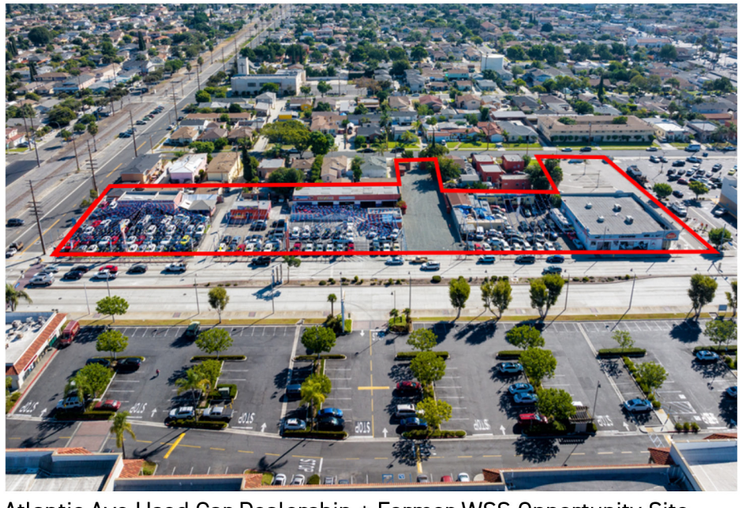
The City of Bell owns several major parcels with development potential, which will need to be the catalysts in revitalizing the area. Successful development on city-owned property will constitute the 'spark' used to kindle action on the part of private property owners.

One of the keys to building a walkable district is concentration of pedestrian-friendly attractions and commercial uses. Thus, the primary focus area for dining, entertainment, pedestrian-friendly retail, open space, and public investment will be concentrated on Atlantic and Gage Avenues within a roughly five-minute walk of their intersection, and slightly more to the south where pedestrian-friendly uses already exist. This "Core" area, which is shown in red and corresponds to the MU-3 district, centers on the most important corner in the City and already contains several existing good quality blocks with minimal vehicular interruptions. Key nodes of activity, retail and open space will exist at the corner of Atlantic and Gage and the entries into the MU-3 district from the north, west and south.

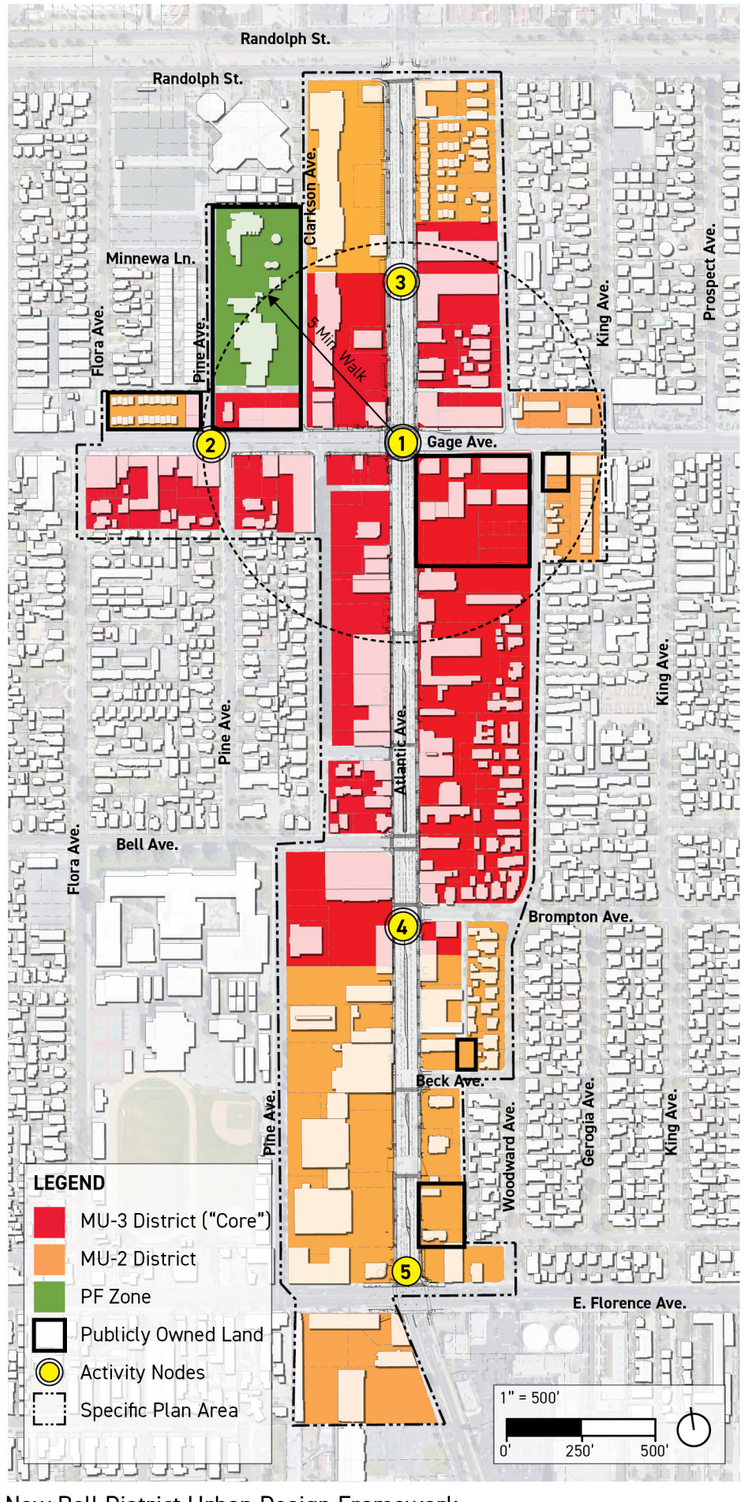
The other areas of the New Bell District, shown in orange, correspond to the MU-2 district and will be a more flexible combination of uses including shopping centers, mixed-use developments, multi-family residential buildings and convenience retail. Streetscape improvements and design standards will be implemented to improve pedestrian-friendliness, such as Jack's Car Wash, which is an opportunity for drive-through or other convenience retail, and electric vehicle charging. The used car dealership at the southeast corner of Atlantic and Randolph presents a possible multifamily residential opportunity; it may be augmented with the property of the WSS shoe store, which has been recently relocated.



Gage Avenue Block (Example of pre-1939 development)



Atlantic Ave Used Car Dealership + Former WSS Opportunity Site



New Bell District Urban Design Framework

NEW BELL DISTRICT CORE URBAN DESIGN FRAMEWORK

The five-minute walk radius (approximately 1,200') from the corner of Atlantic and Gage Avenues constitutes the "Main and Main" of Bell. Short- and medium-term development potentials are clustered around the primary node, at Atlantic and Gage Avenues, and two smaller nodes at Gage and Pine Avenues, and Atlantic Avenue/Bell Palm Plaza Driveway extension.

The key components of the envisioned build-out of the district are:

1. New streetscape treatment and trees on Atlantic Avenue (page 46, Ch 3)

2. New streetscape treatment and trees on Gage Avenue (page 48, Ch 3)

3. Redevelopment of Shoe City site into a central public plaza, retail/restaurant center, and a district parking garage (page 14-15)

4. New destination drive-through restaurant at Western Auto site (page 16-17)

5. Linkage of brewery and food hall through a public plaza/temporary closure of Pine Avenue at Gage (page 18-19)

6. Repositioning publicly-owned Bell House and library into more activated civic/commercial/residential sites (page 18-19)

7. Connecting the Civic Center to Downtown through a linear park along Pine Avenue (page 50, Ch 3)

8. Establishing a new/stronger connection between the Civic Center and Treder Park, Atlantic/Palm Plaza driveway node, and neighborhoods through Bell Palm Plaza (page 56, Ch 3)

9. North Atlantic secondary node with development and plaza/shared street extending Bell Palm Plaza Driveway to the east

10. Treder Park and Bell Community Center serve as open space and recreational amenities to the district

Core Urban Design Framework

SHOE CITY SITE CONCEPT

The southeast corner of Atlantic and Gage Avenues is the largest and most important single development site in the central city of Bell. Formerly home to a "Shoe City" shoe store and Sopp Chevrolet dealership, the site was acquired by the City of Bell in 2009 for redevelopment purposes, and it has remained vacant since, except for COVID testing and other intermittent uses. The concept for this site was the subject of two Council study sessions and numerous conversations.

The vision for the site consists of a single-story retail development occupying the main corner of the site, around a central public plaza, and district parking facilities.

In total, the illustrated development concept contains 42,446 square feet of retail and 196 public parking spaces. Alternative concepts, such as a 100% commercial concept, are also possible.

1. Bell Central Plaza. 10,000-15,000 square foot rectangular plaza oriented to Atlantic Avenue with visibility to Gage Avenue, and providing visibility to commercial uses. Mix of spaces, including shaded spaces with comfortable seating, and an open hardscaped area to be programmed regularly with festivals and events to draw in and engage the local community.

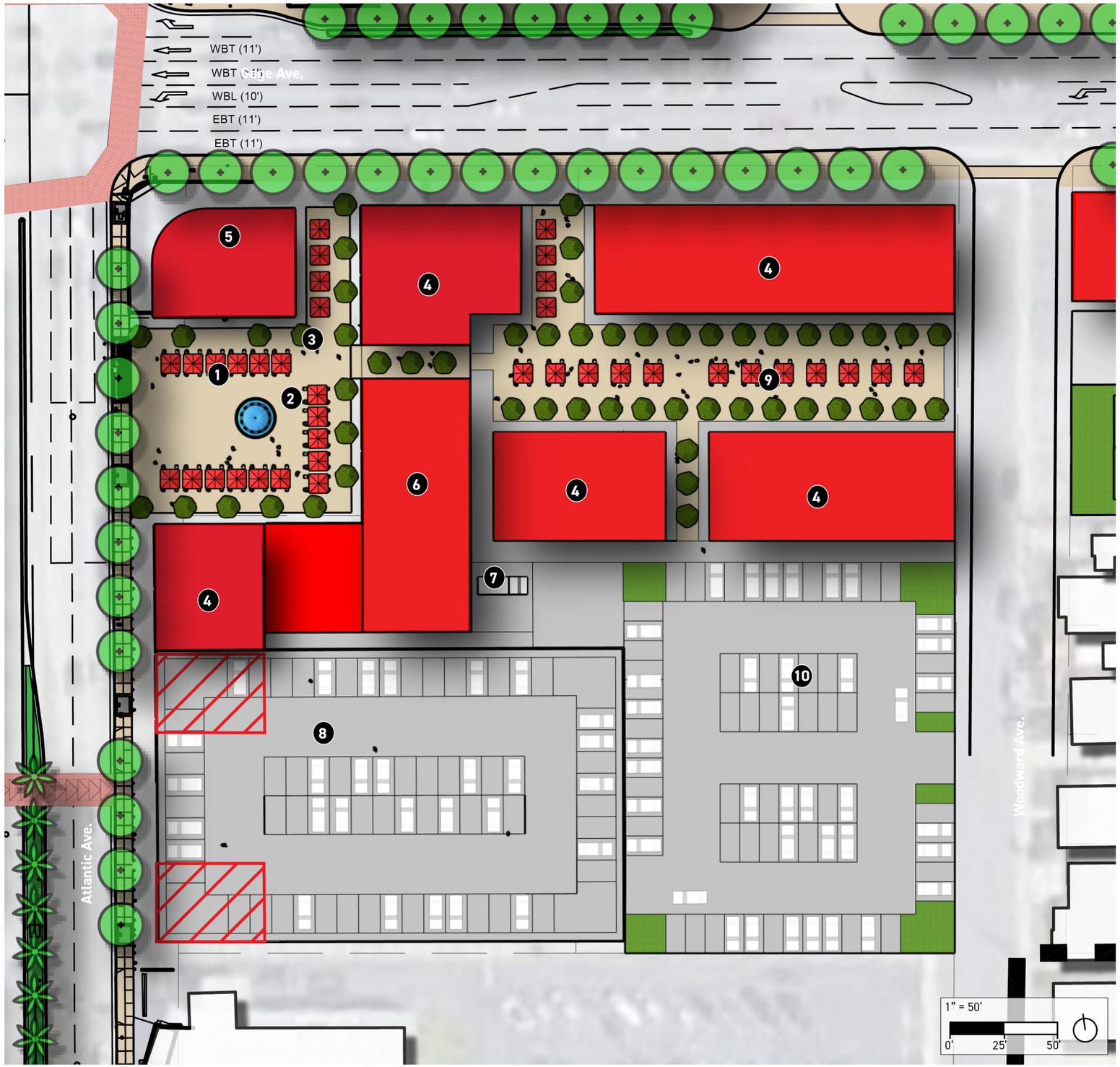
2. Fountain, quiosco, or other central feature to serve as meeting point and visual interest for the community

3. Outdoor dining/spill-out space from restaurants, cafes and similar uses

4. Retail and Entertainment Uses. Variety of modestly-sized commercial spaces occupied by restaurants, cafes and specialty shops. The areas denoted by red hashes along Atlantic Avenue are ground floor commercial spaces along the parking frontage.

5. Iconic building (roughly 5,000 square feet) with corner architectural feature and high transparency to corner and central plaza; possible food hall or anchor restaurant

6. Two story feature of site overlooking Central Plaza, variety of commercial spaces including restaruants and retail



Shoe City Site Concept - Plan View

SHOE CITY SITE CONCEPT

Shoe City Site Concept - Rendering

7. Loading area for retail uses.

8. District parking garage with storefront retail uses in the first floor along the Atlantic Avenue frontage. The garage might begin in the first iteration as a surface lot and be converted into a vertical structure as needs dictate. if this happens, the parking lot should be sized to ensure future feasiblity of the garage.

9. Open hardscaped plaza area, mix of program including shaded spaces to support public and commercial use

10. Surface parking serving commercial uses and the district; potential future development site

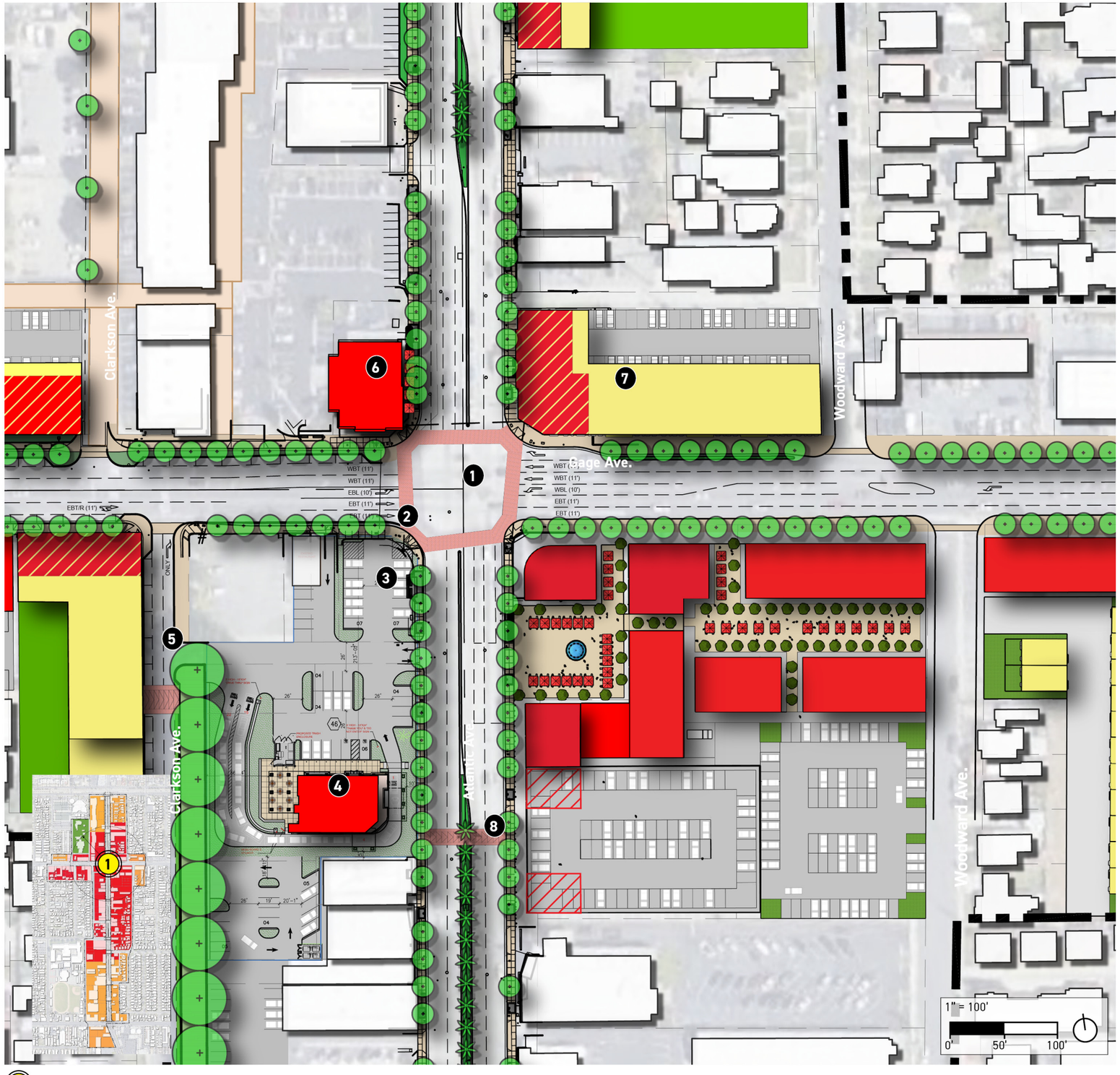
OTHER CORNERS OF ATLANTIC & GAGE

The corner of Atlantic and Gage Avenues is intended to be the most important intersection (the "Main and Main") of the City of Bell. As such, all four corners of the intersection should communicate that the New Bell District is a vibrant, culturally interesting and walkable attraction for people from throughout the area.

While the Shoe City site (SE corner, see page 14-15) is the largest site at the intersection, with the greatest potential for commercial uses and public space, the three other corners also need to contribute to this "feel." The Shoe City site is not large enough to be a major draw in its own right; it is not a regional shopping center or mall. The design of the site is open, seeking to draw people from and send them to neighboring properties through the sidewalks on Atlantic and Gage Avenues.

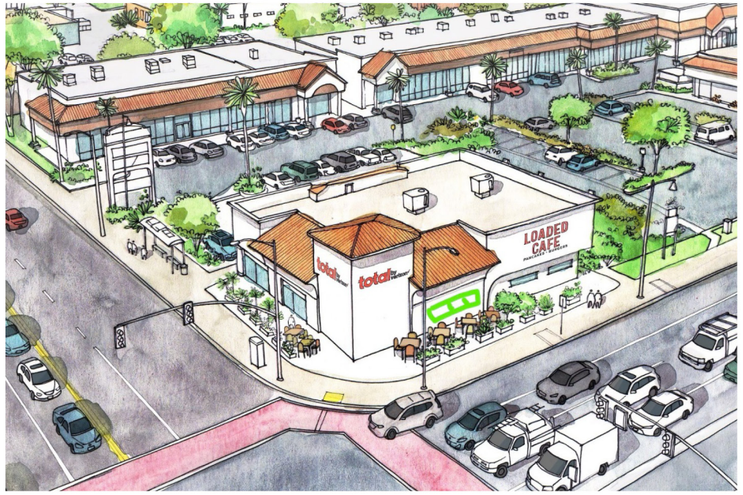
On the northeast and northwest and southwest corners of the intersection, the City envisions development that creates a sense of place along the street, with development up to the corner, and is supportive of the major anchor and open space at the Shoe City site. The northeast corner should take the form of a public-private partnership, eliminating the pocket Biancini Park, which is currently not well used and quite exposed to the busy intersection. The open space lost on this site will be made up by a much more functional plaza at Shoe City.

On the southwest corner of the intersection, the City has entered into an agreement with In-N-Out Burger to develop a new drive-through and dine-in restaurant. This new outlet of the beloved Southern California chain will undoubtedly bring new people into the New Bell District and serve as a hub of activity. Vehicular queueing concerns should be mitigated to the best of the City's ability, accommodating queues on-site as much as possible, minimizing impacts on major streets and residential frontages, and where necessary accommodating parking needs across the street at the Shoe City site public parking facility. It is hoped that the presence of this parking facility can eventually clear room onsite for the redevelopment of the corner of the Atlantic/Gage intersection itself, into a supportive commercial use providing a worthy counterpart to the envisioned development on the other three corners of the intersection.



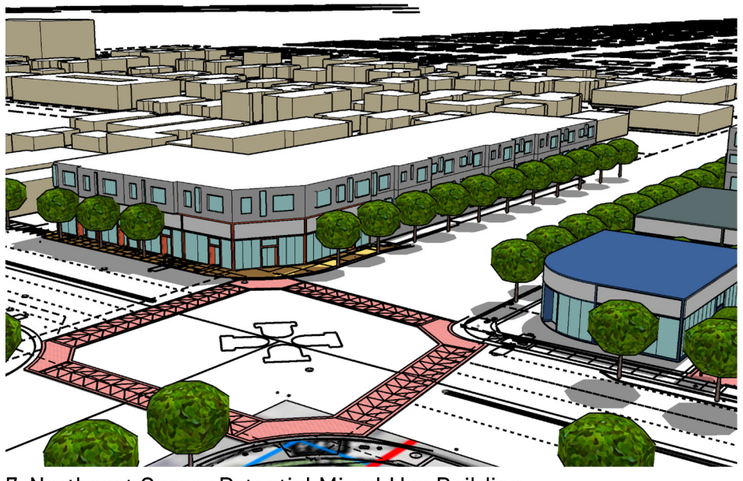
1 Atlantic and Gage Primary Activity Node

1. High-Energy Street Corner. Source: Old Pasadena Mgmt District.



3. Proposed Northwest Corner Remodel to Engage Street Corner

5. Raised crossing on Clarkson Avenue separating residential from drive-through entry



7. Northeast Corner Potential Mixed-Use Building

OTHER CORNERS OF ATLANTIC & GAGE

1. Intersection treatment (see page 48, Ch 3) with bulb-out and potential long-term scramble crossing

2. Gateway plaza/monument opportunity created by eliminating eastbound right turn lane

3. Storefront retail development opportunity. Parking could be accommodated in structure on the Shoe City site, or at property on the southeast corner of Gage and Clarkson, freeing up this key corner for a street-facing retail development linking the four corners of Atlantic and Gage, and providing a linkage westward to Gage and Pine secondary node.

4. Destination drive-through restaurant with outdoor dining

5. Clarkson Avenue as access point for drive-through restaurant; explore short, raised crossing south of the drive-through access point to separate residential neighborhood from high-traffic commercial uses. South of access point, incorporate lush-canopy ficus trees into linear park (see page 50, Ch 3).

6. Repurposing and remodel of The Medicine Cabinet pharmacy into restaurant and more active retail uses. Encourage direct pedestrian and visual connections to street and prime corner.

7. Replacement of pocket park and older retail strip with modestly-scaled mixed-use building orienting commercial uses to corner and to Atlantic Avenue. Gage Avenue sidewalk to be widened, eliminating substandard parallel parking spaces. Residential parking to be accessed from alley.

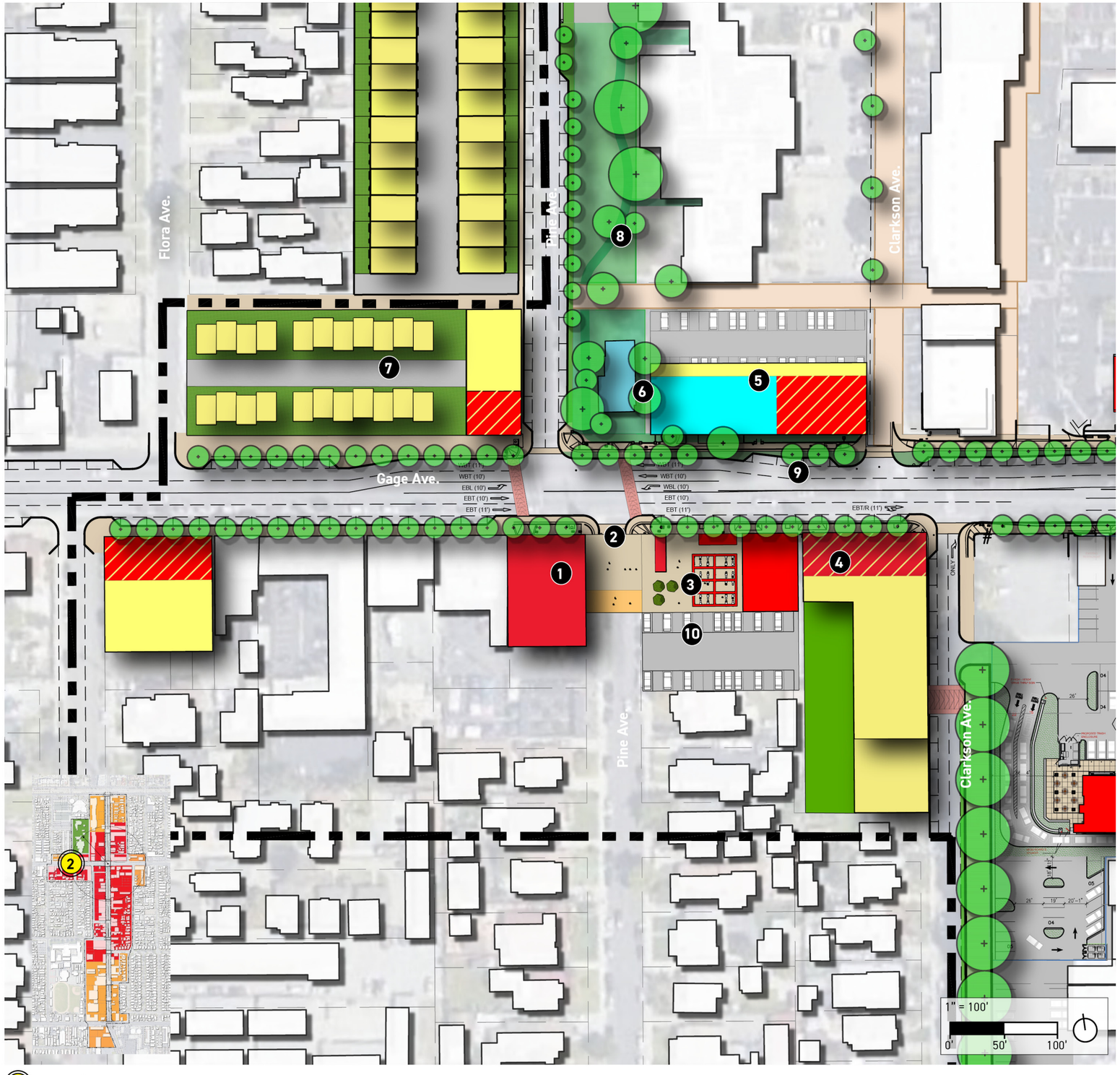
8. Mid-block crossing linking district parking resource to drive-through restaurant and retail uses on west side of Atlantic Avenue

GAGE/PINE SECONDARY NODE

Two blocks west of the corner of Atlantic and Gage Avenues, the intersection of Gage and Pine Avenues will form an early hub of activity in the revitalization of the New Bell District. This intersection contains some of the highest-quality existing buildings in the district, including the historic James George Bell House, two brick commercial buildings with intact, high-transparency storefronts, and a two-story 1920's mixed-use building. The intersection is also the entrance to the Bell Civic Center, which contains City Hall, the Police Department, Library, County Fire Department, the Community Center/Treder Park, which hosts Bell's major events, city meetings, and recreational programs, and the large soccer field at Nueva Vista Elementary School. Several properties are publicly-owned and or are currently the subject of economic development efforts in which the City is involved.

Similar to Atlantic and Gage, the four corners of the intersection of Gage and Pine will form the hub of activity in this area, with a brewery, food hall, historic cafe, and new mixed-use development. Facilitating crossing the street is important to link the corners together; crossing distances across Gage Avenue will be shortened, while crossing across Pine Avenue (southern leg) will be made nearly seamless by turning that leg into a tabled crossing/plaza.

The proposed plan envisions a significant reworking of open space in the area. Futsal Park, an underutilized indoor-soccer court, currently occupies the northwest corner of the intersection, along with the Bell Technology Center. This park is intended to be replaced with vertical development, but the currently underutilized City Hall and Bell House yard will be redesigned into a linear park with green path elements, and the tabled crossing/plaza will create an urban focal point for this portion of the district.



2 Gage/Pine Secondary Activity Node

8. Linear Park connecting City Hall and Treder Park

6. James George Bell House

2. Proposed Food Hall and Tabled Crossing to Brewery

GAGE/PINE SECONDARY NODE

1. New brewery to replace former BorderX Brewing in good-quality brick building

2. Tabled pedestrian crossing/plaza connecting brewery with food hall. The pedestrian crossing will be at sidewalk level through the length of the potential plaza, requiring vehicles passing through the crossing to slow down and come up to sidewalk level. Additionally, removable or retractable bollards should provide the ability to close the street completely to cars on a temporary basis, for events or at high activity times (e.g. weekend evenings), or on a permanent basis to discourage commercial traffic from parking on the residential portion of Pine Avenue.

3. Food hall in historic brick building and current parking lot at the southeast corner of Gage and Pine Avenues. Area in current parking lot to be designed as an open, permeable environment for pedestrians; current plan is for vendors to be located in repurposed shipping containers.

4. Replacement of Chase Bank dominated with drive-through with pedestrian-friendly mixed-use structure, potentially with first-floor bank. Important linkage toward primary node at Gage and Atlantic Avenues.

5. Upgrading of County library and adjacent Civic Center parking into mixed-use building with ground-floor library and commercial use, and upper floor affordable housing. A senior population might make frequent use of the library, while a student or young professional population might provide the impetus to transform the library into a public co-working environment. Potential relocation of Bell Technology Center. Shared parking behind (Civic Center/library for daytime, residential at night).

6. Adaptive reuse of historic James George Bell House into offices for city department or nonprofit organization, with possible opportunity to incorporate cafe or other porch-activating use.

7. Townhouse development spanning Pine Avenue and Gage Avenue, punctuated with small loft building at corner providing a ground-floor commercial space to engage the intersection.

8. Linear park connecting City Hall and Treder Park to secondary node

9. Gage Avenue streetscape redesign into linear park with new on-street parking on the north side of the street (page 48, Ch 3)

10. Electric vehicle charging lot serving residents and visitors

NORTH CITY GATEWAY AND PALM PLAZA SECONDARY NODE

The northern portion of Atlantic Avenue presents some of the greatest opportunities for development in the Specific Plan area. The east side of the street is populated by a used car dealership, a former WSS shoe store and an oversized, surface-parked Bank of America. Each of these properties presents a significant opportunity to convert into residential development: either affordable or market-rate apartments, or for-sale townhomes.

The corner of Bell Palm Plaza Driveway and Atlantic Avenue is envisioned as the northern gateway into the Core area. Like the Gage and Pine Avenue node, this gateway is defined by a commercial node, a plaza, a signalized intersection providing access to parking facilities, and a transition in the streetscape design. The plaza takes the form of a shared street with possesses both space for people and space for cars; however, the space for cars can be closed off during special events to create a larger open plaza space.

Ultimately, this shared street/plaza forms part of a larger east-west connection in this part of the New Bell District connecting residents in existing and new neighborhoods to an enhanced Treder Park, the Bell Community Center, and the Nueva Vista Elementary School fields, which together form the most significant recreational facility in the City of Bell. Bicycle connections to this area (and to the elementary school itself) are strengthened through signage, drainage and safety interventions along Clarkson Avenue.

3 North City Gateway and Palm Plaza Secondary Activity Node

NORTH CITY GATEWAY AND PALM PLAZA SECONDARY NODE

3. Gateway residential building

5. Shared street plaza. Source: Christian Philips Photography

8. Corner commercial building. Source: LoopNet

10. Passthrough between Bell Palm Plaza and Treder Park, to be enhanced

1. Rail to River bicycle facility connecting to LA River Bicycle Path and Metro A and Southeast Gateway Lines

2. Existing City gateway entry sign leading into palm-lined median

3. Well-designed residential apartment building marking entry into City

4. Residential townhome development with stoops to Atlantic Avenue and vehicular access to Woodward Avenue

5. Shared street plaza forming northern gateway into the Main Street Core (MU-3) area. Used as driveway to provide access to new, adjacent buildings and Woodward Avenue; can also be closed to cars and opened to pedestrians for special events.

6. Mixed-use buildings flanking and activating shared street plaza; commercial on Atlantic Avenue; residential common spaces and/or live/work units possible along plaza; heights and massing oriented away from abutting lower-density residences on Woodward Avenue.

7. Main Street Core gateway intersection with new crosswalk on north side connecting to existing pedestrian walkway through Bell Palm Plaza parking lot

8. New Bell Palm Plaza retail space complementing gateway intersection

9. "Plaza" area at Bell Palm Plaza extended to form a straight line, continuing plaza environment north- and southward along face of businesses. Made possible through reorientation of parking lot to form north-south aisles, which are more efficient.

10. Enhanced passthrough connection between front of Bell Palm Plaza and Treder Park, connecting to other recreational facilities, Civic Center and Pine Avenue Linear Park

11. Clarkson Avenue low-speed street/bicycle way connecting to Rail to River bicycle facility (Randolph Avenue) with new crossing. Motorized vehicles limited to employee parking and service.

ATLANTIC/BROMPTON SECONDARY NODE

Like the Gage/Pine and Bell Palm Plaza/Atlantic nodes, the area around Northgate Market at Brompton Avenue and Atlantic Avenue serves as a secondary node in the New Bell District and a gateway into the "Main Street Core" area (see page 13). Northgate Market is a popular center that significantly benefits the City and its residents. However, its large parking lot and blank wall along Atlantic Avenue reduce the pedestrian-friendliness of the street. Given the strong interest in commercial development in this area, the plan directs this interest towards enhancing the New Bell District's character.

1. Northgate Gonzalez Market. Recent mural at corner of Atlantic and Bell Avenues has helped the building respond better to its context; opening of "false windows" along Atlantic Avenue facade would also help.

2. New commercial development with corner plaza forming southern gateway to Core area. (Current development also has corner plaza.)

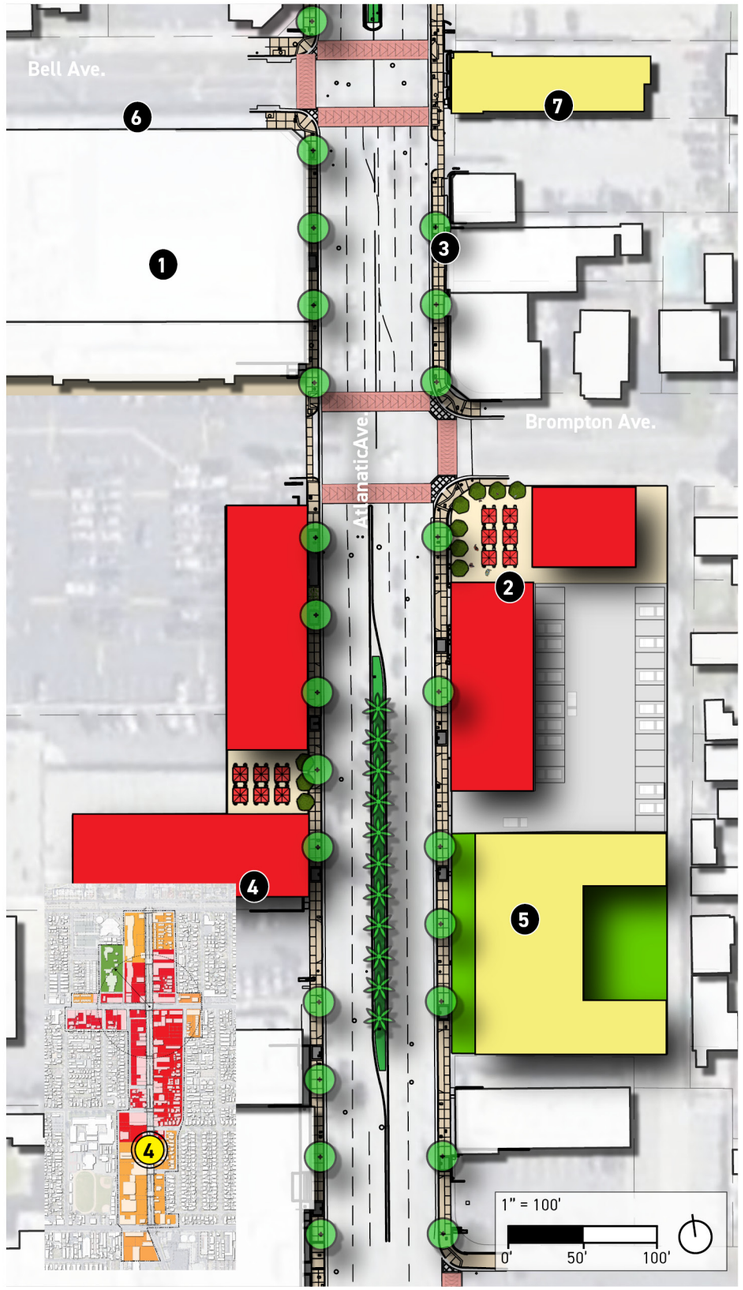
3. Increase in frequency of street trees north of gateway

4. New pedestrian-oriented strip commercial development complementing Northgate Market with convenience food, beauty or other small retail uses typical of neighborhood centers anchored with market. Development benefits from easy parking access but is oriented toward Atlantic Avenue and includes open space passthrough for optimum pedestrian access to all units.

5. Residential or mixed-use development opportunity

6. Connection to Bell High School; important to bring large high school population into the New Bell District for patronage. Connection should be strengthened with street trees.

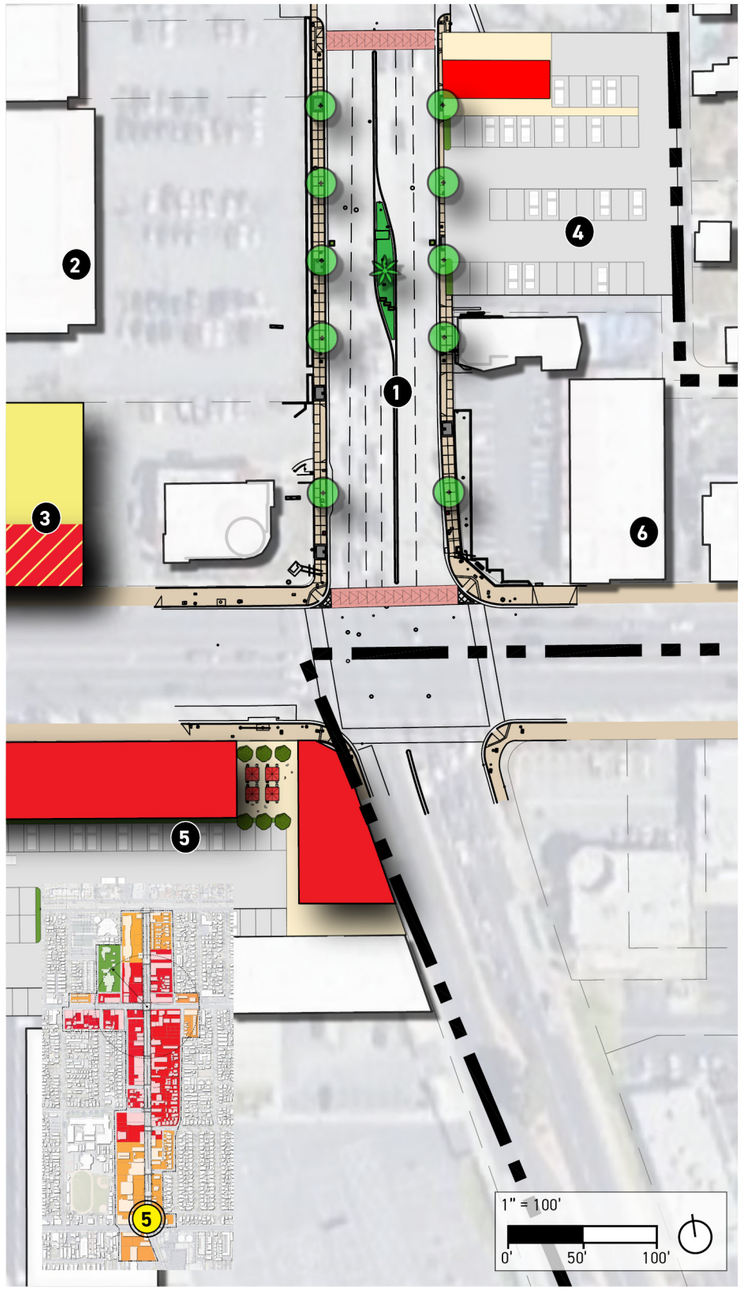
7. Potential to convert budget motel to affordable housing



4 Atlantic/Brompton Secondary Activity Node

1. False windows on a public frontage. Source: Google Maps

2. Corner plaza. Source: PN Hoffman



5 South City Gateway

1. City gateway sign

2. CVS/O'Reilly's shopping center

SOUTHERN GATEWAY

The intersection of Atlantic Avenue and Florence Avenue has the highest traffic volumes in the City of Bell. As such, it is a sought-after location for commercial uses, including convenience retail. The City has been able to attract interest from major national chains, such as the Starbucks on the northwest corner, which has proven very successful since its opening in the early 2000s. More commercial uses are planned for this corner, but new standards should ensure that these uses strengthen the City's vision of a southern gateway that reflects positively on the City's image and possesses a level of pedestrian-friendliness in support of the larger development plan for the New Bell District.

1. City gateway sign and colored crosswalk at intersection indicating transition from Cudahy to Bell

2. CVS/O'Reilly's shopping center. Despite existence of credit tenants, the center is a large longer-term opportunity for renovation or redevelopment, given large size of existing buildings for tenants, lack of maintenance, and relatively low FAR. Opportunity to replace very large pole signs on Atlantic and Florence Avenues with structures that engage the street.

3. Residential or mixed-use development opportunity along Florence Avenue transitioning to Florence Avenue MU-1 zone corridor.

4. New commercial use with strip commercial spaces, spill-out open space and one drive-through pad with lane aligned to edge of property

5. Recently constructed sidewalk improvements along Florence Avenue connect Atlantic Avenue to other development potentials

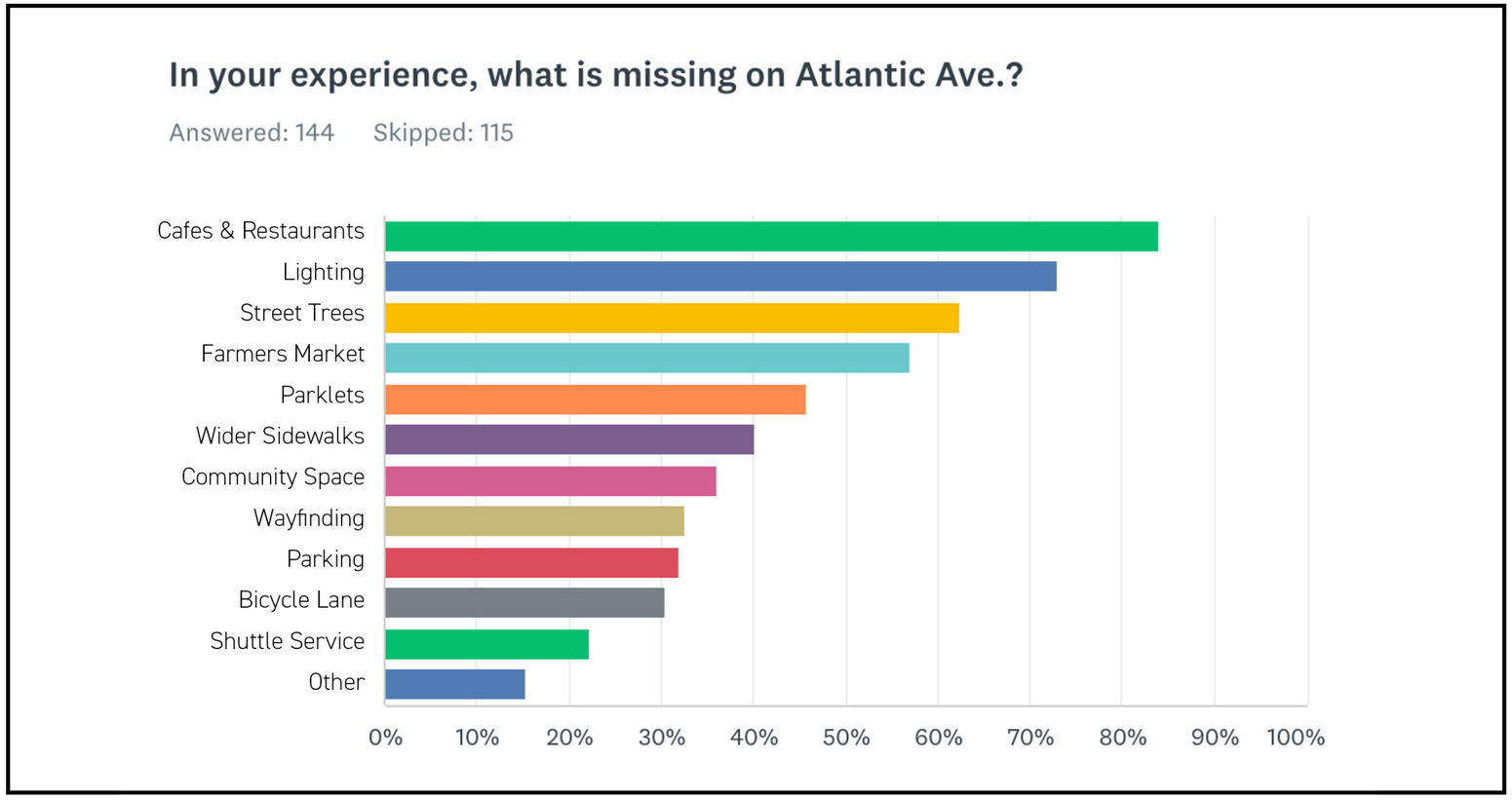
PLANNING PROCESS

The approach for the New Bell District Specific Plan integrated the primary considerations of People, Economics, and Place-making. Throughout technical studies, planning recommendations and the community discussion and decision-making process. Alternatives were explored and concepts iterated upon until all three considerations could be satisfied. This approach allowed for the building of consensus in Bell and the creation of an implementable specific plan.

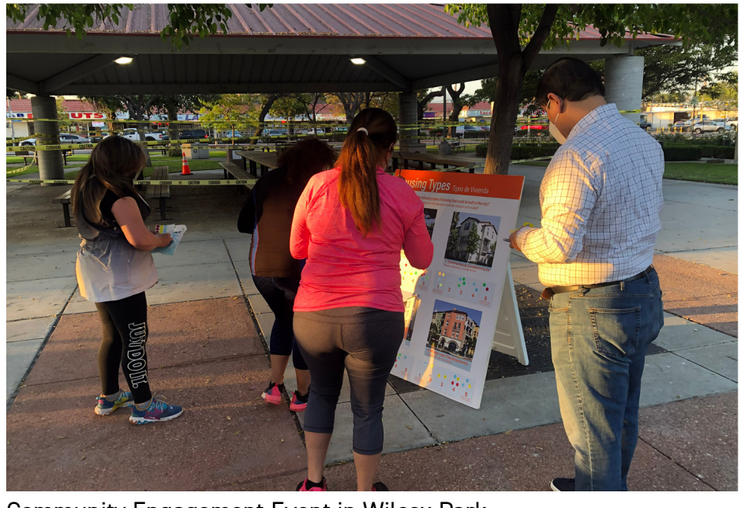
People
A key component of developing this Specific Plan has been solicitation of input from the public. Engagement efforts have included an in-person and online surveys, two City Council Study Sessions, and individual Councilmember interviews.

The in-person and online survey, which closed for comments in July 2022, which received 259 individual responses from community members, including Bell residents, business owners, and property owners of sites located within the specific plan area. Survey responses were collected through the following methods: Online surveys, canvassing of businesses along Atlantic Avenue (such as businesses in Bell Palm Plaza), engagement with leadership of local schools (during attendance at a monthly school administration meeting), in-person engagement at City events, grocery stores (such as Northgate Market), Border X Brewery, and other community hubs/events. In-person engagement was conducted in both English and Spanish. The major finding from the survey responses was the community's desire for a pedestrian-friendly, walkable commercial corridor with plentiful dining and shopping opportunities, like Uptown Whittier or the Pasadena Playhouse District.

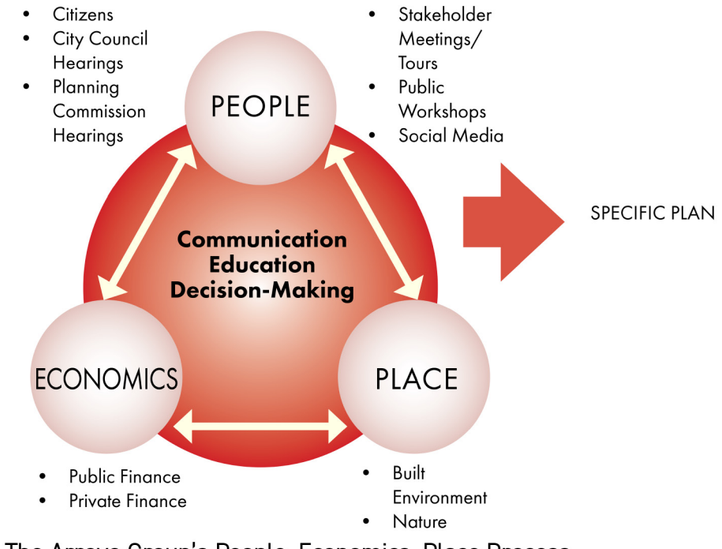
Two City Council Study Sessions (held in September 2022 and September 2023) were held to present the Council with alternatives for the New Bell District Specific Plan and gain clear feedback on the Council's preferred direction, which is represented in the plan. Additionally, the planning team conducted personal interviews with every councilmember, addressing specific questions and soliciting feedback on an individual level. The councilmembers voiced diverse opinions, but agreed on three key points. First, all councilmembers agreed on the need to redevelop the New Bell District, most importantly the city-owned former Shoe City site on the southeast corner of the Atlantic and Gage Avenues intersection.
Second, the councilmembers desire the development of new eateries and commercial uses in the New Bell District.



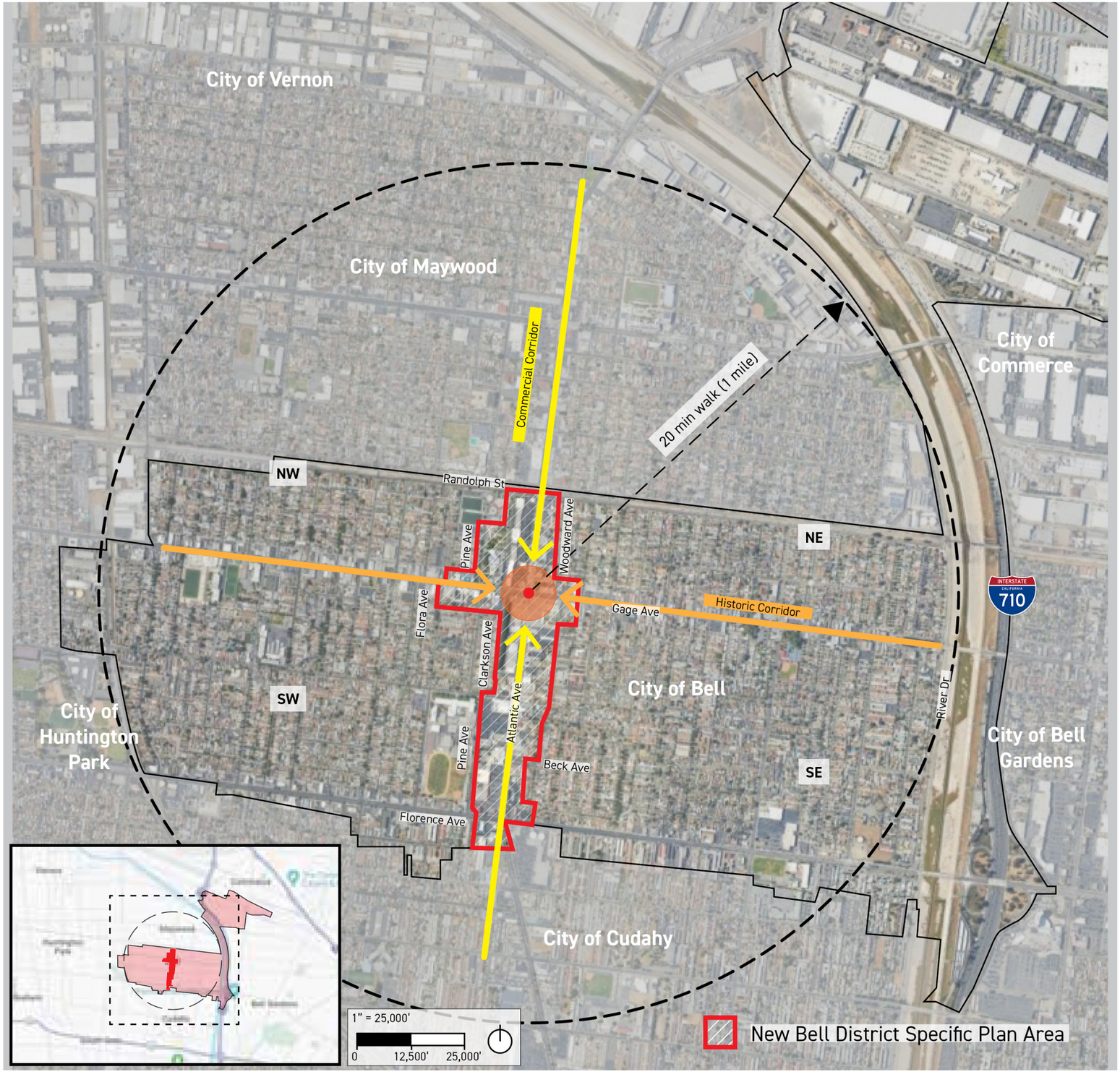
Community Survey Results



Community Engagement Event in Wilcox Park



The Arroyo Group's People, Economics, Place Process



Place Factors: Citywide Context Map

PLANNING PROCESS

Last, the councilmembers desire new, diverse dining options in the New Bell District that appeal to the City's younger residents. To back up these desires, the Council recently strengthened its Economic Development Division, formalizing its committment to the commercial revitalization of the New Bell District.

Economics
The economic analysis undertaken during the baseline studies step of the process found that the low-income nature of the community poses challenges for business attraction and redevelopment. Larger-format national retailers are unlikely to be interested in the area with the exception of drive-thru restaurants. Residential uses are needed for the creation of a feasible redevelopment in the New Bell District. Essentially, 100% residential developments or mixed use developments are feasible redevelopment strategies in the District. The analysis also found that leveraging the publicly-owned land in the New Bell District for catalytic developments would be crucial for the successful redevelopment of the District, including primarily the southwest and southeast corners of the intersection of Atlantic and Gage Avenues. Additionally, the analysis emphasized the importance of bringing new dining and commercial uses that cater to the City of Bell's younger and second generation residents into the District.

Place-making
The largest consideration of Place-making opportunities is the New Bell District's location at the center of the City's two most important corridors, Atlantic and Gage Avenues, which ensure good accessibility but also limit the opportunities for recapturing vehicular space for pedestrian use. Nevertheless, the City's small, compact size and high density nature support the development of a pedestrian friendly commercial district within walking distance of the majority of the City's residents. This potential is strengthened by the building streetwall that exists among significant portions of Atlantic and Gage Avenues. Both streets possess buildings from the 1920's-1940's which give parts of the area a "main street" feel. Some of these buildings area made of brick and in excellent condition, settting the tone for future development of the area.

The People, Economics, and Place-making considerations informed the direction of the New Bell District Specific Plan. As a result of these considerations, The New Bell District has been envisioned for redevelopment into a pedestrian friendly, walkable center for dining, shopping, and urban living that caters to all generations of Bell's residents. The entire Specific Plan is to be considered by applicants submitting any proposals for new construction or rehabilitation within the Specific Plan area. City Staff will be consulting all sections of the Plan in making recommendations for project approvals.

ADMINISTRATION

Relationship to Zoning Code
Adoption of the Specific Plan applies zoning designations for the Specific Plan area, which incorporate all of the standards for land use and development set forth in Chapters 3 and 4 of this document. Where land use regulations and/or development standards of Chapter 17 (Zoning) of the Bell Municipal Code are inconsistent with the Specific Plan, the standards and regulations of the Specific Plan shall prevail and supercede the applicable provisions of the Municipal Code.

The Specific Plan does not convey any rights not otherwise granted under the provisions and procedures contained in the Municipal Code and other applicable ordinances, except as specifically provided herein. Any issue not specifically covered in the Plan shall be subject to Chapter 17 of the Bell Municipal Code.

Interpretation
The Community Development Director or their designee shall interpret the use categories listed in this Plan. Where this Plan imposes a greater restriction upon the use of buildings or land or requires larger open spaces than are imposed or required by the Municipal Code or other ordinances, rules, regulations or by easements, covenants or agreements, the provisions of this Plan shall prevail. Whenever there is any question regarding the interpretation of the provisions of this Plan or their application to any specific case or situation, the Director of Community Development shall interpret the intent of this Plan.

General Plan Consistency
The New Bell District Specific Plan is consistent with the Bell General Plan. It implements numerous policies of the General Plan, including those listed below.

Land Use and Sustainability Element Policy 26: The City of Bell shall continue to promote the support and revitalization of the commercial districts in the City. The City shall continue to enhance the "Central City Area," promote the creation of smaller commercial neighborhood centers at key intersections, and discourage further strip commercial development. The City shall also strive to minimize or eliminate conflicts while at the same time marketing the City as an optimal location for new business opportunities as well as business retention.

Land Use and Sustainability Element Policy 27: The City of Bell shall strengthen commercial and industrial uses by working in conjunction with existing and prospective merchants and investors, encouraging mixed-use projects that contain a variety of compatible uses, and working with the Chamber of Commerce.

Land Use and Sustainability Element Policy 28: The City of Bell shall encourage mixed-use projects in key locations to provide additional market support and patronage of local businesses. This concept will be encouraged in the future infill development of underutilized and blighted commercially zoned parcels. The City shall encourage the assembling of adjoining small or odd shaped parcels in order to create more viable developments. Finally, the City shall market the new Mixed-Use land use designation to the development community.

Mobility and Circulation Element Policy 7: The City of Bell shall require new developments to include design features to mitigate adverse impacts upon the local circulation system. All new development projects must promote and facilitate walkable streets, bus transit, bicycling, parking, efficient goods movement, and other components of the transportation system. Transit related improvements shall be identified as part of the conditions of approval through the design and environmental review processes.

Mobility and Circulation Element Policy 13: The City of Bell shall explore new and innovative ways to enhance the utility of surface parking lots and parking structures. For example, new parking structures may be designed so that the ground levels could be occupied by retail or commercial establishments.

Mobility and Circulation Element Policy 17: The City of Bell shall require new commercial and industrial developments to provide bicycle racks and/or lockers. These improvements must be identified as conditions of approval set forth by the Planning Commission.

Mobility and Circulation Element Policy 18: The City of Bell shall consider the closure or abandonment of certain streets or rights-of-way to promote the separation of commercial and residential traffic and to remove existing hazardous circulation patterns. The Planning and Public Works Departments shall conduct a citywide study to identify hazardous circulation patterns.

Housing Element Goal 2 Policy 3: The City of Bell shall assist developers in the identification of land suitable for new housing developments for all incomes. The City shall continue to provide developers with information concerning potential development sites and identify publicly owned land suitable for affordable and mixed-income housing.

Housing Element Goal 5 Policy 3: The City of Bell shall encourage development of underutilized housing sites that could accommodate future affordable housing needs as well as other types of potential infill development.

Housing Element Goal 5 Policy 5: The City of Bell shall explore opportunities for new residential development within those areas of the City occupied by vacant, obsolete commercial, and industrial uses.

Housing Element Goal 5 Policy 8: The City of Bell shall ensure that new higher-density residential projects are compatible in design with adjacent residential areas. This will be achieved through the continued review of development projects by the Planning Commission, through the Building and Planning Division's plan reviews, and through Plan Checks.

Housing Element Goal 5 Policy 9: The City of Bell shall explore new land use designations, such as mixed-use, for key areas of the City that could accommodate such development. New commercial development located along Gage Avenue, Atlantic Boulevard, and Florence Avenue shall be encouraged to explore mixed-use development that includes residential uses within the development.

Land Use Category	Existing Conditions	Proposed Plan Development Changes	Future Condition under the Proposed Plan
Residential (units)	373	584	957
Residential (sqft)	317,207	556,110	873,317
Commercial (sqft)[3]	786,546	-24,333	762,213
Civic (sqft)	36,580	-2,451	34,129
Hotel (rooms)	20	-20	0
Hotel (sqft)	8,000	-8,000	0
Total Square Footages	1,148,726	521,326	1,670,616

Table 1: New Bell District Proposed Plan Development Summary

ANTICIPATED GROWTH & ENVIRONMENTAL CLEARANCE

The Specific Plan is adopted with a Mitigated Negative Declaration (MND). This MND allows for streamlined environmental review for projects consistent with the Specific Plan. The MND, along with all fiscal, transportation and infrastructure analyses prepared with this Specific Plan, used the development change (buildout) assumptions at left to evaluate potential effects of the plan. These assumptions do not assume that every property in the Specific Plan area is developed to its maximum intensity, but rather makes an estimation of likely development to occur between 2024 and 2040. Development which does not exceed the intensity of uses assumed for buildout may tier off the MND for its environmental clearance.

1 Sites depicted in Chapter 1 (Vision).
3 Includes light industrial, automotive, and vacant commercial uses

2. LAND USE

STRUCTURE OF THE LAND USE ELEMENT

Retail, Entertainment and Activated Streetscapes

Outdoor Dining and Landscaping

Mixed-Use

Multi-Family Residential

Chapter 2 contains the land use and zoning for the New Bell District. It includes a zoning map of the district, describes the zoning districts and purpose of each, as well as the general use restrictions in each zoning district, describes development standards for the zoning districts that are unique to the New Bell District, and includes design guidelines for the district.

Where this Chapter details differing or additional standards for the Specific Plan area, the standards within this Chapter prevail over the standards within the Muncipal Code.

The basis for the land use and zoning in this chapter includes:

- Applicable recommendations of the prior zoning code
- Existing conditions analyses, including field project area character analyses
- Market demand analysis
- The community's vision for the New Bell District

These land use and zoning regulations support the community's vision for the New Bell District as the City's primary gathering place and center for dining, shopping and urban living, which authentically blends the community's past, present and future. The regulations allow mixed-use development (residential and commercial) for the first time to increase the feasibility of new development.

DISTRICTS AND PERMITTED USES

MU-2 and MU-3 Districts
The New Bell District contains two mixed-use districts, the MU-3 and MU-2 districts. The MU-3 district is a main street district that creates a walkable commercial environment with the potential for residential uses above and/or behind the commercial frontage. The MU-2 district is a flexible district that permits 100% residential, commercial, and mixed-use development.

The district regulations, including use regulations, development standards, and design standards, for the MU-3 and MU-2 districts are detailed within this Chapter. Where different standards are given in this Chapter, this Chapter prevails over the Municipal Code within the Specific Plan area.

Permitted Uses
The MU-3 district is the city's main street district and is established to provide a vibrant and walkable area that supports a mix of businesses, provides a range of housing types, and serves as the attractive and inviting center for the City of Bell. This district radiates out from the intersection of Atlantic Avenue and Gage Avenue. The MU-3 district allows for commercial and mixed-use development. The district promotes the development of higher residential density mixed-use projects. The MU-3 district does not allow 100% residential uses, as the district requires commercial frontages on the ground floor of mixed-use developments.

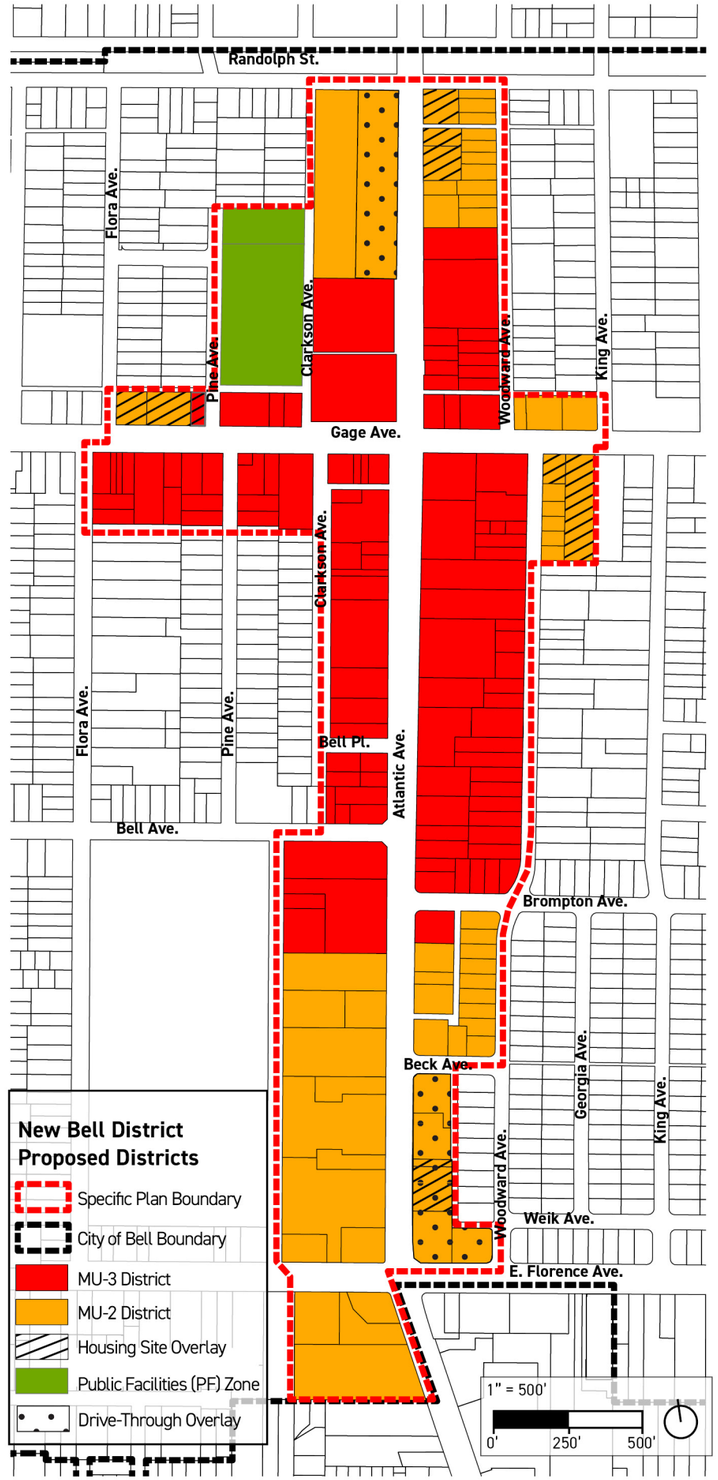
The MU-2 district provides opportunities for commercial, mixed-use, and higher density 100% residential development. This district is mostly located along Atlantic Avenue and sparingly along Gage Avenue.

Public Facilities (PF) Zoning District and Permitted Uses
The PF zone is intended to provide regulations for the use and development of publicly owned land in order to implement the City's adopted General Plan. Uses permitted in the PF zone include public facility uses, public parking facility uses, fire stations, police stations, government buildings, government structures, government offices, government service facilities, government maintenance yards, open space, parks, recreation facilities, theaters and auditoriums, walking trails, children's play areas, picnic facilities, and athletic fields. Development standards for developments in the PF zone shall be as specified through a conditional use permit process, which is the approval process for all developments in this zone.

Housing Element Site Overlay Regulations
Housing Site Overlay sites shall allow 100% percent residential use and residential uses shall occupy at least 50% of the total floor area of a mixed-use project. Housing Element Overlay sites shall permit the by right development of housing projects that have designated at least 20% of their units as affordable to low income households.

Drive Through Overlay.
Drive-through retail uses are permitted in the drive-through overlay only, subject to a Conditional Use Permit and adherance to the Drive-Through Standards (page 40). No more than one drive-through use is permitted per parcel or shopping center.

Flexibility for Nonconforming Uses.
Any building or structure which has been rendered nonconforming by the development and design standards of this Plan may be upgraded in-situ, without need to comply with all applicable Specific Plan development and design standards, provided that such work does not expand the gross building area by more than 10% and does not increase the degree of the nonconformity. This provision may be used one time.



Districts Map

PERMITTED USES LIST

Permitted Uses List		
"P" = Permitted Use; "C" = Conditional Use Permit required, "-" = Use Not Allowed, "A" = Accessory, "T" = Temporary Use		
Use Classification	**MU-2**	**MU-3**
Primarily Residential Uses		
Multi-family Housing (3 units or greater)	P	P
Live/Work	P	P
Caretaker Residential	-	-
Residential Care Facilities	P	P
Transitional Housing	P	P
Homeless Shelters/Shelters for the Unhoused	-	-
Small Family Day Care Home	-	-
Large Family Day Care Home	-	-
Single-Room Occupancy	C	C
Supportive Housing	P	P
Accessory Residential Uses (See subclassifications below)		
Guest House	A	A
Home Occupations	A	A
Accessory Dwelling Unit	A	A
Junior Accessory Dwelling Unit	A	A
Primarily Office Uses		
Professional Office	P	P
Office, Walk-In Clientele	P	P
Medical and/or Dental Clinic	P	P
Office Manufacturing	C	C
Media Production Studios	P	C
Primarily Retail Sales		
Retail Sales	P	P
Production Retail	C	C
Restaurant	P	P
Restaurant with Alcohol Use	C	C
Market	P	P
Art Galleries	P	P
Bars and Nightclubs	C	C
Theaters	P	P

Use Classification	MU-2	MU-3
Personal Services	P	P
Big Box Sales	C	C
Drive-Through Retail	-[1]	-
Temporary Retail	P	P
Hotel	P	P
Spaces for Large Gatherings	C	C
Automobile Sales	-	-
Adult or Sexually-Oriented Business	-	-
Primarily Production/Industrial Uses		
Light Industrial	-	-
Warehousing	-	-
Research and Development Labs	-	-
General Manufacturing	-	-
Vehicle Repair and Maintenance Facilities	-	-
Trade and Vocational Schools	P	P
Data Center	-	-
Specialty Agriculture Growing Facility	-	-
Energy and Utility Operations	C	C
Recycling/Waste Management and Remediation	-	-
Heavy Industrial	-	-
Civic/Institutional		
Public Facilities	P	P
Education	-	-
Religious and Assembly	P	P
Accessory Uses		
Properties under these districts may be used for accessory uses, provided that such uses are incidental to, and do not substantially alter the character of any permitted principal use, including but not limited to:		
Accessory uses, buildings or structures	A	A

1 Drive-through uses are permitted in the MU-2 District within the Drive-Through Overlay.

Use Classification	MU-2	MU-3
Building materials, storage of, only when used in construction of a building or structure and then only during the construction and for thirty (30) days thereafter, including the contractor's temporary office, provided that any such accessory use shall be located on the lot where the building project is taking place or on a lot abutting the construction site	A	A
Limited live entertainment in conjunction with other permitted businesses;	A	A
Transportation, Communications, and Utility Uses		
Airports and heliports	-	-
Limitations on Permitted Uses		
Every use in the MU-2 and MU-3 districts shall comply with the following: A. All outdoor storage permitted under this section shall be maintained in an area of a lot, approved by the director, completely enclosed by a view-obscuring fence or wall and paved with macadam or asphaltic pavement in accordance with adopted city standards therefore. Surfacing of such area shall be designated, constructed, and maintained so as to dispose of all surface water. B. All outdoor storage permitted under this section shall be limited to commodities sold at retail on the premises. C. Any commercial use which uses or produces hazardous materials, petroleum products, greases or oils shall be required to install and maintain an interceptor or clarifier and shall dispose of such hazardous materials, petroleum products, greases and oils only in accordance with applicable local, state and federal law. All preexisting commercial uses not in compliance with this permitted uses list shall be required to comply with this list within ninety (90) days of the effective date of the this Specific Plan.		

REVIEW AND APPROVAL PROCESSES

Review and Approval Processes
See the Review Authority Table on this page for the final review authority of each type of application. See the Bell Municipal Code for types of applications not defined within this Specific Plan.

Minor Exceptions to Development Standards
Minor deviations from certain development standards shall be termed Minor Exceptions. The Minor Exceptions allows for limited relief from development standards when doing so results in improved design or functionality of a proposed structure or addition. The Director of Community Development, or their designee, may approve a Minor Exception from the standards described in this Specific Plan, provided that it can be determined that it is exempt from CEQA and makes the following findings:

1. The Minor Exception will enhance project design or accommodate site constraints that prevent full compliance with Specific Plan requirements;
2. The Minor Exception, including any imposed conditions, will not be detrimental to the public welfare or injurious to property or improvements within the Specific Plan Area; and
3. The Minor Exception will be consistent with the objectives of the Specific Plan.

Said Minor Exceptions shall consist of the following:

- Building setback deviation – up to 10 percent.
- Height of fence or wall deviation on – up to 10 percent.
- Projections into required setbacks – up to 10 percent.
- Building height increase – up to 10 percent.
- A decrease of not more than 5 percent of the total open space as provided
- Reduction on in off -street parking requirements – up to 10 percent.

Any request for a Minor Exception that is of significant enough nature such that it constitutes a project pursuant to CEQA (Public Resources Code Section §21065) and does not qualify for a Categorical or Statutory Exemption shall be required to apply as a variance and shall not be eligible for a Minor Exception pursuant to this Chapter.

Type of Application	Community Development Director Ministerial Approval[1]	Planning Commission Discretionary Approval[2]	City Council Approval (After Planning Commission Recommendation)
Conditional Use Permit		x	
Transportation Demand Management Plan	x		
Amendments to Approved Sign Program	x		
Minor Exceptions	x		
Specific Plan Amendments			x
Substantial Conformance Change	x		
Sign Plan	x		
Special Event Permits	x		
Temporary Use Permits	x		
Variance		x	
Interpretations	x		
Minor Site Plan Review[3]	x		
Site Plan Review[4]		x	

Review Authority Table

1 No public hearing is required.
2 All decisions of the Planning Commission may be appealed to the City Council.
3 The community development director shall have the authority to approve applications for minor commercial/industrial construction as follows:
  a. Projects meeting criteria established in BMC 17.92.040(B)
  b. Additions to buildings with less than 1,000 square feet of existing gross floor area that result in an increase of not more than 50%.
  c. Additions to buildings with 1,000 to 10,000 square feet of existing gross floor area that results in an increase of not more than 25%.
  d. Additions to buildings with more than 10,000 square feet of existing gross floor area that result in an increase of not more than 15%.
4 Projects meeting criteria established in 17.92.040(C)(1)

LOT STANDARDS

The MU-3 district and MU-2 district regulations for lot and density standards are detailed in the Lot and Density Standards table on this page.

Lot Standards		
Standard	**MU-2**	**MU-3**
Maximum Density (units per acre)	60 du/ac	60 du/ac
Minimum Lot Size (square feet)	5,000 sf	5,000 sf
Minimum Lot Width (feet)	50 feet	50 feet
Minimum Lot Depth (feet)	70 feet	70 feet
Maximum Floor Area (FAR)	2.5	2.5

Lot Standards

Lot Standards

HEIGHT STANDARDS

Building Height Standards
This section details the MU-3 and MU-2 building height regulations for developments within the Specific Plan area. The building height standards within this chapter prevail within the Specific Plan area.

For applicable concessions, see the City's density bonus standards and procedures on page 43 of this Chapter.

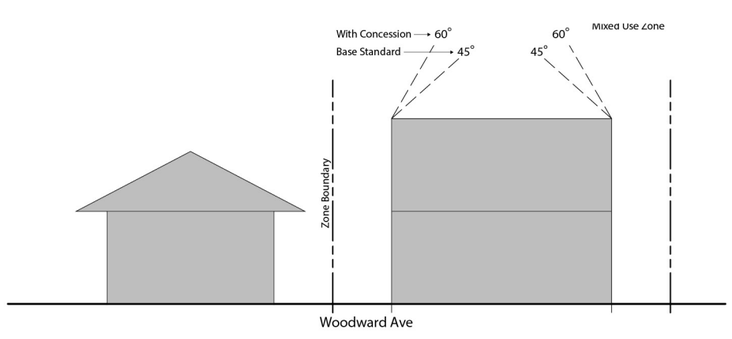
Step-back from Atlantic Avenue
For lots fronting on Atlantic Avenue in the MU-3 district, the height along the frontage of new developments should match the height along the frontage of the adjoining structure or structures. If there are two adjoining structures with different heights along the frontage, the new development should match one of the heights along the frontage. If there are no adjoining buildings next to the new development, the height along the frontage of the new development should match the average height along the frontage of the buildings on the block. In no case shall the maximum height along the frontage exceed 25 feet. Behind the established height along the frontage, the building may rise to the applicable zone height limit with a stepback of 15 feet from the property line.

Woodward Avenue Transitional Height Side Stepback Standards
For new developments abutting Woodward Ave that share a side lot line with a lot occupied by a single-family residence, there shall be a 45° side stepback above the second story. With a density bonus concession, there shall instead be a 60° side stepback above the second story.

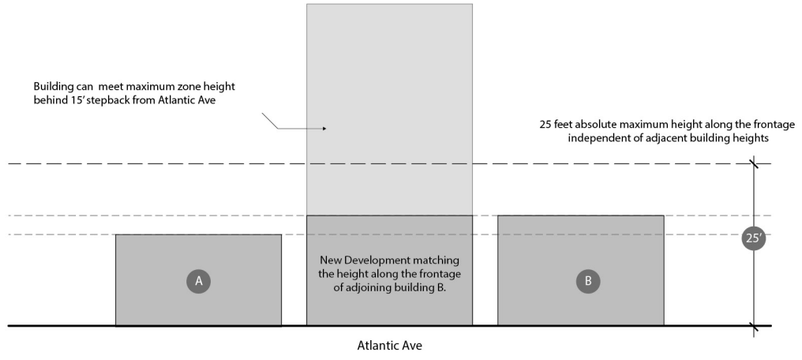
Maximum Building Height Regulations		
Standard	**MU-2**	**MU-3**
Maximum Height, Primary Structure	55 feet or 4 stories, whichever is less	55 feet or 4 stories, whichever is less[1]
Maximum Height, Accessory Structure (except for ADUs)	15 feet or 1 story, whichever is less	
Transitional Height for lots fronting on Woodward Avenue (see diagram below)	45 degree side stepback above second story when abutting a single family residence lot	

Building Height Regulations

1 65 feet or 5 stories, whichever is less, along west side of Atlantic Avenue between alley south of Gage Avenue and Bell Place, see page 34.



Woodward Avenue Transitional Height Side Stepback Regulations.
(front elevation view)



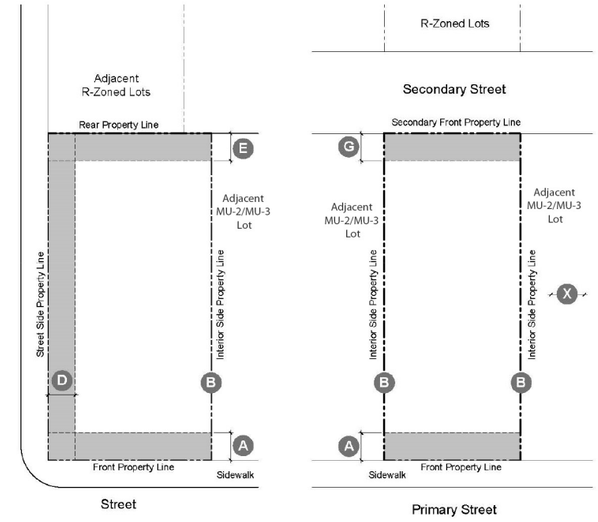
Maximum Height of Atlantic Avenue Frontage.
(front elevation view)

BUILDING SETBACK STANDARDS

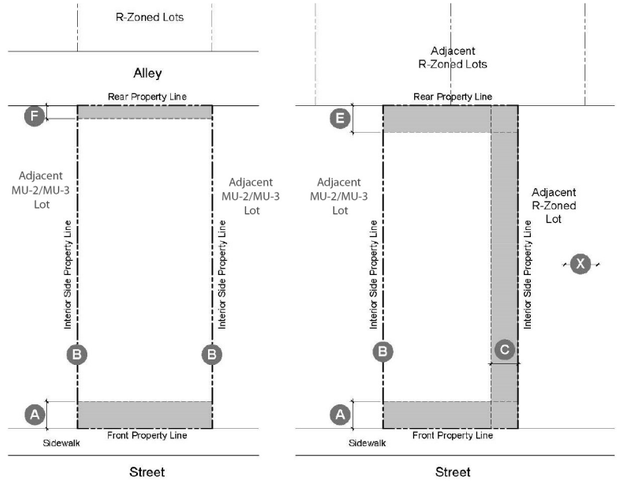
This section details the MU-3 and MU-2 building setback standards for developments within the Specific Plan area. The building setback standards within this chapter prevail within the Specific Plan area.

Minimum Building Setbacks		
Standard	**MU-2**	**MU-3**
A. Front Setback[1] [2]	0 feet[3]	0 feet[4]
A. Front Setback (fronting on Woodward Avenue)	10 feet	10 feet
A. Front Setback (fronting on Gage Avenue Linear Park, north side of Gage Avenue between Pine Avenue and Atlantic Avenue)	N/A	10 feet
B. Side Setback (When not abutting an R-zoned lot)	0 feet	0 feet
C. Side Setback (When abutting any R-zoned lot) on the side adjoining residentially zoned lot	10 feet	10 feet
D. Side Setback (At street side for corner lots and reversed corner lots)	0 feet	0 feet[5]
Side Setback (lots abutting Woodward Avenue)	5 feet[3]	5 feet[6]
E. Rear Setback (When abutting any R-zoned lot)	10 feet	10 feet
E. Rear Setback (When not abutting an R-zoned lot)	0 feet	0 feet
F. Rear Setback (When separated from any R-zoned lot by a public alley)	5 feet	5 feet
G. Rear Setback (When separated from any R-zoned lot by a street, or along Woodward Avenue)	10 feet	10 feet
G. Rear Setback[7] (Along Clarkson Avenue, between alley south of Gage Avenue and Bell Place)	N/A	65 feet

Minimum Building Setback Regulations



Corner Lot Through Lot



Interior Lot with Rear Alley Interior Lot Adjacent to R-Zoned Lots

1 Some properties may require dedication. See Chapter 4.
2 For through lots, the commission shall determine which line of the lot shall be the front line.
3 For properties fronting on Florence the following regulations apply: 1) New redevelopment between 2 properties with zero setbacks and where buildings touch, the new redevelopment has to match the zero setback and will have 100% frontage build-out. 2) If the property does not fall under the criteria of Regulation 1, the redevelopment must provide a minimum distance of 10' between any building face and the roadside curb.
4 For properties fronting on Gage or Florence the following regulations apply: 1) New redevelopment between 2 properties with zero setbacks and where buildings touch, the new redevelopment has to match the zero setback and will have 100% frontage build-out. 2) If the property does not fall under the criteria of Regulation 1, the redevelopment must provide a minimum distance of 10' between any building face and the roadside curb.
5 Ensure sidewalk width of at least 10 feet
6 Transitional height requirements also apply. See page 28.
7 See page 39.

REQUIRED BUILDING LOCATION STANDARDS

This section details the MU-3 and MU-2 building location standards for developments within the Specific Plan area. The building location standards within this chapter prevail within the Specific Plan area.

Buildings shall occupy a minimum percentage of the Build-to-Zone. The Build-to-Zone is defined as a specific distance beyond the building setback from the front property line.

Corner Build Area Regulation.
Buildings shall be located within 10 feet of the required setback line within 30 feet of the street corner.

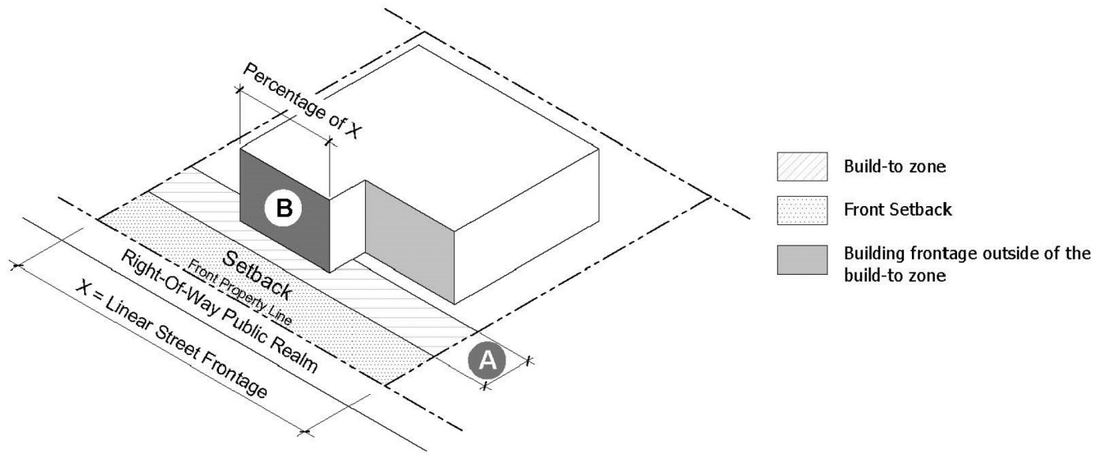
Frontage Improvements Regulation.
The area between buildings and the property line shall be improved as part of a wider sidewalk, as outdoor dining/seating area or with landscaping.

Exceptions. These requirements may be modified or waived by the Director upon finding that:
a) Entry courtyards, plazas, entries, or outdoor eating areas are located adjacent to the property line and buildings are built to edge of the courtyard, plaza, or dining area; or
b) The building incorporates an alternative entrance design that creates a welcoming entry feature facing the street.

Distance Between Buildings.
See the "Minimum Distance Between Buildings on the Same Lot" table in this section.

Build-to Zone Standards		
Standard	**MU-2**	**MU-3**
A. Build-to Zone Depth	10 feet	
B. Building % minimum within build-to zone (Linear street frontage)	50%	100%

Build-to Zone Standards



Build-to Zone Standards Diagram

Minimum Distance Between Buildings on the Same Lot (feet)		
Standard	**MU-2**	**MU-3**
Primary to Primary Structure	10 feet	10 feet
Primary to Accessory Structure	6 feet	6 feet
Accessory to Accessory Structure	6 feet	6 feet
For all of the standards listed above, Fire Department requirements supersede minimum distance standards.		

Distance Between Buildings Standards

ACTIVE FRONTAGE STANDARDS

This section details the MU-3 and MU-2 active frontage standards for developments within the Specific Plan area. The active frontage standards within this chapter prevail within the Specific Plan area.

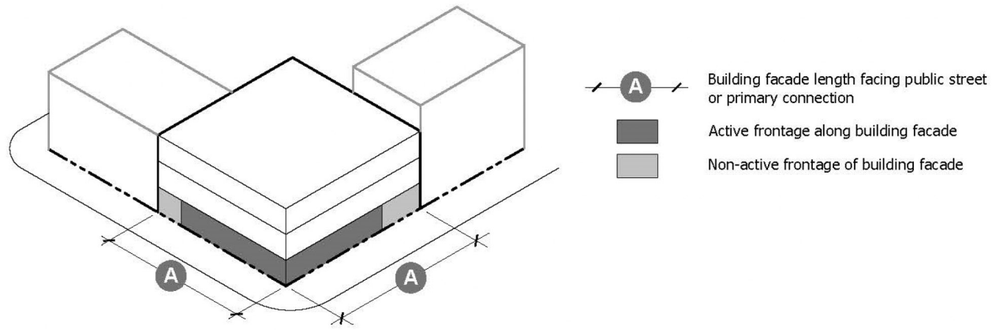
Active frontages are building frontages with active uses where there is a visual engagement between those at the street and those on the ground floor. Active uses are uses that generate many visits, in particular pedestrian visits, over an extended period of the day. Active uses may be shops, cafes, other social uses, and shared accessory spaces. Higher density residential and office uses also can be active uses for particular periods of the day by providing additional entries to individual units or ground floor office spaces.

Active Frontage Qualifying Uses.
Active frontage types shall consist of one or more of the following ground-floor uses allowed in the Active Frontage Qualifying Uses table at left.

Active Frontage Requirement.
Active Frontages are required for a minimum of 80% of the primary building facade along Atlantic or Gage Avenues, and building facades along a public plaza. Active frontages in these locations shall also wrap onto any side streets or pedestrian walkways for at least 20 feet.

Active Frontage Requirement		
Standard	**Minimum %**	**Maximum %**
Active frontage of building facade	80	-
Non-active frontage of building facade	-	20

Active Frontage Requirement



Active Frontages Standard Requirement Diagram

Active Frontage Uses			
	MU-3, Primary Frontage	**MU-3, Secondary or Woodward Frontage**	**MU-2**
Storefront Commercial[1]/3	x[1]	x	x
Ground Floor Office		x	x
Live/Work		x	x
Ground Floor Residential		x	x
Ground Floor Residential Accessory Spaces	x[2]	x	x

1 Excludes barber shops and beauty salons.
2 Maximum of 25 feet of frontage length

Active Frontage Qualifying Uses

Storefront Commercial Minimum Depth in MU-2 and MU-3 Districts	
Standard	**Storefront Commercial Minimum Depth**
Storefront Commercial Minimum Depth in MU-2 and MU-3 Districts	20 feet[1] [2]

1 A minimum of 50% of frontages shall have a minimum depth of greater than 40 feet.

2 Corner Space shall have a minimum depth of 40 feet on all sides.

Storefront Commercial Minimum Depth in MU-2 and MU-3 Districts

TRANSPARENCY

Transparency is the amount of transparent area on a building façade. It intends to provide visual interest along the public realm and promote natural surveillance by encouraging visual connections between the public realm and the interior of a building. Each applicable façade shall provide no less than the minimum transparency listed by use.

To be considered transparent, window and door glazing shall meet the following requirements in the Transparent Area Standards table.

In addition to glazing, muntins, mullions, window sashes, window frames and door frames no more than 3 inches wide may be considered transparent area when integral to a window or door assembly with glazing meeting the requirements above.

In the MU-2, and MU-3 districts, exterior walls facing and within 20 feet of a front or street side lot line or pedestrian walkway shall include windows, doors, or other openings per the minimum transparency standards listed on the table below. Multi-level garages are not required to meet this transparency requirement.

Transparent Area Standards		
	Visible Light Transmittance	**External Reflectance**
Ground story	More than 60%	Less than 20%
Upper stories	More than 30%	Less than 40%

Transparent Area Standards

Required Transparency by Frontage Type			
Frontage Type	**Transparency (min.)**		**Maximum Dead Wall[1] Width (ft.)**
	Ground story (min.)	**Upper stories (min.)**	
A. Storefront Commercial	65%	30%	20 feet
B. Multi-unit Residential	30%	20%	20 feet
C. General Frontages[2]	40%	30%	20 feet

Active Frontage Qualifying Uses

Active Frontage Qualifying Uses

1 Dead wall is a blank wall unbroken by windows or other openings.

2 General frontages include offices, restaurants, markets, and any other uses that do not fall under the categories storefront commercial or multi-unit residential.

Note: These requirements may be reduced or waived by the Director upon finding that they are not compatible to the proposed use or if the street-facing building walls will exhibit architectural relief and detail and will be enhanced with landscaping in such a way as to create visual interest at the pedestrian level.

VEHICULAR ACCESS AND PARKING STANDARDS

This section details the MU-3 and MU-2 district vehicular access and parking standards for developments within the Specific Plan area. The vehicular access and parking standards within this chapter prevail within the Specific Plan area.

Maximum Surface Parking Lot Frontage.
Maximum surface parking lot frontages, as a percentage of frontage width, are given in the table at right. The intent of enforcing a maximum surface parking lot frontage is to establish a prominent and continuous street wall that promotes a multimodal, pedestrian-friendly environment while reducing the visual dominance and negative pedestrian impacts of large, street-facing surface parking lots.

Vehicular Access Hierarchy.
Parking area access shall be provided from the following, in order of preference:
a) From an alley.
b) In the absence of an existing or proposed alley, access shall be from a driveway shared with a property abutting the development site.
c) In the absence of an alley or shared driveway, access shall be from the side/lesser street abutting the development site.
d) In the absence of a side street, from a curb cut/driveway along the primary frontage.

Limitations on Location of Parking.
Off-street parking spaces shall be located to the rear of principal buildings whenever possible. Above ground parking may not be located within 40 feet of the property line along a primary street. Exceptions may be granted where the Director makes the following findings:
b) The design incorporates habitable space built close to the public sidewalk to the maximum extent possible.
c) The site is small and constrained such that underground parking or surface parking located more than 40 feet from the street frontage is not feasible.

Driveways and Curb Cuts.
These standards shall apply to driveways and associated curb cuts providing vehicular access to parcels improved with commercial, mixed-use and/or multi-family residential development projects. Alley frontages are exempt from these standards.
a) Driveways shall be a minimum of 50' from any street intersection. For parcels less than 75 feet wide, driveways shall be located along the lot line farthest from the intersection.
b) Each development project site shall be limited to one curb cut, including driveways and private/service streets, per 250 feet of public street frontage, or two curb cuts per street frontage, whichever is less (unless otherwise required for emergency vehicle access). Mid-block connections are excluded from this requirement.
c) Driveways shall be a minimum of 3' from a property line or include a shared driveway access with adjoining parcel.

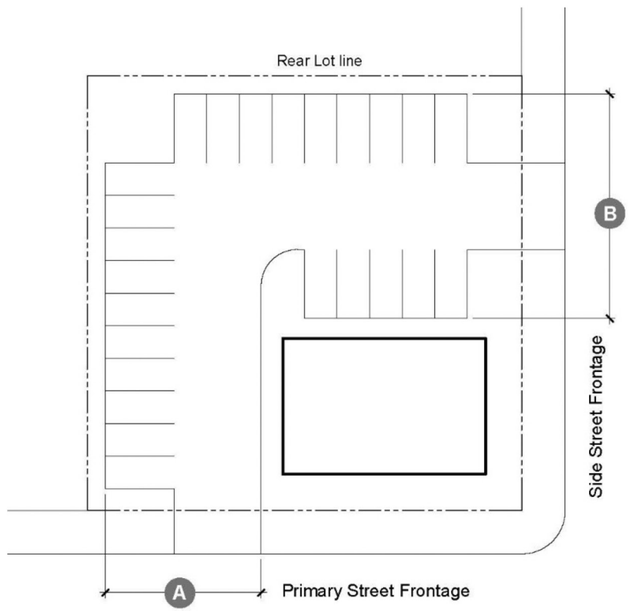
Screening, Landscaping and Drainage.
a) Nonresidential parking areas abutting residentially zoned/used parcels shall have a six (6) foot high solid, architecturally treated, masonry wall to properly screen the parking area(s), subject to approval by the Review Authority. All wall treatments shall occur on both sides.
b) Parking areas abutting public rights-of-way shall provide a three (3) to three and one-half (3.5) foot-high landscaped screen across the entire parking frontage except for driveways. Landscape screening may include hedge row plantings or landscaped berms.
c) Design requirements for paved parking lots shall at minimum require proper water infiltration based on soil and grading conditions. Design of all landscaping/irrigation shall ensure they will only supply the needed quantity of water and that these systems are fine tuned to avoid use of unneeded water as well as avoiding over spray and runoff. Developers should provide planters and planted areas which incorporate drought-tolerant groundcovers, shrubs, and trees. All areas shall be maintained in a manner in which will readily dispose of all storm run-off and all surface water so as to eliminate any puddles or standing water in compliance with all National Pollutant Discharge Elimination System permit requirements adopted by the city.

Driveway Width.
Minimum driveway width is specifed in Bell Municipal Code Chapter 12.08.170. The maximum driveway width along Atlantic or Gage Avenues within the New Bell District Specific Plan area is 22 feet.

Maximum Parking Frontage[1]		
Standard	**MU-2**	**MU-3**
A. Maximum Surface Parking along Primary Street Frontage	30%	0%
B. Maximum Surface Parking along Side Street Frontage	70%	50%

Maximum Parking Frontage Width

1 Applies to new development and major additions or renovations. Parking lot frontage measurements shall include the combined frontage length of any paved and/or drivable surface that functions as part of a parking lots circulation, such as, but not limited to, drive aisles and parking spaces.



Maximum Parking Frontage Diagram

DWELLING UNIT FLOOR AREA AND OPEN SPACE STANDARDS

The MU-3 and MU-2 district regulations for dwelling unit floor areas are detailed in the Minimum Dwelling Unit Floor Areas table.

For applicable concessions, see the City's density bonus standards and procedures on page 43 of this Chapter.

Pedestrian Connectivity.
For sites of over 1 acre with frontage on Atlantic Avenue and a parallel street (Woodward, Clarkson or Pine Avenues), the development shall provide a publicly-accessible pedestrian pathway through the site connecting the parallel street to Atlantic Avenue.

Public Open Space Requirement - 100% Commercial Developments.
100% commercial developments along Atlantic Avenue in the Specific Plan area located on sites larger than 20,000 square feet must provide a minimum of 2,500 square feet of public open space in the development. The open space shall be visible and accessible from Atlantic Avenue. Additionally, at the time of project submittal, applications shall include a work of art, including the artist fee for design, structural engineering and fabrication, if applicable, subject to review and approval by the Planning Commission.

Public Open Space Incentive.
Should a development choose to provide public open space that is consistent with the Specific Plan Vision or that provides a significant public benefit, the following development incentives may be granted: +1 story for all development types or +20 du/ac to the maximum density for mixed-use developments. The development incentive may be granted through the City's Site Plan Review process.

Minimum Dwelling Unit Floor Areas		
Standard	**MU-2**	**MU-3**
Single Room Occupancy (SRO)	250 square feet	
Studio	400 square feet	
One bedroom	600 square feet	
Two bedrooms	750 square feet	
More than two bedrooms	750 square feet plus 150 square feet per bedroom over two	

Minimum Dwelling Unit Floor Areas Regulations

Open Space Standards		
Standard	**MU-2**	**MU-3**
100% Residential Uses		
Minimum Common Open Space	100 sf of open space per unit[1]	100 sf of open space per unit[1]
Minimum Private Open Space	50 sf of open space per unit	50 sf of open space per unit
Mixed-Use (open space required only for residential uses)		
Minimum Common Open Space	100 sf of open space per unit[1]	100 sf of open space per unit[1]
Minimum Private Open Space	50 sf of open space per unit	50 sf of open space per unit

Open Space Standards

1 Developments with less than 10 units are exempted from the common open space requirement.

Landscaping Standards
Standards
25% of the required open space for a development must be landscaped.
Any area on the primary frontage not built to the build-to zone shall be landscaped or have active uses.

Landscaping Standards

MU-3 DESIGN STANDARDS AND GUIDELINES

These standards and guidelines address important design considerations for achieving active, pedestrian oriented, and human-scaled commercial and mixed-use development, while reinforcing a sense of place and vibrancy throughout the New Bell District. The primary intention of the MU-3 district design standards/guidelines is to create a continuous line of shopfronts along Atlantic and Gage Avenues which create a pedestrian friendly experience in Bell's center. These standards/guidelines focus on frontage conditions and only apply to MU-3 parcels which front upon Atlantic and Gage. Shopfronts may serve retail, office or lobby uses, but are best suited for uses that serve the general public.

Relationship Between the Sidewalk and Shopfront Frontage.
A shopfront shall have no setback from the established property line after any required dedications, aside from recessed entryways, which should occupy no more than 30% of the frontage and be recessed at no greater than 10 ft. There should be no obstruction, slope, or stair between the sidewalk and the front door of the shopfront. There shall be no gates along shopfront frontages.

Forecourts may be used to add variety to a line of shopfronts or provide space for outdoor dining behind the property line. Forecourts can be built by adding activated exterior space in front of the main shopfront entry to form a court shape. Additionally, along public plazas or other off-street open spaces, a gallery may be built by building additional stories above the open space, creating a colonnade in front of a row of shopfronts, or by placing a simple roof on top of it.

Building Modulation and Articulation.
Building form and articulation should be used to emphasize public entrances and contribute to the creation of a cohesive environment. Architectural details and elements that will create a human scale at the street level, such as awnings, canopies, arbors, and trellises, which also provide shade over public sidewalks and walkways, should be incorporated. The appropriate use of other architectural details, including reveals, course lines, decorative cornices, columns, etc., is also encouraged as a means of creating interest, variety, and distinctive design fitting within the character of the district.

For buildings of three stories or more, the ground floor should be distinguished from upper floors through differences in the wall plane (e.g. required step-back along Atlantic Avenue), color, texture or material changes, and/or variations in fenestration size or pattern. Buildings of this height should also incorporate noticeable variations in depth in the wall plane at least every 50 feet along street-facing facades.

Building Façade Elements.
Retail storefronts should have large display windows and clearly demarcated store entrances to create a strong and direct relationship with the street, provide visual interest and encourage pedestrian activity. Street-facing facades of all buildings shall incorporate windows and openings providing light to adjacent spaces and rooms, and to create visual interest and provide "eyes on the street."

Transparency.
The minimum transparency standards are listed on page 31 of this section. The transparent windows shall begin no higher than two feet above the ground plane and shall extend at least eight feet above the ground plane. Windows and openings shall provide clear and transparent view into the ground floor retail uses or shall display merchandise to reinforce a pedestrian scale. Excessive displays or signs on the windows shall be avoided to allow visibility into the interior of the stores from the street.

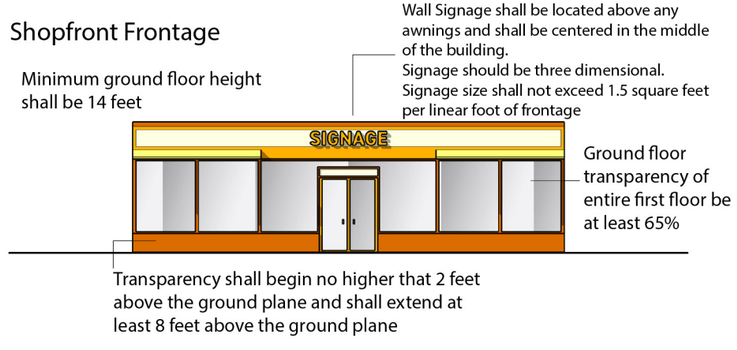
Signage and Awnings.
The maximum sign area for each wall sign shall be one and one-half square feet per lineal feet of building frontage, up to a maximum of 80 square feet. Signage shall be centered on the building frontage and shall be located above any awning. Additional signage type (perpendicular hanging signs) are permitted on shopfront frontages.

Architectural Style.
The architectural style and use of materials should be consistent throughout the entire building. Differences in use of architectural details may occur where the intent is to differentiate between the residential and commercial scale and character of the structure(s). Each project should possess an identifiable architectural theme and be of high-quality design and materials. New development should complement the architectural character of adjacent historic buildings; however, imitation and mimicry of historic architectural styles should be avoided. New buildings should not appear to have been constructed in a past era, and references to period architecture should be interpreted in a contemporary manner. Excessive and overly gratuitous ornamentation should be avoided.

Materials, Finishes and Color.
Gage Avenue, and to some extent Atlantic, has a historic main street character that has been maintained from earlier periods in in Bell. High-quality materials and finishes consistent with the architectural style, scale, character and design theme of the historic buildings should be used where appropriate. This includes the utilization of brick, masonry, and similar industrial materials that relate to the historic character of Bell's main streets. Where new buildings are not proximate to such historic buildings, new buildings may also use materials utilized on adjacent storefronts, provided that they meet the guidelines below.

Materials and finishes should unify a structure's appearance and be selected to work harmoniously with each other. Exterior design and building materials should reflect permanence and quality. Graffiti-resistant materials and paints are strongly encouraged. The number of materials and colors used on the exterior of an individual building shall be limited so that there is visual simplicity and harmony. Standards and guidelines regarding exterior building color of non-residential buildings are included in the Bell Municipal Code Chapter 17.25. Pastel colors should be avoided.

Minimum Dimensions.
The floor to ceiling height of the ground floor for commercial developments with shopfront frontages shall be a minimum of 14 feet and should relate to the heights of adjacent buildings of similar heights where possible. All such commercial spaces shall have a minimum depth of 20 feet.



Components of New Bell District Shopfront Frontages

MU-3 DESIGN STANDARDS AND GUIDELINES

Awnings

Discouraged: Lack of/shallow awnings on shopfront frontages

Encouraged: Awnings on shopfront frontages

Shopfront Setback

Discouraged: Shopfront setback from the sidewalk

Encouraged: Shopfront fronting directly onto the sidewalk

Transparency

Discouraged: Lack of transparency

Encouraged: Transparency on the shopfront frontage

Floor Height

Discouraged: Low floor to ceiling height for ground floor

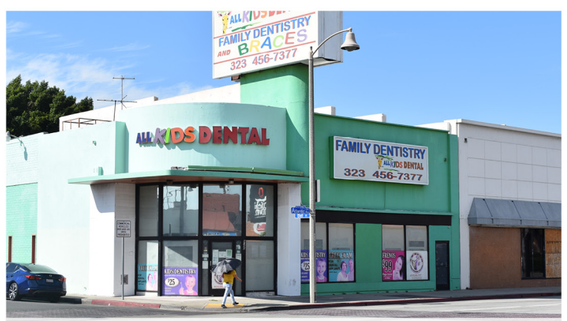
Encouraged: Proper floor to ceiling height for ground floor

Shopfront Frontages

Discouraged: Gates on shopfront frontages

Encouraged: Unobstructed shopfront frontages

Building Facade Material



Discouraged: Entire building painted with accent color

Encouraged: Earthy color and brick material

MU-2 DESIGN STANDARDS AND GUIDELINES

Like in the MU-3 district, building design in the MU-2 district should help active, pedestrian-friendly and human-scaled development. However, there is no singular character to areas in the MU-2 district, and the large variety of existing and anticipated development types in the MU-3 district, including storefronts, residential uses, large auto-oriented shopping centers, and drive-throughs, requires a broader menu of frontage solutions.

Design Guidelines by Active Frontage Use
As described on page 31, buildings must dedicate 80% of the primary building façade, and facades along a public plaza, to active frontages. In the MU-2 district, five uses qualify as active frontages. Guidelines for the design of each are given below:

Storefront Commercial – Storefront commercial uses should be designed as shopfronts. Shopfront design in the MU-2 district should comply with the MU-3 district standards given on the previous spread. However, it is not required that buildings in the MU-2 district provide zero setback; compliance with build-to zone requirements is all that is required.

Ground Floor Office – Ground floor offices should be designed as shopfronts when they are public-serving, such as real estate or tax offices. Other, larger offices can incorporate a lobby as a primary point of entry into the building, and fill in the rest of the frontage with common spaces and other uses which will not lead to makeshift attempts to increase privacy by reducing transparency to the street. A minimum ground-floor transparency of 55% is required. Low landscaping may be installed between entry points.

Live/Work – Live/work units along the ground floor frontage of new construction buildings should generally be designed as shopfronts, ideally with separate doors leading to upper-floor living spaces. These separate doors can be provided from a common alcove.

Ground Floor Residential – To ensure privacy, ground floor residential units should be raised from sidewalk level by two or three feet. Living rooms should occupy the first floor, with sleeping areas on the second floor, in a mezzanine, or along another edge of the building. Providing individual unit entries from the sidewalk, through a stoop, is encouraged. Ground floor residential should be buffered from the sidewalk by landscaping, but must adhere to build-to zone requirements, except in the case of stoops leading to private patios, in which case the patios can satisfy the requirement. A modest level of transparency should be ensured. While low walls with gates into individual front yards and front doors are permissible, continuous walls that block off the first floor entirely from the sidewalk are expressly prohibited.

Ground Floor Residential Accessory – Lobbies, gyms, community rooms, property management offices, or social services in the case of affordable housing are all appropriate uses for the ground floor frontage in the MU-2 district. These types of uses follow the same principles as ground floor office uses, described above.

Structured Parking Guidelines.
Structured parking does not count as an active frontage under the standards from page 31. Structured parking along any street frontage in any zone should be buffered by landscaping at least five feet deep, and that softens the view of the garage and the cars inside. A minimum ground-floor transparency of 15% is required.

Building Modulation and Articulation.
Building form and articulation should be used to emphasize public entrances and contribute to the creation of a cohesive environment. Architectural details and elements that will create a human scale at the street level, such as awnings, canopies, arbors, and trellises, which also provide shade over public sidewalks and walkways, should be incorporated. The appropriate use of other architectural details, including reveals, course lines, decorative cornices, columns, etc., is also encouraged as a means of creating interest, variety, and distinctive design fitting within the character of the district.

For buildings of three stories or more, the ground floor should be distinguished from upper floors through differences in the wall plane (e.g. required step-back along Atlantic Avenue), color, texture or material changes, and/or variations in fenestration size or pattern. Buildings of this height should also incorporate noticeable variations in depth in the wall plane at least every 50 feet along street-facing facades.

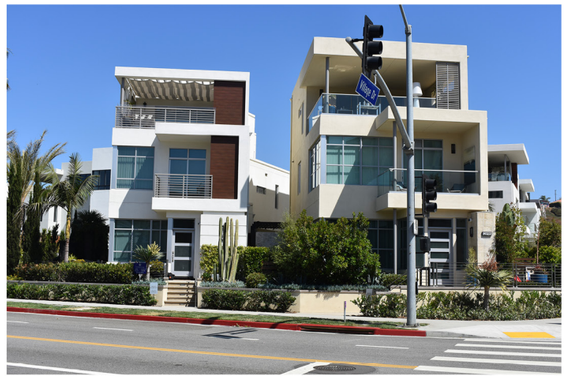
Materials, Finishes and Color.
Materials and finishes should unify a structure's appearance and be selected to work harmoniously with each other. Exterior design and building materials should reflect permanence and quality. Graffiti-resistant materials and paints are strongly encouraged. The number of materials and colors used on the exterior of an individual building shall be limited so that there is visual simplicity and harmony. Standards and guidelines regarding exterior building color of non-residential buildings are included in the Bell Municipal Code Chapter 17.25. Pastel colors should be avoided.

MU-2 DESIGN STANDARDS AND GUIDELINES

Active Frontage Use Examples

Storefront Commercial

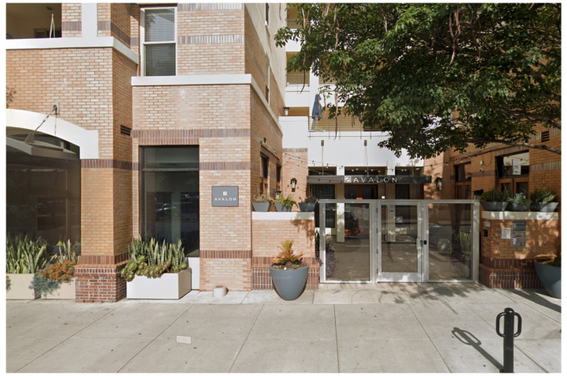
Storefront Commercial


Ground Floor Residential

Ground Floor Residential

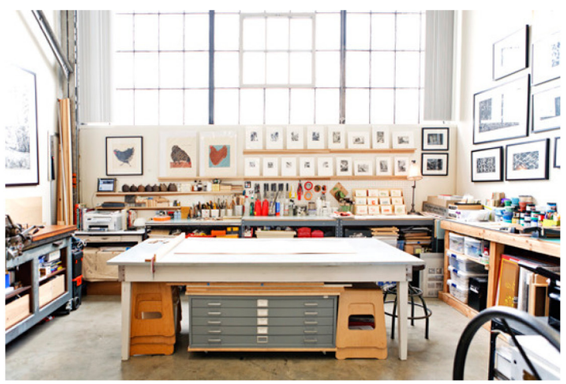
Ground Floor Office

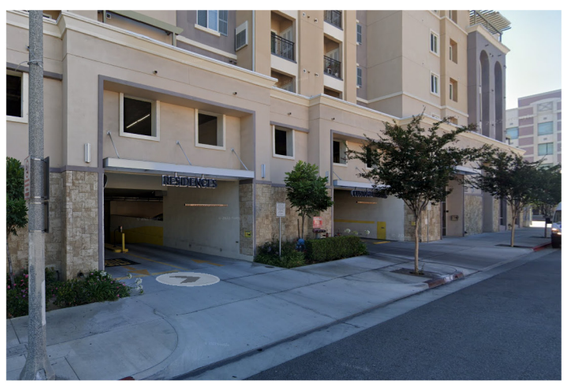
Ground Floor Office


Ground Floor Residential Accessory

Ground Floor Residential Accessory

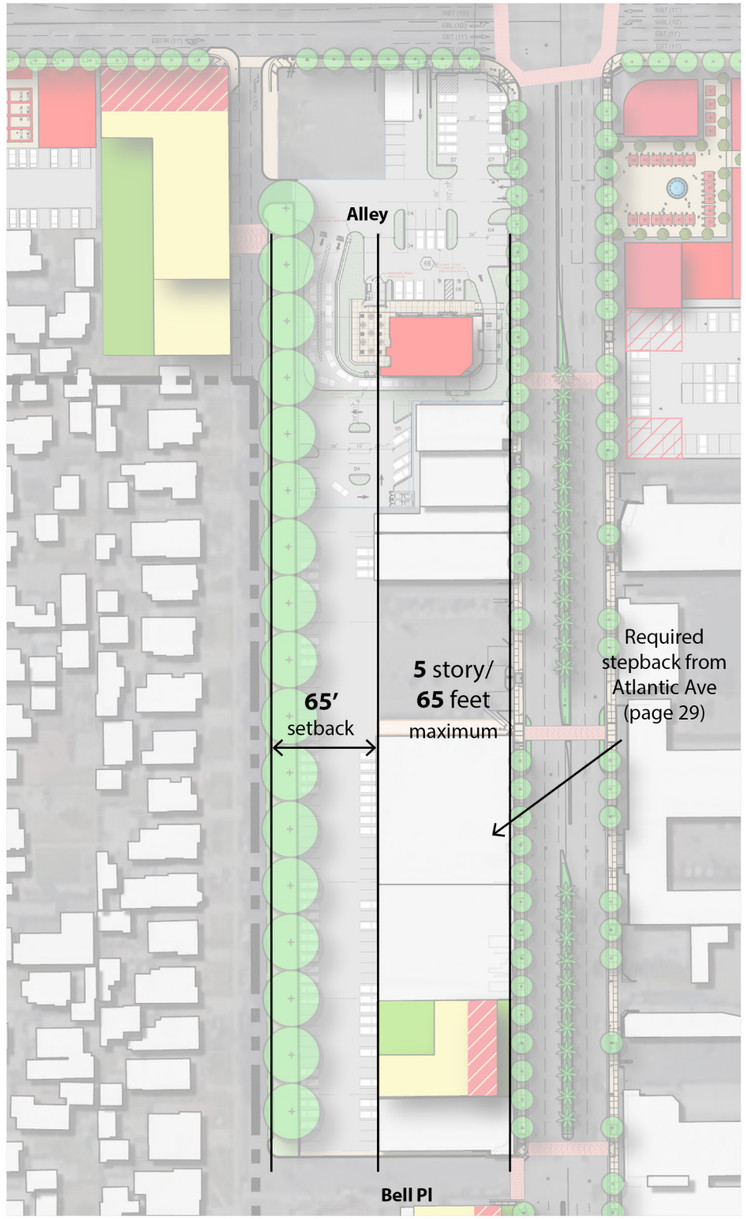
Live/Work


Live/Work


Structured Parking

Structured Parking

WOODWARD AND CLARKSON AVENUE STANDARDS AND GUIDELINES



Height transitions toward the scale of existing structures along Woodward Avenue

Surface parking lot with limited width fronting on residential street, like Woodward Avenue

Woodward Avenue
The existing structures on Woodward Avenue are typically one-story, low density residential bungalow type homes with small front yards. New developments sharing a lot line with these single-family lots on Woodward Avenue should complement the existing conditions as much as possible. The existing front setbacks fronting on Woodward Avenue range from 10 feet to 27 feet, with an 18-foot average. New developments fronting on Woodward Avenue should match the front setbacks of adjacent structures.

New developments fronting on Woodward Avenue shall feature a pitched roof form to match the existing conditions.

Developments abutting Woodward Avenue are required to comply with transitional height requirements along their side property lines when adjacent to existing single-family uses (see page 24). In addition, projects should step down towards the avenue. This stepping down will provide a scale transition from low-density residential structures to the higher density residential projects.

The maximum width of a surface parking lot or structure fronting on Woodward Avenue shall be 100 feet. These parking facilities need not comply with the maximum parking frontage percentage of lot width given on page 33.

Additionally, see pages 27 and 28 of Chapter 2 (Land Use) for additional Woodward Avenue standards and guidelines.

Clarkson Avenue
The east side of Clarkson Avenue, between the alley just south of Gage Avenue and Bell Place, has a collection of mature ficus trees that provide shade like no other trees in the City. Beneath them lies a parking lot that provides important and well-located public parking to Atlantic Avenue shoppers; the parking lot is coordinated through a covenant among the property owners in this area which ensures that access and efficient layout will always be preserved.

In order to preserve these important trees and ensure the continuity of the shared parking resource, all buildings within this area shall be set back 65' from the property line along Clarkson Avenue. The height limit for these properties shall be 65 feet or 5 stories, whichever is less, provided that the existing trees are maintained.

DRIVE-THROUGH GUIDELINES

As noted in the permitted uses list, drive-through uses are permitted in the Drive-Through Overlay subject to a conditional use permit within the New Bell District Specific Plan area. Drive-throughs can have a detrimental effect on pedestrian-friendly districts; they encourage people to stay in their cars and not visit other businesses, and they can cause congestion on roadways or dedication of excessive amounts of space to on-site circulation areas. Nevertheless, drive-throughs are a highly-demanded service and can attract many people. Standards for drive-through uses within the Specific Plan area are given below.

Drive-Through Queue Line Position
The drive-through queue line either be located behind the building, as seen from the street, or be shielded from the street with decorative semi-transparent screening. An exception may be made from this standard with Community Development Director approval.

Pedestrian Entry to Street
Entries for buildings associated with a drive-through use shall be oriented to public spaces and streets.

Ingress Driveway Position
Ingress driveways for vehicles shall be placed in such a location to create the maximum vehicle queue length possible for the site.

Speaker System and Menu Board
The drive-through queue should be serviced by at least one speaker system and menu board for ordering prior to vehicles reaching the payment window.

Signage Permitted
Drive-through signage may include a wall sign with the business name and/or logo, oriented to the main entry, a sign(s) denotating the drive-through driveway entrance, and a locator sign(s) at key visibility sights from the street directing drivers to the drive-thru driveway entrance. Additional signage along drive-through path shall be limited to face inwards only. No additional signage or marketing shall face the public right of way.

In addition, as a part of the conditional use permit process, the City's appropriate approval authority shall evaluate the site plan to avoid and mitigate any detrimental effects on pedestrian and vehicular circulation in the surrounding area. The approval authority may also waive Required Building Location standards (page 30), Maximum Surface Parking Lot Frontage standards (page 33), or Vehicular Access Hierarchy standards (page 33).

Example of Main Entry to Street and Queue Behind Building

Example of Street-Oriented Wall Signage and Outdoor Dining

Example of Drive-Through Window Screening

Example of Drive-Through Locator and Driveway Entrance Signage

Discouraged: Large Pole Signage

Encouraged: Mural Wall Sign

SIGNAGE STANDARDS AND GUIDELINES

Public Signage
Appropriate types of public signage in the area include:

- Gateway Signs at the entries to the City, district entries and freeway exits
- Banners throughout the New Bell District
- Pedestrian monument wayfinding signs

See Chapter 4 for more information about these signs.

Murals
Mural Wall Signs are encouraged, especially in the MU-3 district. They may be initiated by the public or private sector and require the consent of the owner of the structure upon which the mural is to be painted. Planning Commission approval is required.

Private Signage
Private signage is regulated by the Sign Regulations in the Bell Municipal Code, Chapter 17, Article 84. The Citywide standards shall guide signage, except where modified in this section.

Private signage shall be made of permanent materials. It shall be appropriately sized, scaled, and centered for the specific storefront, and all types of signs shall be coordinated to have a compatible style and colors.

Appropriate types of private signage allowed in the area include:

- Projecting Signs are encouraged along sidewalks in the MU-3 district, as long as they are pedestrian-scaled.
- Wall Signs
- Window Signs as regulated in the Bell Municipal Code.
- Awning Valance Signs, provided that lettering is no greater than 8 inches high and is located within the middle 70 percent of the valance (edge) area

The following types of signage may not be appropriate:

- Box Signs or Illuminated Box Signs
- Pole Signs are prohibited by the Bell Municipal Code
- Monument Signs in the MU-3 district

SIGNAGE STANDARDS AND GUIDELINES

Discouraged: Oversized signage

Encouraged: Wall Signage above awning and Projecting Pedestrian Sign

Encouraged: Wall Sign, Awning Edge Sign and Window Sign

Discouraged: Two-dimensional box signs

Encouraged: Multi-tenant projecting pedestrian sign

Required: Wall Signs shall be of channel letter design (BMC 17.84.050.B.4)

DENSITY BONUS STANDARDS AND PROCEDURE

Density Bonus Standards
Projects may request to utilize a density bonus through Chapter 17.62 of the Municipal Code. The on-menu concessions that apply within this Specific Plan area are as follows:

1. Height. An additional 1 story over the maximum number of stories allowed in the underlying district.
2. Floor Area Ratio. A percentage increase in the Floor Area Ratio equal to the percentage of Density Bonus for which the Housing Development Project is eligible, not to exceed 35%.
3. Minimum Unit Sizes. An exemption from the minimum unit sizes as required per the BMC.
4. Open Space. Up to 20% decrease from an open space requirement provided that the landscaping for the Housing Development Project meets minimum standards.
5. Transitional Height. Side stepback above the second story to be 60 degrees instead of 45 degrees.

Under these density bonus regulations, 100% affordable projects automatically qualify (without proving need) to receive 5 concessions and market rate inclusionary projects may request one or more concessions based on the number of affordable units.

Density Bonus Procedure
Requests for on-menu Density Bonus incentives will be processed ministerially through the Planning Department, thereby rendering these requests exempt from analysis under the California Environmental Quality Act (CEQA). A project that solely requests Density Bonus on menu incentives, and is not subject to other entitlements, will not trigger analysis under CEQA.

The City's "menu of incentives" articulates in objective terms the most applicable and commonly requested development standard modifications pertaining to multifamily housing, which were preevaluated as providing for affordable housing costs. The City's intent in creating on-menu incentives was to streamline the approval requests for a set of known, objectively calculated, and standardized incentives. Determining whether a project satisfies the BMC requirements for an on-menu incentive involves little to no personal judgement and involves determination of whether the application conforms to applicable objective requirements. This is in contrast to off-menu incentive or waiver requests, which are unknown, non-standard, have no clear statutory limitations, and were not publicly pre-evaluated prior to the date of project application. Due to this difference, off-menu incentives will continue to be processed as discretionary requests subject to review by CEQA.

The interpretation which treats on-menu incentives as ministerial actions exempt from CEQA review is consistent with CEQA. Ministerial actions are exempt from CEQA (Public Resources Code [PRC] §21080(b)(1). Under CEQA Guidelines Section 15369, CEQA defines a ministerial decision as one that involves little or no personal judgement by the public agency or official as to the wisdom or manner of carrying out the project. A ministerial decision involves the use of fixed or objective standards rather than subjective decision making. The agency or official merely applies the governing statute, ordinance, regulation or other fixed standard to the facts.

A project that solely requests Density Bonus on-menu incentives, and is not subject to other entitlements, will not trigger analysis under CEQA.

3. PUBLIC REALM

PUBLIC REALM

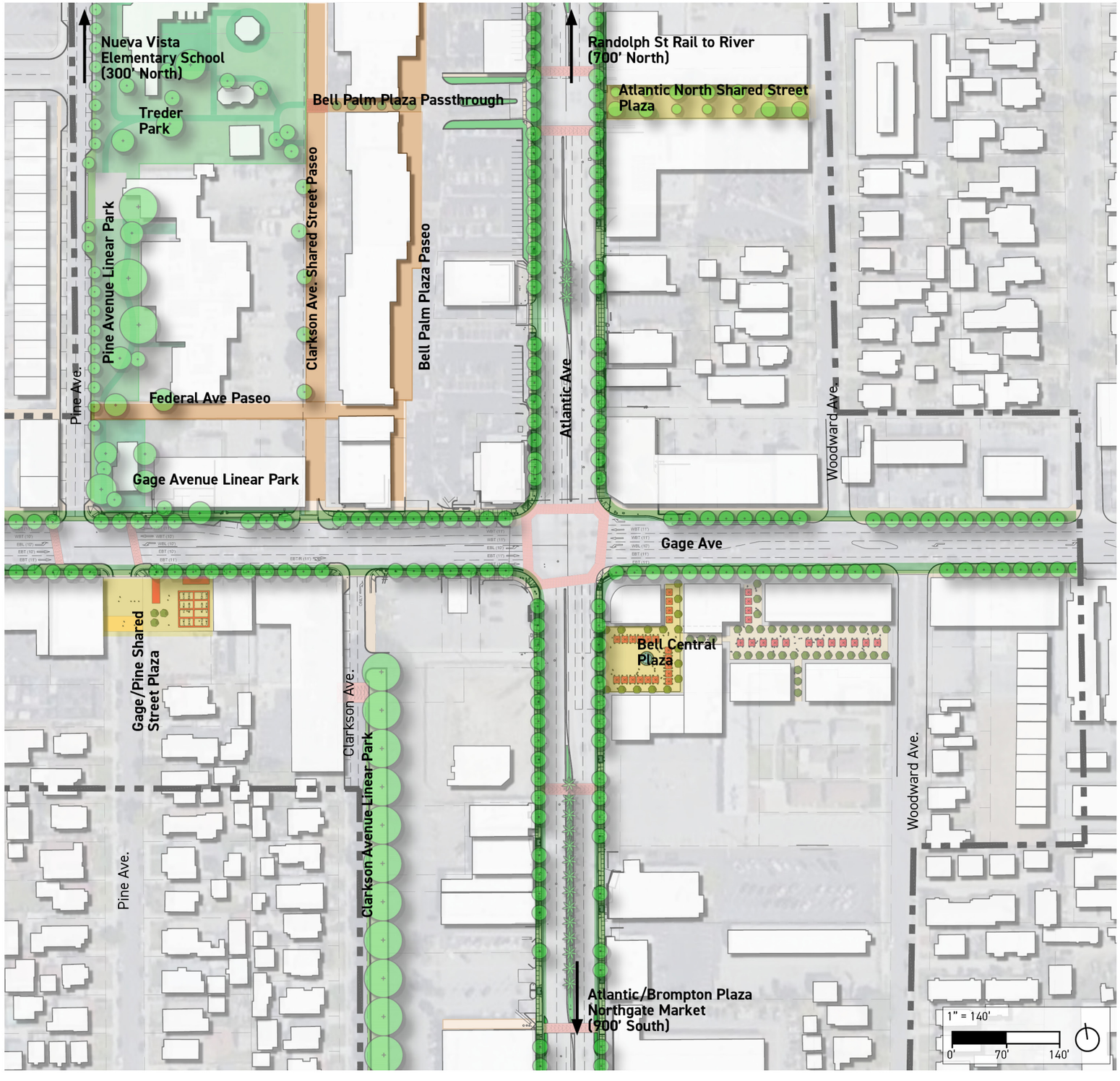
Bell has an active public realm. Community parks are brimming with activity, sidewalks are populated with people walking and biking, and front yard gatherings bring life to residential neighborhoods. However this activity stems more from the City's high population density, its older commercial buildings and grid street pattern than from the design of its streets, sidewalks and public spaces. In the New Bell District in particular, sidewalks are narrow, green space is disconnected, and shade is lacking. As a result, when people have options to go out and enjoy themselves, they often choose other communities.

This chapter describes concepts and guidelines meant to guide the transformation of Bell's public land into a fabric that supports the vision of the Plan to create a shopper- and pedestrian-friendly corridor at the center of the City. The changes envisioned here will require further consideration and design by the City of Bell prior to implementation, which may occur in a variety of methods as described in Chapter 6. However, developers should note that they are required to upgrade adjacent sidewalks to Plan standards except where the City finds that doing so would create an inconsistency that is detrimental for the district.

The changes envisioned here will help to diversify and expand the City's open space resourses, reduce urban heat island effect, and treat and infiltrate stormwater. Even more so, they will complement private development to create exciting, active centers – places people want to be.

PUBLIC REALM MAP AND OPEN SPACE PROGRAMMING MATRIX

The map at right shows key elements of the planned public realm in the New Bell District. The Plan creates a wide variety of spaces, providing interest and attraction for many different types of people, at different times of the day, week and year, with different activities. Active plazas serve as central nodes for the City and district and as places to "hang out" and spend an evening, especially when activated with local events. Streetscapes, augmented with passthroughs, form the backbone of the district and connect people with new businesses and places in a convenient and comfortable setting. Linear parks treat stormwater and provide spaces for exercise and respite from the city. All of these types are linked together, encouraging the exploration of the district on foot, and creating a uniquely livable setting for residents of Bell at the center of the community.



PUBLIC REALM MAP AND OPEN SPACE PROGRAMMING MATRIX

Programming Opportunities	Open Space Locations							Users			
	Primary Streetscapes: Atlantic Ave Gage Ave	**Linear Park:** Pine Avenue Gage Avenue Clarkson Avenue South	**Plazas** Bell Central Plaza Gage/Pine Shared Street Plaza North Atlantic Shared Street Plaza Atlantic/Brompton Plaza	**Paseos/ Passthroughs:** Bell Palm Plaza Paseo Federal Ave Paseo Passthrough to Parking Clarkson Ave.	**Recreational Greenways:** Randolph St Rail to River	**Active Recreational Parks:** Nueva Vista Elem School Field	**Recreational / Civic Parks:** Treder Park	**Families with Children**	**Couples / Singles (Local Residents)**	**Visitors from Outside (Regional Market)**	**Empty Nesters/Grew up and retuning to Bell**
Activities											
Outdoor Dining	x		x	x		x		x	x		x
Shopping/Strolling	x		x	x				x	x	x	x
Entertainment	x		x					x	x	x	x
Gathering/Hanging Out	x	x	x			x	x	x	x	x	x
Family-Oriented Activities	x	x	x		x	x	x	x			
Dog-Friendly Activities					x	x	x	x	x		
Remote Working		x	x	x		x			x		
Recreation/Physical Activity		x			x	x	x	x	x		x
Events											
Farmers Market							x	x	x		
Seasonal Events							x	x	x		
Art Show/Art Walk/Arts and Crafts Show			x	x					x	x	x
Food/Tasting Events			x					x	x	x	x
Outdoor Movie Night			x				x	x	x		
Small Music and Cultural Programs			x					x	x	x	x
Large Music and Cultural Programs							x	x	x	x	x
Community Informational Fairs			x				x	x	x		
Bell 5K							x	x	x	x	x
Elements											
Public Art	x	x	x	x	x		x	x	x	x	x
Pedestrian Lighting	x		x	x	x		x	x	x	x	x
Public Wi-Fi Hot Spots			x				x	x	x	x	x
Interactive Play and Gaming Features		x	x					x			
Interactive Lighting and Experiential Art Installations		x	x					x	x	x	x
Multi-purpose Seating and Benches			x	x				x	x	x	x
Planting and Urban Greening	x		x	x	x	x	x	x	x	x	x
Focal Points and Accent Paving	x		x	x				x	x	x	x
Food Trucks			x			x	x	x	x	x	x
Temporary Road Closure Elements			x					x	x	x	x
District Branding Elements	x	x	x	x	x		x	x	x	x	x
Trees/Shading and Human Comfort	x	x	x	x	x	x	x	x	x	x	x

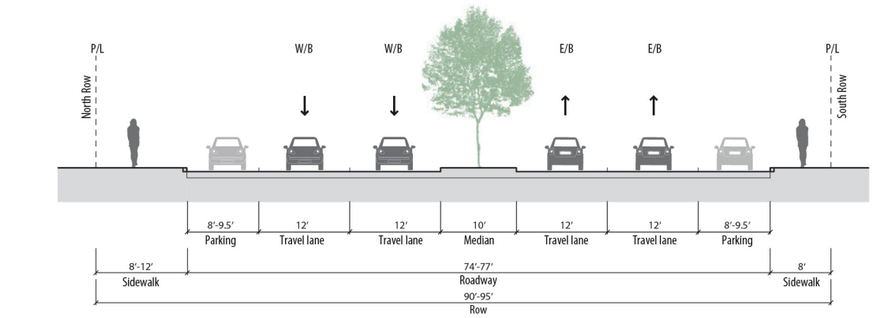
ATLANTIC AVENUE STREETSCAPE

The Atlantic Avenue Streetscape
The right-of-way of Atlantic Avenue ranges from 90 to 95 feet wide, with varying widths of sidewalk between 8 and 12 feet; however, the City's general plan establishes a 100-foot cross-section. When this cross-section is built out, there will be sidewalks of 11.5 to 13 feet on both sides. Curb lines need not move.

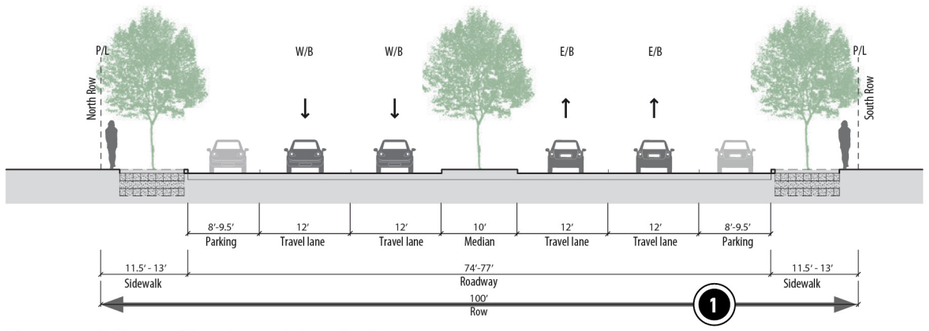
The sidewalk dedication shall not be required where there is a redevelopment between two properties with zero front setbacks and where the buildings touch. In this case, right-of-way shall not be dedicated and all of the new building shall be constructed up to the property line, except as required for utility or fire services or to establish a publicly accessible open space. Flexibility on this standard may be granted at the discretion of the City Manager.

The Importance of Shade and Human Comfort
The project community survey has revealed that street trees are among the top three priorities for the Bell community along Atlantic Avenue. Countless studies[1] have been conducted on the correlation between street trees and successful shopping districts, not only due to trees' ability to enhance placemaking and soften spaces through urban greening but also, at a more functional level, their ability to provide shade and human comfort for people to exist in outdoor spaces. Opportunities to create as much shading as possible should be a primary objective for streetscape improvements within the district.

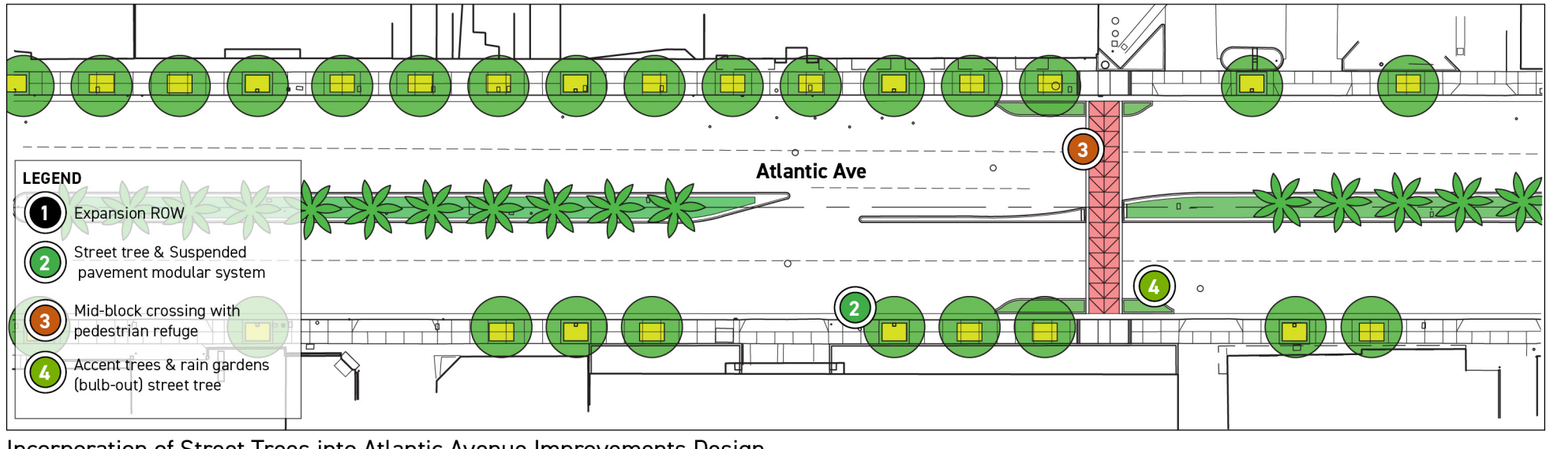
In the 2019 construction plans for the Atlantic Avenue Improvements (not yet constructed as of 2024), the City planned to undertake additional street tree planting with crape myrtle trees in new curbside bulb-outs placed in limited locations along the street. While this design would provide strong accent and placemaking properties with its bold, flowering canopy, the limited extent of the bulb-outs and the trees' small growth habit and canopy size would offer very limited amounts of shade on the sidewalk.



Existing Cross-Section - Atlantic Avenue



Proposed Cross-Section - Atlantic Avenue



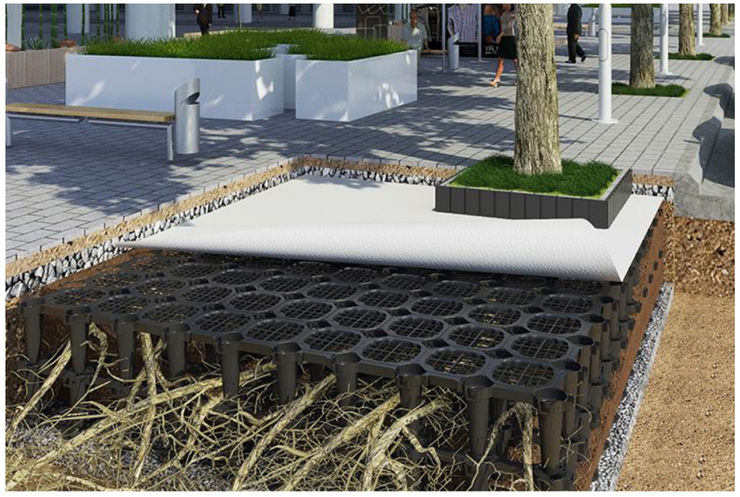
Incorporation of Street Trees into Atlantic Avenue Improvements Design

1 One such study: Wolf, Kathleen L. 2005. Business district streetscapes, trees, and consumer response. Journal of Forestry. 103 (8): 396-400.

Main street streetscape with appropriate tree cover.

Crepe myrtle (accent tree) and brisbane box (sidewalk tree).

The size that street trees can grow is dictated by the amount of soil volume they have.



Suspended pavement modular system with root growth areas.

ATLANTIC AVENUE STREETSCAPE

The addition of open tree planters for new trees within the existing streetscapes would likely narrow the pedestrian walkways to unacceptable widths for an urban shopping walk, but sub-surface root growth areas would allow the surface streetscape areas to be maintained and provide the landscape infrastructure needed for larger street tree growth. This Specific Plan proposes root growth areas of approximately 6' x 8' around the tree trunk. A suspended pavement modular system (see image at left) would be used to support the sidewalk above. Maximizing aeration points to the root zones below paving areas will help facilitate root growth and may require a porous paving surface or regular hardscape openings in the surface sidewalk.

Recommended Changes to Atlantic Avenue Streetscape Improvements
In light of the above and feedback from the community and City staff, the Specific Plan recommends the following changes to the Atlantic Avenue Streetscape Improvements construction documents.
Add street trees, grates and suspended pavement modular system within the sidewalk area
Remove bulb-outs with accent trees except where pedestrian crossings are being accommodated
Remove remodeling of Biancini Park

Further, the recommended improvements have been separated into the following categories of priority/timeline:

High Priority - street trees, furniture and lighting improvements
Low Priority - update accent paving with colored concrete pavers, planter pots, wayfinding improvements, median landscaping
Implemented with Public Parking Facilities - mid-block crossings and bulb-outs with accent trees/rain gardens

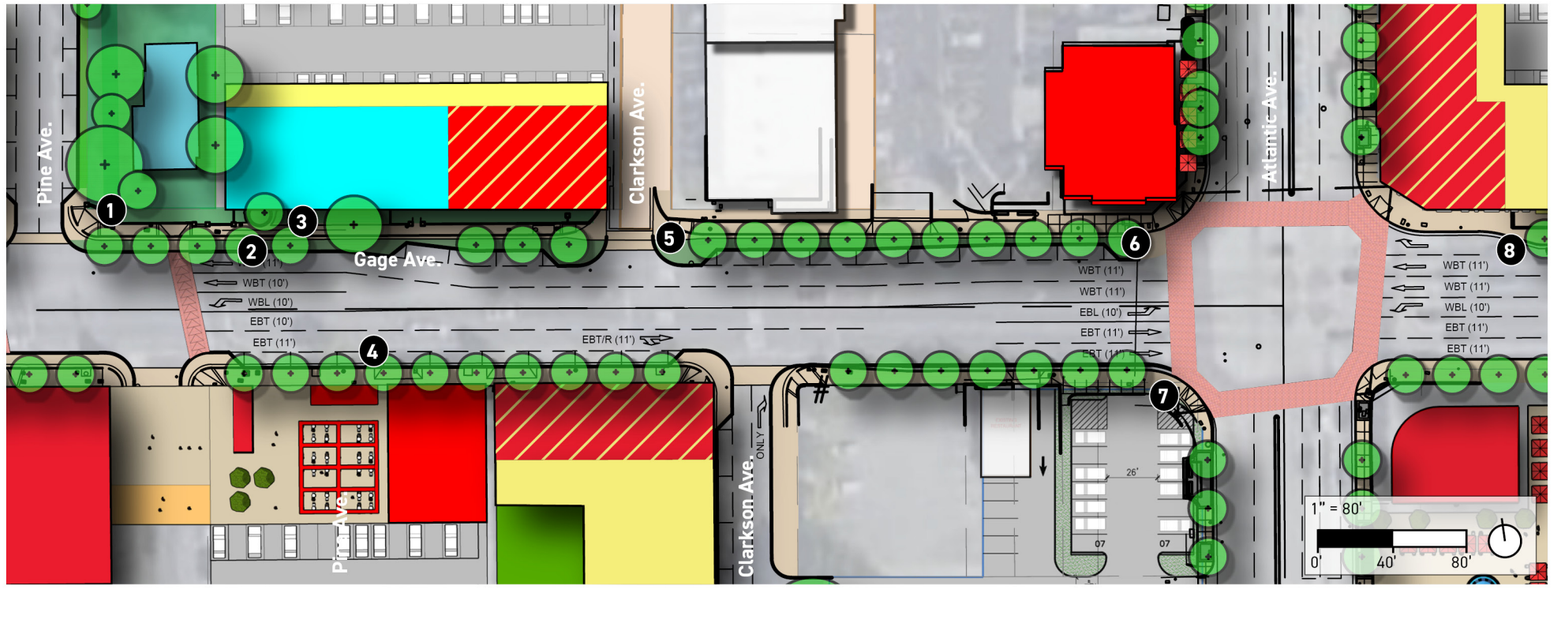
GAGE AVENUE STREETSCAPE

Gage Avenue is the City's historic main street, but in the vicinity of Atlantic Avenue it lacks pedestrian continuity and is relegated to the design of a secondary, vehicular-priority street. Under this Specific Plan, the portions of Gage Avenue within the New Bell District (Pine Avenue to King Avenue) will be transformed to become pedestrian assets connecting the Civic Center and Gage/Pine secondary node (see page 18) to the central point of the New Bell District.

The greatest opportunity for transformation lies upon the north side of the street between Pine Avenue and Atlantic Avenue, which can be transformed into a linear park connecting to the Pine Avenue linear park (see page 52). This area is currently characterized with a wide unused curbside lane which becomes an underutilized right turn lane at the intersection of Pine Avenue; this can be replaced with on-street parking and a landscaped, bioretention zone with trees. The sidewalk is narrow, but in front of the Bell House and Library there are landscaped setbacks with large trees; this environment can be extended eastward toward Atlantic Avenue as properties redevelop. Hardscape paving should be incorporated as well to provide space for pedestrians and cyclists who may be using the area.

On the south side of the street, and on both sides east of Atlantic Avenue, a more standard pedestrian-friendly sidewalk is envisioned, with opportunities for widening into the roadway east of Atlantic Avenue. Street furniture and trees can match those along Atlantic Avenue until such time as a distinct style is determined for the length of Gage Avenue throughout the City.

The General Plan currently classifies Gage Avenue as a major Arterial with a 100 ft. right-of-way; however, it is not recommended that any dedication take place except as may be preferred by the property owner to assist in the maintenence of the linear park.

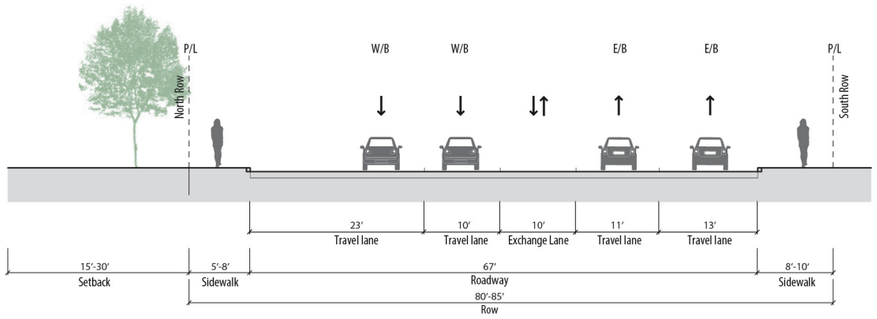


2. Sidewalk extension with landscaping and pathways to parallel parking space

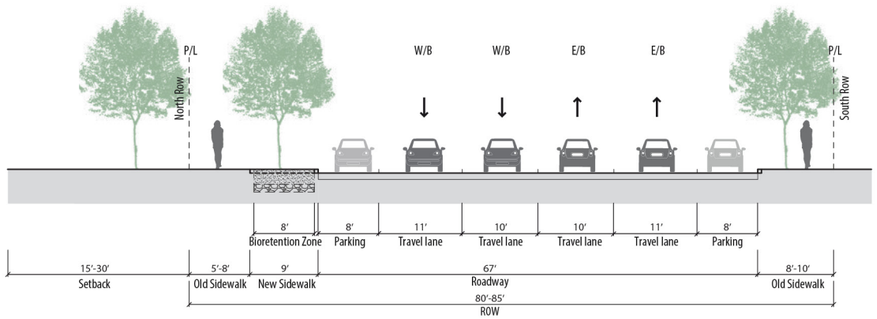
2. Bioretention area added outside existing curbs, avoids disrupting stormwater and other utilities

GAGE AVENUE STREETSCAPE

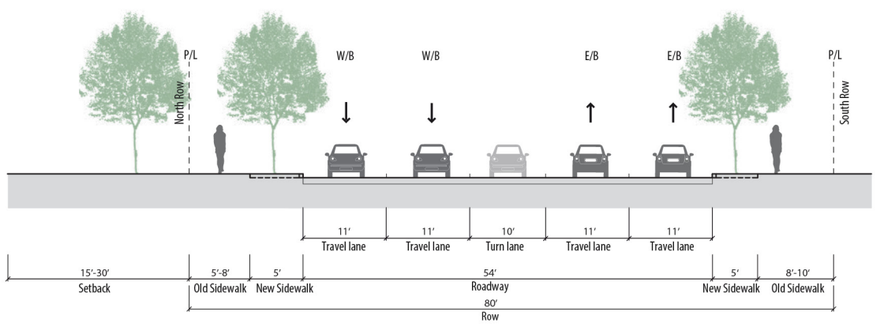
1. Linear Park path wraps from Pine Avenue into beginning of Gage Avenue Linear Park
2. Construction of new bioretention area in current underutilized roadway areas, with tree planting
3. Large existing trees and setback in front of library and Bell House to be retained and incorporated into park; new development subject to setback requirements
4. New on-street parking adjacent to food hall
5. Bulb-outs slow vehicles making right turns, creating a safer environment for pedestrians
6. Opportunity for bulb-out and/or bus stop improvement
7. Curb realignment to eliminate unnecessary small right turn lane
8. Despite more constrained dimensions, sidewalk extension provides needed buffer to existing and future development from roadway.



Existing Cross-Section - Gage Avenue



Proposed Cross-Section - Gage Avenue (Pine to Atlantic Avenue)



Proposed Cross-Section - Gage Avenue (Atlantic Avenue to King Avenue)

PINE AVENUE LINEAR PARK

Bell's City Hall, Recreation Center, Vista Hermosa Elementary School and Treder Park are important community facilities that feel "hidden" to those who aren't familiar with the area. These facilities can be connected to the various nodes in the New Bell District through a linear park along Pine Avenue encompassing the area currently occupied by the James George Bell House's side yard, City Hall's front entry, and the diagonal parking in front of City Hall. This linear park will continue elements of the Gage Avenue Linear Park described on the previous page, as it wraps around the Bell House. It will provide stormwater treatment, a short exercising path, and seating areas.

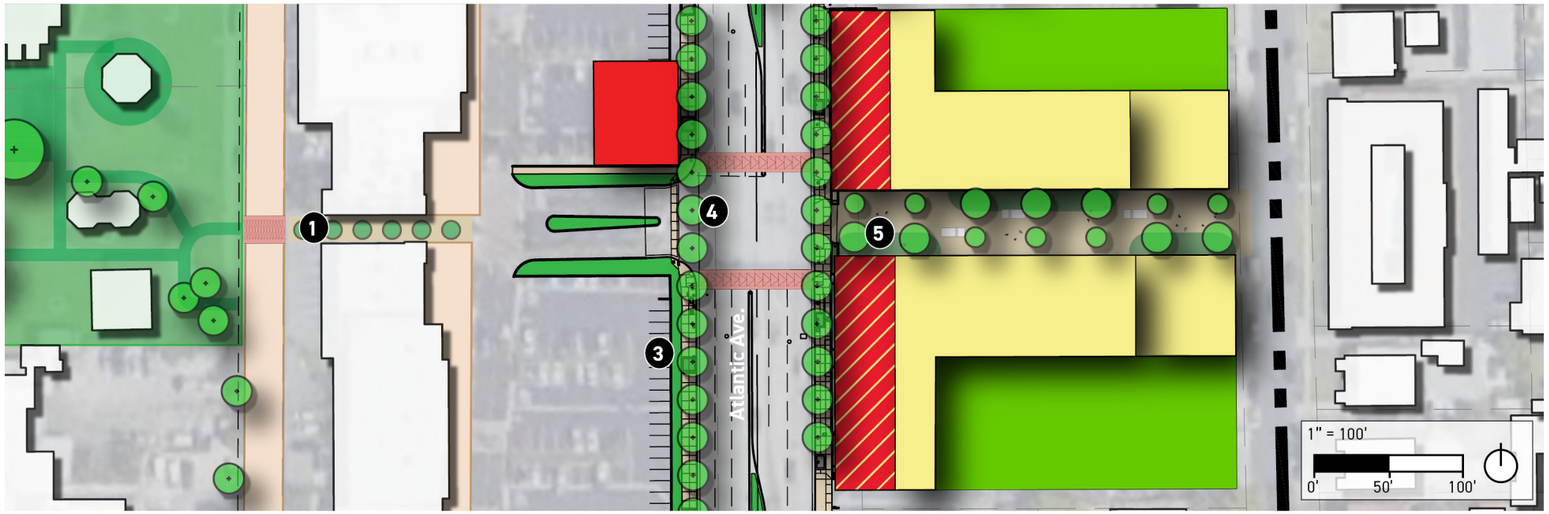
Key features include:

1. Existing trees preserved and provide excellent shade canopy for park users. Lighting added to ensure usability at night.
2. Curvilinear path through park
3. 5' width added to park by converting diagonal parking to parallel parking and restoring curb to its original location at street gutter. Parking supply is anticipated to remain similar as additional spaces are added on the west side of the street with redevelopment.
4. Bioretention zone in former diagonal parking area
5. Evaluate reorientation of fire station to Clarkson Street
6. Treder Park to be upgraded to serve needs of newly increasing urban residential population, with features such as a playground and improvement of hardscape Community Center exterior space into stage area.

Area in front of Bell House and City Hall available for linear park

Linear Park example. Source: sierramadregardens.com

Pine Avenue Linear Park - Plan View



New pedestrian system linking Civic Center, Bell Palm Plaza and new North Core Gateway Shared Street Plaza

The driveway between WSS and Bank of America is currently used as a cut-through to the Woodward Ave neighborhood.

Opportunity for bioretention strip treating water from parking lot

BELL PALM PLAZA AND ENVIRONS

As described on page 13, this page describes a new set of east-west connections highlighted by a northern gateway plaza to the MU-3 district.

Key features include:

1. Enhancement of Bell Palm Plaza passthrough with removal of landscaping, addition of murals or windows, and marked crossing of Clarkson Avenue, providing better connection to Treder Park
2. Widening of paseo in front of Bell Palm Plaza shops to activate stores, as seen in the central plaza area of the shopping center currently. Elimination of one row of perpendicular parking immediately adjacent to stores.
3. Parking landscaped strip opportunity for bioretention
4. Existing signal at Bell Palm Plaza Driveway; complete crosswalks around intersection.
5. Shared street plaza can be designed asymmetrically and with curves to further slow vehicles. Bioretention zones can be placed in areas where greater planting and/or screening is needed, and at grade or with curbs to best capture water from the street. Driveways can also be accessed from the shared street.

CLARKSON AVENUE NORTH

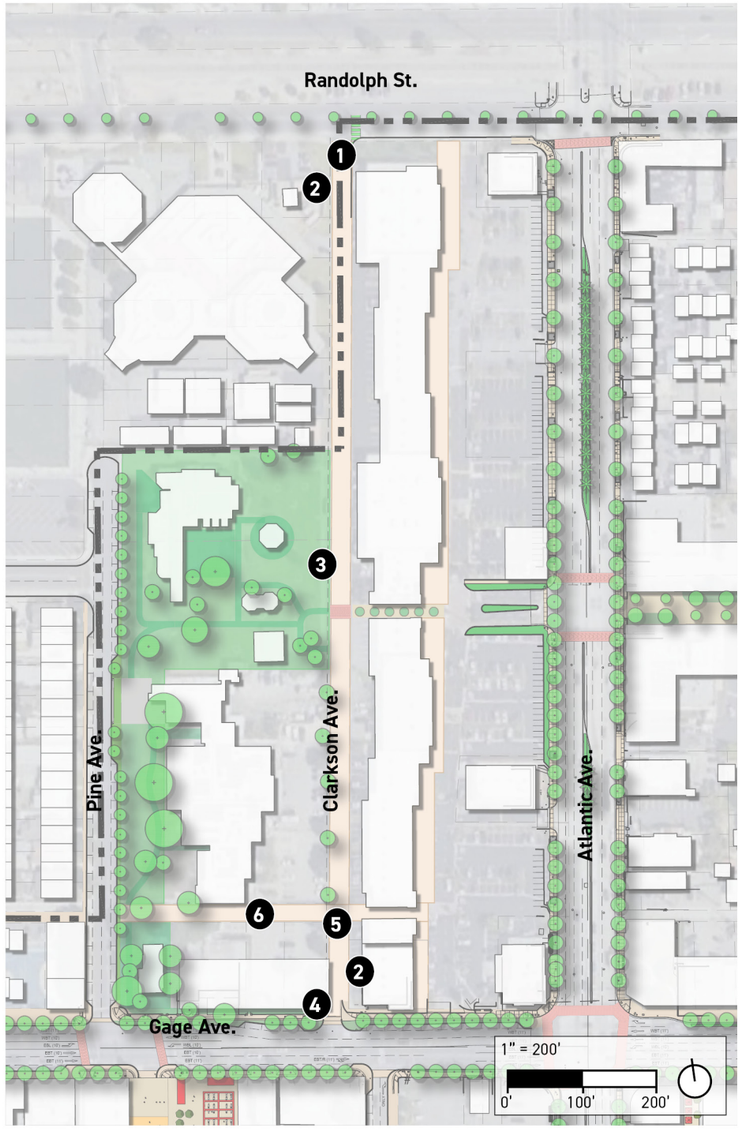
Randolph Avenue will soon be part of the regionally important Rail-to-River bicycle corridor, connecting 17.7 miles via Class I and Class IV paths from the Los Angeles River to Inglewood. With such an important bicycle corridor at the edge of the area, it is critical that safe bicycle linkages be made allowing cyclists to access the center of the New Bell District. Atlantic Avenue is too fast and has too much traffic for safe bicycle movement, but Clarkson Avenue presents an interesting opportunity. This street currently feels more like an alley, providing perpendicular parking and back-of-house uses for Bell Palm Plaza and the Civic Center. By accentuating the low-speed nature of the street even more, it can provide a relatively safe travel way for bicycles, while continuing to provide parking and vehicular access for adjoining uses.

Key Features:

1. Rectangular rapid flashing beacon (RRFB) with pedestrian and bicycle push buttons crossing connecting Clarkson Avenue to north side of Randolph Street
2. Potential signage and/or gates emphasizing that street is for local traffic only
3. Bioretention, landscaping and tree area along Treder Park edge. Parallel parking may be removed.
4. Connection to Gage Avenue, with low-speed bicycle use of sidewalk
5. Artistic or other type of painting on roadbed, to help emphasize that this is not a normal street
6. Federal Avenue paseo can serve as connecting bikeway to Clarkson Avenue for local connections. Potential extension of paseo westward behind Futsal Park with redevelopment

Clarkson Avenue functions as a service way

Bicycle alley/shared street



Clarkson Avenue North - Plan View

CLARKSON AVENUE SOUTH

Clarkson Avenue South - Plan View

Existing sidewalk condition; located too close to ficus trunks

Existing tree canopy

The final linear park segment, the portion of Clarkson Avenue south of Gage Avenue, is marked by the largest trees and best shade in the City of Bell. A block-long line of closely spaced ficus trees divides the street from the shared parking lot serving businesses on the west side of Atlantic Avenue. Diagonal parking on the northbound lanes forces the sidewalk into the immediate proximity of the ficus trunks, whose roots have completely destroyed it.

Instead of cutting down these trees, the Specific Plan recommends that the sidewalk be removed and replaced with a landscaped area which can have a decomposed granite path running through it. The path would connect those in the southern part of the Specific Plan area toward the other linear park segments along Gage and Pine Avenues. It would also create a shaded walkway for people who may need to park off-site to come to the destination drive-through restaurant just north, and for residents of Clarkson Avenue, who have no shade on the sidewalk on the west side of the street. To create sufficient space for this, the diagonal parking along the street will be removed, and a bioretention zone can be added in the area just above the street's existing gutter. Counts conducted for this Specific Plan that these spaces are just 42% full at peak hour. The loss of these spaces can also be made up through addition of on-street parking on Gage Avenue and/or the construction of the district parking structure.

STREETSCAPE PALETTE

The primary streetscape elements to be used on the sidewalks of Atlantic and Gage Avenues are:

1. Street Trees – Brisbane Box, 48" box, 33' O.C. within the MU-3 district, 50' O.C. within the MU-2 district.
2. Lighting – Current roadway lights on Atlantic Avenue are spaced approximately 50' apart. Remove every other light pole, leaving approximately 100' between poles. Replace bell-shaped housing and arm with Philips Fidji, or similar, and add pedestrian arm on opposite side, lighting the sidewalk at 12' – 18' height. Alternatively, replace removed poles with new standalone pedestrian lights.
3. Bike Racks – SKTO available from Forms & Surfaces, 100' O.C.
4. Trash Cans – Available from Forms & Surfaces, 100' O.C.
5. Benches – Backed bench available from Forms & Surfaces, facing the street, at bus stops or at back of sidewalk in front of walls, setbacks, or other areas which do not have a direct visual relationship or access to the street.
6. Accent Paving – Concrete pavers available from Belgard, replacing existing brick pattern in existing locations
7. Crosswalk Paving – Pavement paint product available from GAF, replacing existing brick pattern in existing crosswalks and new crosswalks as they are created
8. Planter Pots – Concrete pots available from Hart Concrete Design, two within each accent paving area
9. Accent Trees – Crape Myrtle, 48" box, in bulb-out areas with crosswalks. Ensure sufficient visibility.
10. Median Planting – Date Palm, Dward Bougainville, Dwarf Bottleck, and blue chalk sticks to planted in medians.

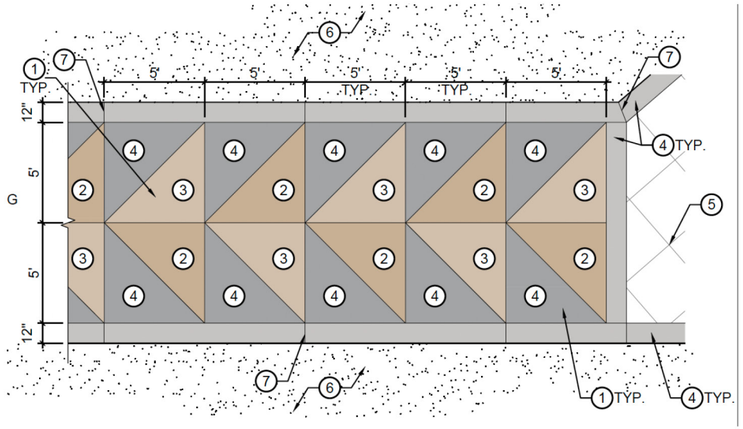
Specific elements may be supplanted with other elements as dictated by the Public Works Department. On Gage Avenue, a different style of furniture and lighting may be used if/when determined through a study of the design of the entire street.

Proposed Atlantic Ave - Street tree and lighting spacing

Example of adding pedestrian lighting to existing light poles.

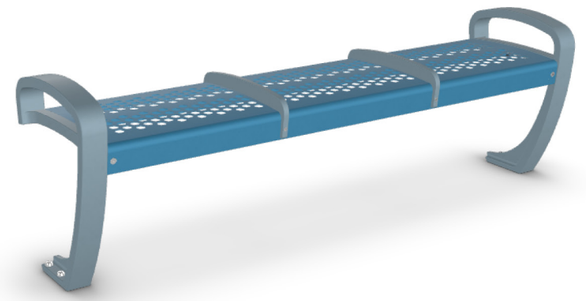
Existing Bell themed vehicular lighting along Atlantic Avenue.

STREETSCAPE PALETTE



Crossing Pattern

Tree Grates



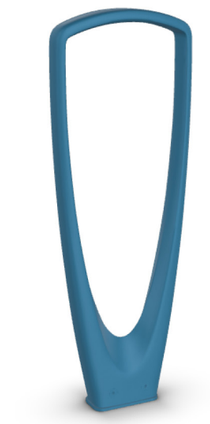
Bench Seating

Concrete Paver

Concrete Banding

Brisbane Box

Street Light



Bike Racks

Litter Bin

PLAZA AND PASSTHROUGH GUIDELINES

Plazas, shared streets and passthroughs are key elements of the public realm of the New Bell District, optional, encouraged and required elements are shown in the table at right. In addition, the following guidelines apply. Additionally, they should incorporate specific design features that reinforce the identity of the New Bell District, such as the (They should be designed to be accessible, inclusive and accommodate a range of activities and user types as identified in the Open Space Programming Matrix on page 47).

Plazas

Plazas are planned for the northern, southern and western entries into the Core area, as well as the Bell Central Plaza at the Shoe City development site.

1. The MU-3 gateway entry plazas are all located at street corners and should be shaped in a manner to be highly visible to passers-by.

2. A central focal element, such as a sculpture or fountain, is encouraged, especially in the central plaza.

3. Land uses adjacent to plazas should provide a high level of activity; primary entrances should front on plazas and encourage transit through the space.

Shared Street Plazas

The plazas along Pine Avenue at Gage Avenue (western gateway), and Bell Palm Plaza Driveway (northern gateway) are shared streets, meaning that they will at least at some times also be open to vehicular traffic. They should comply with all plaza guidelines, as well as the following:

1. Shared streets must retain a driveable way that is navigable to drivers unfamiliar with shared streets. It should, however, create friction to ensure that drivers slow to a target speed of 10 mph while crossing, using strategies such as offsetting the roadway layout, speed tables, and paving that creates a noticeable rumble.

2. The drivable way may also need to function as a fire lane; if so, it should comply with all applicable fire code requirements.

3. The drivable way may also need to accommodate loading; this can be handled on-street as long as circulation remains possible around the loading area.

4. Retractable or removable bollards should be installed at the ends to clearly mark when the shared street is closed to vehicular traffic.

Elements	Plaza	Shared Street	Passthrough
Outdoor Dining	Encouraged. Outdoor dining may spill out into the plaza but may not utilize a majority of the public plaza.	Encouraged. Outdoor dining may spill out into the shared street but may not block circulation on the shared street.	Encouraged. Outdoor dining may spill out into the shared street but may not block circulation within the passthrough.
Seating	Encouraged. Seating is encouraged to be different from streetscape furniture, to be more comfortable, and to be diverse in style/type.	Encouraged. Movable seating is recommended. Seating is encouraged to be different from streetscape furniture, to be more comfortable, and to be diverse in style/type.	Optional. Seating is encouraged to be different from streetscape furniture, to be more comfortable, and to be diverse in style/type.
Lighting	Required. Variety of lighting solutions are encouraged, including wall lights, pole lights, string lights, and more.	Required. Variety of lighting solutions are encouraged, including wall lights, pole lights, string lights, and more.	Required. Variety of lighting solutions are encouraged, including wall lights, pole lights, string lights, and more.
Trash Cans	Required.	Required.	Required.
Shade	Required. Natural shade (trees) encouraged.	Required. Natural shade (trees) encouraged. Can use canopies over shared streets.	Required. Natural shade (trees) encouraged.
Unique Paving	Encouraged.	Encouraged.	Optional.
Bicycle Racks	Encouraged.	Encouraged.	Optional.
Public Art	Required. The recommended public art type is a piece of art to be featured as the focal point of the plaza.	Required. The recommended public art types are paving, vertical features, and murals.	Required. The recommended public art types are paving and murals.

Plaza View

PLAZA AND PASSTHROUGH GUIDELINES

Bell Palm Plaza passthrough, to be opened up

Exterior Passthrough

Interior Passthrough. Source: Yelp

Overhead Passthrough Signage, to indicate parking locations

Passthroughs

1. Passthroughs should be retained in locations where they currently exist and added where feasible where ever a key destination or access point, such as a parking lot, is located away from Atlantic or Gage Avenues in a mid-block location.
2. At least eight feet of clear, publicly-accessible walkable space shall be provided along the length of each passthrough.
3. Passthroughs shall remain open to the public from at least 9 am to 9 pm, daily.
4. Passthroughs may be located on the interior of buildings.
5. Vertical elements and signage should be used to signal the presence of the passthrough and the destination that lies at the end of it, such as a public parking facility.

GATEWAYS

Gateways are any type of urban design intervention which marks the entry point into a particular city or district, so that a traveler perceives a threshold between the area outside the city/district and that within. For the New Bell District, gateways are particularly important for the following reasons:

- Atlantic Avenue traverses five contiguous smaller cities (Maywood, Bell, Cudahy, and South Gate, and Lynwood) between the La River and I-105.
- Gateways will help create a new identity for Bell.
- Gateways can also mark the difference between the more flexible MU-2 district and the active-commercial MU-3 district, thereby helping to concentrate pedestrian activity in the MU-3 district.

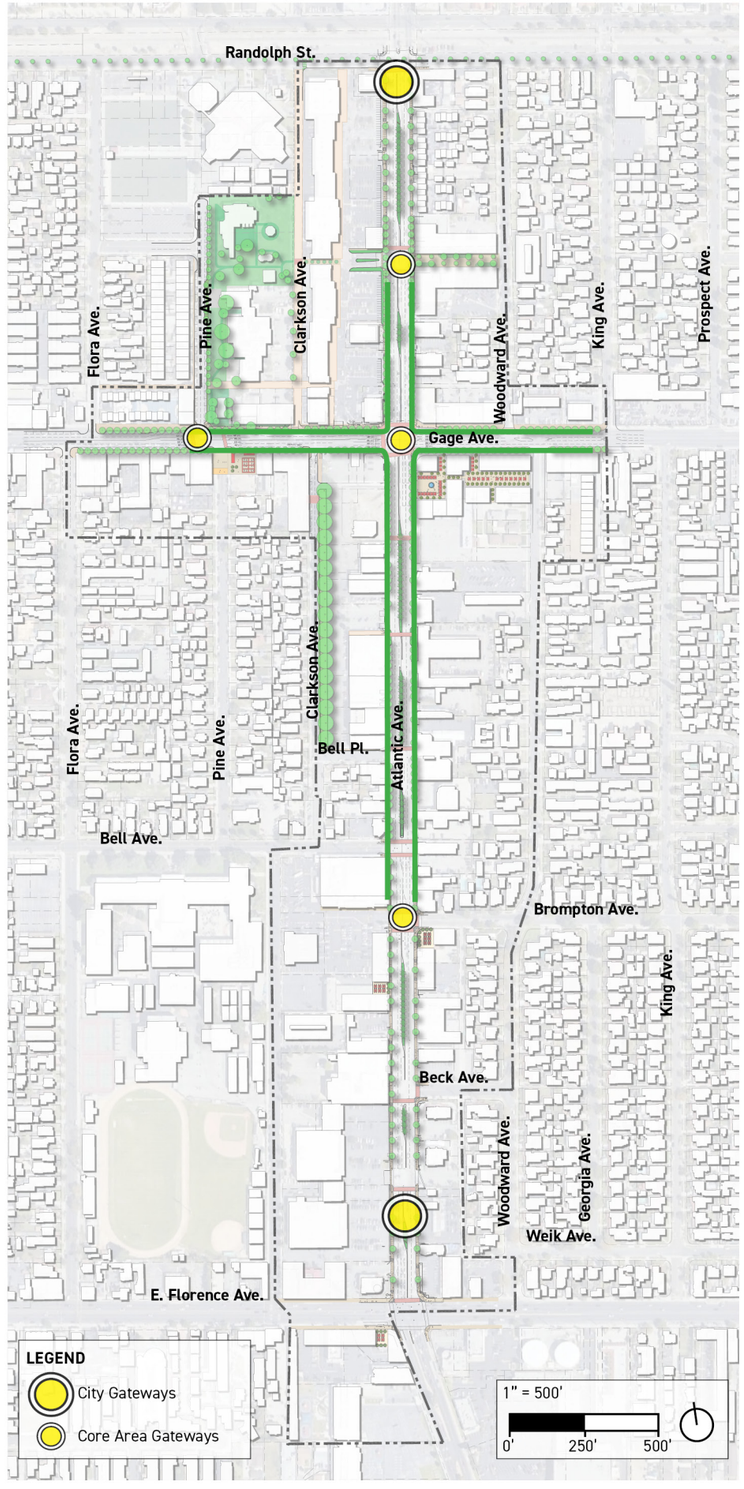
As seen in the map at right, two sets of gateways are proposed: City Gateways and Core Area Gateways. City Gateways consist of monuments in the median with the name "BELL" written vertically along it. These monuments are effective and will be enhanced by improved landscaping and maintenance surrounding them.

Core Area Gateways use an entirely different design language so they do not compete with the City Gateways. The Specific Plan area is small, and as such creating an overt system of different districts indicated through signage, naming and additional monuments may be confusing. Therefore, the differentiated Core Area will be through a change in the intensity of streetscape interventions, creating a more pedestrian-focused core which coheres with land use regulations requiring ground-floor storefront commercial uses. Street trees will be more frequent, and furniture may also be more frequent. Furthermore, Chapter 6 recommends that if funding is limited, streetscape improvements be implemented within the Core area first.

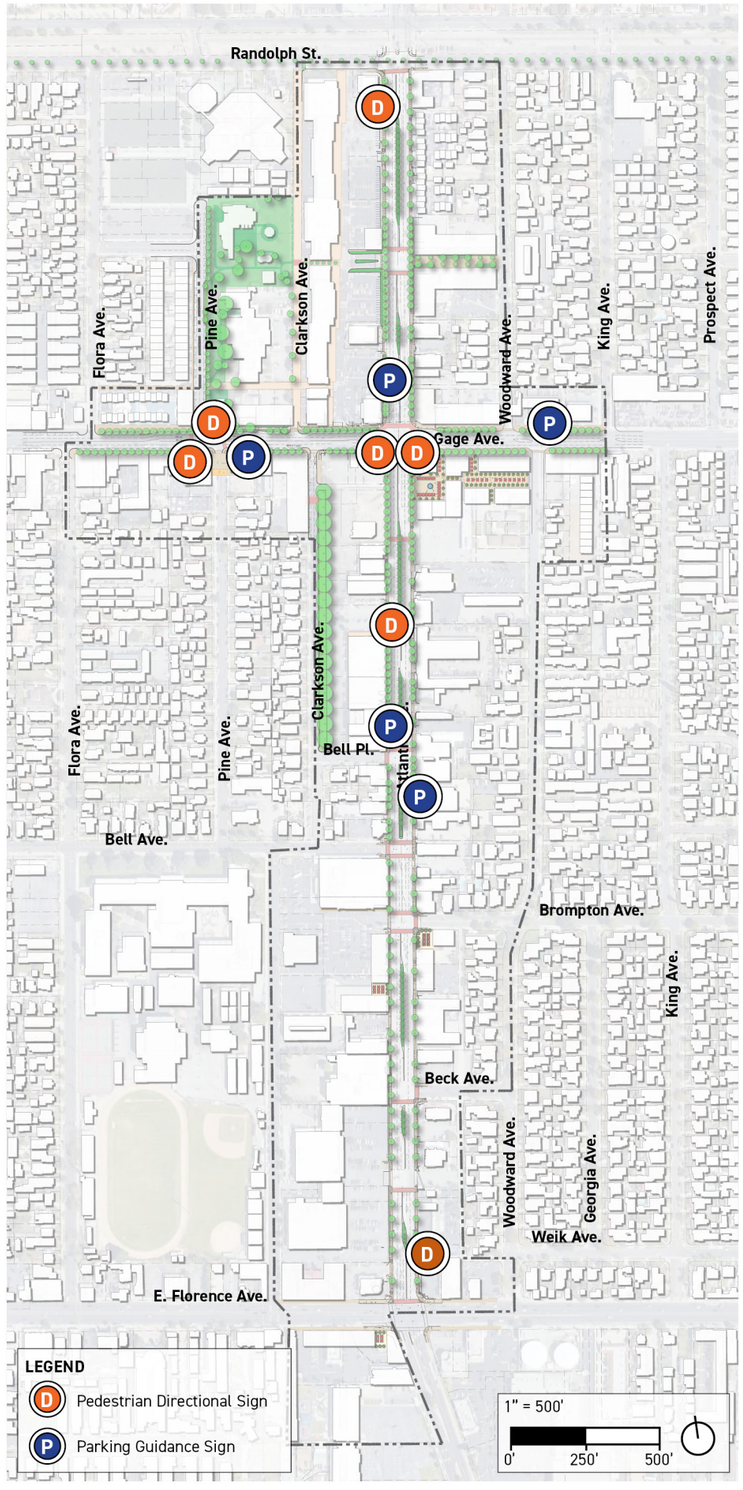
The change in intensity of streetscape interventions would be capped with plazas on the north, west and south sides of the Core area, as discussed earlier in this chapter. The plazas function as anchor points, encouraging walking along the entire length of the Core area, and as thresholds differentiating the urban character of the MU-2 from the MU-3 district.

City Gateway Monument

Banners



WAYFINDING



D. Pedestrian Directional Sign (see construction plans for design)

P. Parking Guidance Sign

Wayfinding signage is critical to help people using different modes of transportation access destinations and mobility facilities which are not located in their immediate vicinity. Different modes of transportation require different signage. The types of signs are described below and located on the map at left.

D. Pedestrian directional signs – Providing directions at eye level and with pedestrian-sized lettering. These signs have already been designed as a part of the Atlantic Avenue Streetscape Improvements project.

P. Parking sign – Parking signs provide directions for drivers to public paarking facilities.

Public transit signs are described on page 60, and bicycle wayfinding signs are described on page 61.

The City of Bell should also ensure that information regarding all important transportation facilities, including public parking facilities once established, are updated on Google Maps and similar digital wayfinding tools.

PUBLIC TRANSIT

Bell is a community that makes high use of public transit; the New Bell District is served by "La Campana" (the City of Bell's own transit line), and LA Metro routes 110 (Gage Ave.), 111 (Florence Ave.) and 260 (Atlantic Ave.). Some of the highest loads on each of these routes occur within the City of Bell, meaning that bus riders represent a significant percentage of the total number of people traveling along these roads at any given time.

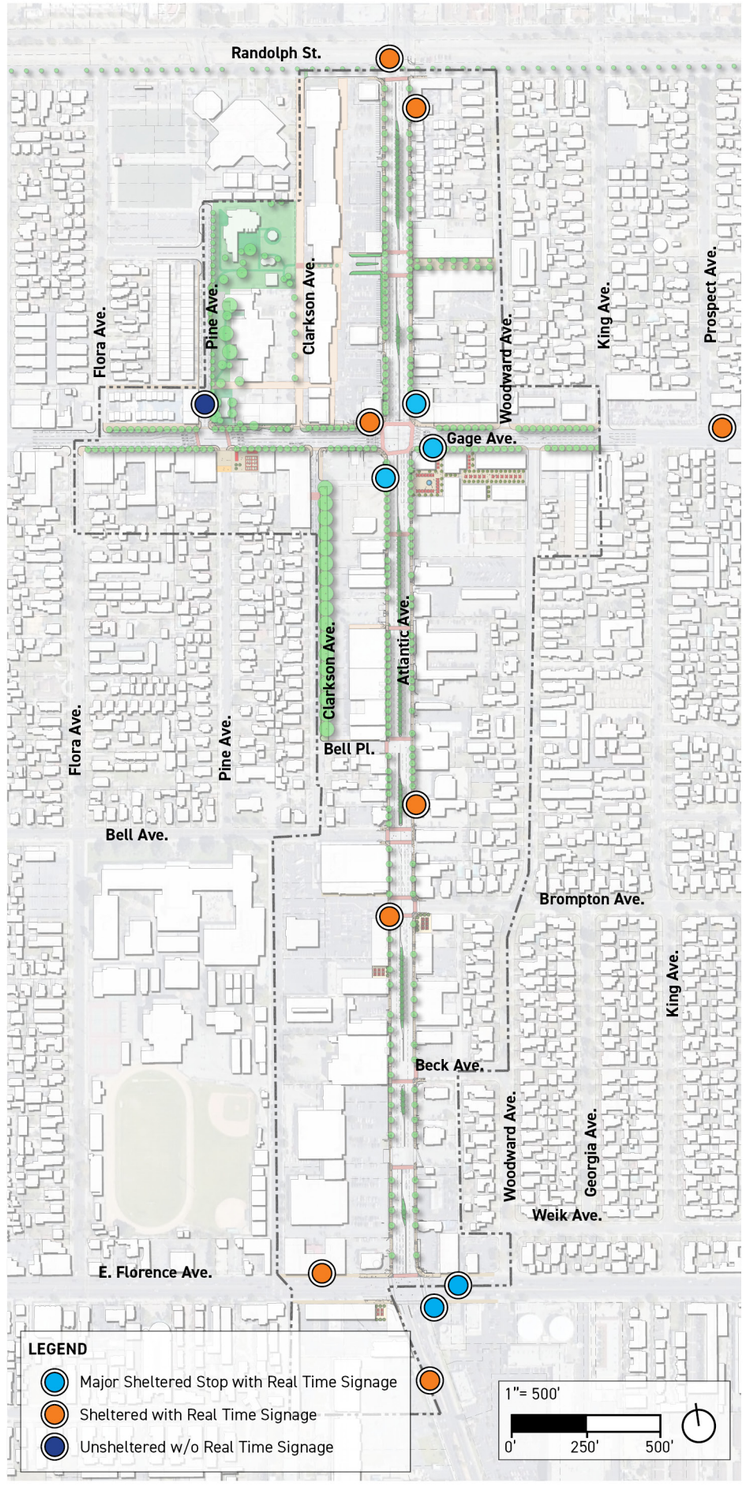
With the forthcoming construction of Metro's Southeast Gateway Line, Bell will be much better tied into the regional transit system, and transit travel times should decrease greatly for many Bell residents. Nevertheless, the future station serving Bell, Florence/Salt Lake, will be located 1.38 miles away from the corner of Atlantic and Gage. Last-mile connections through bus or bicycle will be necessary for residents, employees and visitors to the New Bell District.

Given this, this Plan recommends a study of bus connection to provide better and potentially quicker access to the Southeast Gateway Line and New Bell District. Routing changes to "La Campana" could be considered, along with enhancements to bus routes which already connect the New Bell District to Florence/Salt Lake, such as the 111 (Florence Avenue). Currently, bus speeds in Bell during peak hour range from 3.8 mph to 28.2 mph; future potential signal modifications or bus priority lanes would reduce transit times, bus bunching, enabling more people to rely on transit instead of clogging the City's roads.

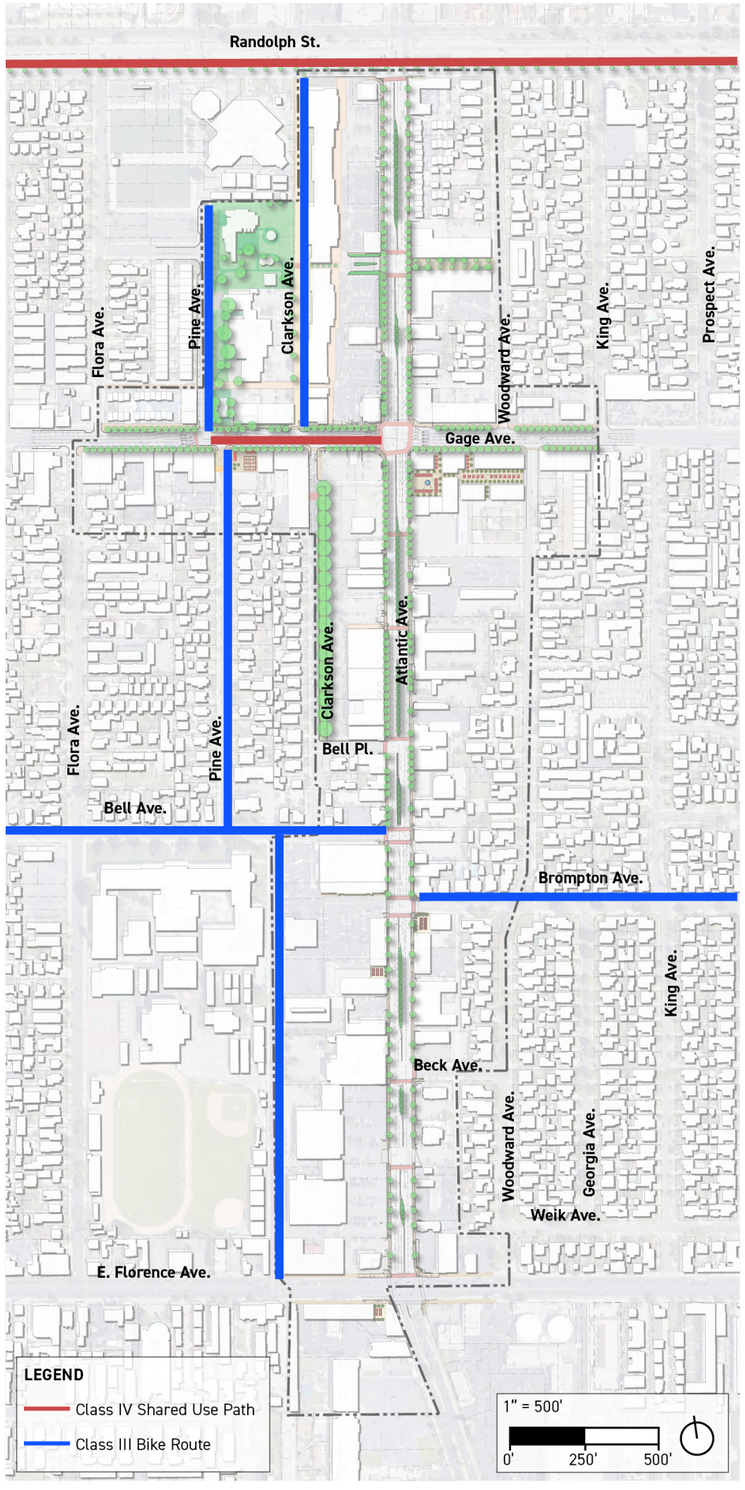
All transit stops should be protected in their current locations; private development must accommodate transit stops by providing additional setback if necessary or reorienting entries to maintain adequate path of travel. Several transit stops are lacking in shelters, and should be provided with them. Real-time signage should be added to all Metro bus stops. Additionally, the corners of Atlantic/Gage and Atlantic/Florence should be upgraded considerably where space allows, with extra seating and digital displays in keeping with current Metro efforts.

Major Sheltered Stop with Extra Seating, Digital Displays and Real-Time Signage. Source: metro.net

Standard Bus Stop Shelter with Real-Time Signage



BICYCLE NETWORK



Class III Bike Facility

Class IV Bike Facility

By developing the New Bell District at the very center of the City, within a one-mile radius of almost all its residents, the City is creating a great opportunity for bicycle transportation. Almost all residents will be within a 5- to 7-minute bicycling distance from the New Bell District.

The City's Bicycle Master Plan establishes a grid of low-stress bicycle friendly streets along Bell/Brompton Avenues and several north-south streets, and the Housing Element commits to implementation of signage and traffic calming improvements needed to make these bicycle friendly streets effective. The Specific Plan builds on these blocks by emphasizing quiet cycling routes off Atlantic, Gage and Florence Avenues, with key connectors allowing cyclists to access their destinations on the major corridors. Cyclists may be required to bike short distances along major streets; for this reason, the

Bicycle racks should be provided for short-term bike parking along Atlantic and Gage Avenues as described on page 56, in plazas, open spaces and linear parks. Additionally, new residential uses shall provide at least one long-term, secure bicycle parking space per four units.

Bicycle route signs should be provided at all street intersections of bicycle routes. Bicycle detection should be added at signalized intersections involving bicycle routes: Gage/Pine and Bell-Brompton/ Atlantic.

PARKING

Utilizing baseline data and future parking considerations, this section focuses on strategies related to required parking for current land uses in the area and future land uses included within the Plan, assuming the development buildout described in Chapter 1.

Current on-street and off-street parking conditions were reviewed in the Core area, in order to understand the level of parking demand. This included review of the three major shopping centers/lots along Atlantic Avenue: Bell Palm Plaza (northwest of the Atlantic Avenue/Gage Avenue intersection), Northgate parking lot (southwest of the Atlantic Avenue/Bell Avenue intersection), and CVS/O'Reilly parking lot (northwest of the Atlantic Avenue/Florence Avenue intersection). Bell Palm Plaza is the largest of the three, with more than 330 parking spaces, while the Northgate and CVS/O'Reilly lots consist of just over 200 parking spaces. These parking lots are generally 35-55% occupied during peak weekend conditions, with Bell Palm Plaza being roughly 40% occupied.

On-street parking along Atlantic Avenue is currently unmarked (does not require payment), with a 2-hour restriction between 8:00 a.m. and 6:00 p.m. The majority of the parking demand occurs on the east side of the street, as the major shopping centers with excess off-street parking spaces are located on the west side of the street. The highest parking utilization occurs in the section between Gage Avenue and Brompton Avenue (approximately 65-70% utilized). Along Clarkson Avenue, on the east side, parking spaces are marked (perpendicular spaces between Randolph Street and Gage Avenue and angled spaces between Gage Avenue and Bell Avenue). Between Randolph Street and Gage Avenue, on the east side, parking is mostly reserved for employees of businesses within the Bell Palm Plaza. Between Gage Avenue and Bell Avenue, the angled spaces on the east side are approximately 40-45% utilized, while the west side of the street is primarily residential usage (parallel, unmarked spaces).

With full buildout of the Plan, the Core area would experience a net loss of approximately 108 spaces (total of both on-street and off-street). An estimate of future parking demand by non-residential uses was calculated using the Institute of Transportation Engineers (ITE) Parking Generation manual, considering the future retail, restaurant, and office-type uses. Combined with the potential new parking demand from future non-residential uses and the availability of current parking facilities in the area, a "leftover" parking demand of approximately 140 to 170 spaces is forecast. This excess demand could be satisfied with the construction of a new two to three story parking structure at the former Shoe City site. If this project is pursued, it is recommended that the removal of parking spaces in certain areas, such as the angled parking along Clarkson Avenue south of Gage Avenue, be staggered such that adequate parking is still available before the parking structure is completed (i.e., during construction).

Alternatives to construction of a parking structure should also be considered, given the roughly $5-10 million cost of building a structure and the current availability of off-street parking (at the major shopping center lots, for example) during peak conditions. These alternatives may include acquiring portions of currently private parking lots within the area. One example is the retail lot east of Clarkson Avenue, south of Gage Avenue. However, currently, there is no funding source to pay for this acquisition and operation. As mentioned, the Shoe City site could potentially be developed in the near-term such that sufficient space is left open to allow for building a parking structure in the future.

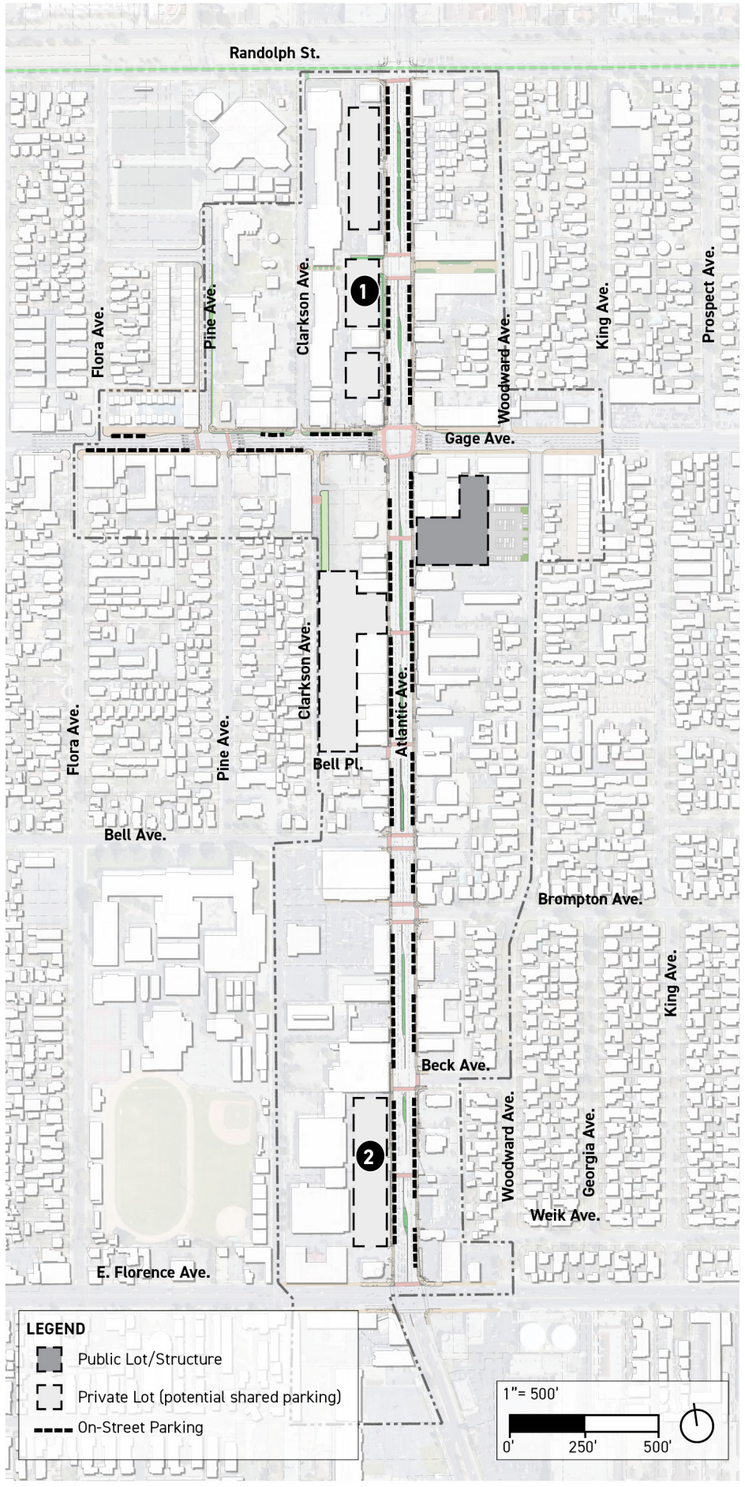
Note: Parking utilization reflects peak Saturday conditions

Parking Utilization

1. Bell Palm Plaza (looking southbound from northeast corner)

2. CVS/O'Reilly lot (looking southbound from northeast

Atlantic Avenue unmarked curb parking. (northbound)



PARKING

Given the future demand and capacity considerations, the Plan should utilize a combination of the following parking management strategies:

- Aim to reduce demand for parking and include elements such as Travel Demand Management (TDM) interventions, promoting alternative modes, and establishing intervention thresholds based on monitoring of parking occupancy and parking compliance.
- Utilize location tools to influence/affect where people park, with the goal of spreading the demand across the area or utilizing remote parking facilities, as well as signage strategies.
- Utilize time considerations to establish parking frequency, turnover, and duration.
- Incorporate pricing tools that consider paid parking programs and demand-based pricing.
- Incentivize development by lowering the cost of providing parking via shared structures or lots, through a strategy of City acquisition of optimal sites.

4. INFRASTRUCTURE

4. INFRASTRUCTURE

INTRODUCTION

The intent of the infrastructure chapter of the New Bell District Specific Plan is to evaluate the existing, approved and future utility needs of the area, to generate a comprehensive plan for the efficient and effective provision of wet utility services - potable water, wastewater, and stormwater - and dry utility services - electrical and communication. This chapter also aims to provide a qualitative forecast on future infrastructure needs based on the anticipated growth and development in the New Bell District.

This chapter will highlight specific zones within the Bell District where utility infrastructure upgrades and solutions may be required to meet the future needs of the district. The assessment will be based on the buildout presented in Chapter 1 and could include recommendations for the installation of new infrastructure and or upgrades for the efficient and sustainable management of the existing utility services. The overall goal of this chapter is to provide a framework that can guide the implementation of utility infrastructure needs of the New Bell District in a coordinated and efficient manner, while ensuring the delivery of reliable and high-quality utility services to the residents and businesses in the community.

Approach and Goals

A sustainable future vision for the New Bell District SP Area not only calls for the development of infrastructure solutions, but also nature-based solutions. To support the influx of population from proposed land uses and the collateral increase in residents, it will be important for the City to incorporate green infrastructure measures as a critical stormwater management solution throughout the district. These practices will promote water quality improvement and ecological enhancement but also allow for the integration of education and public realm enhancement.

Infrastructure Goals and Policies

1. Ensure the long term provision of water resources to serve new and existing land uses
   - Reduce freshwater demand through water conservation and targeted utilization of potable uses. (Resource Management Element Policy 25)
   - Consider integrating wastewater reuse technologies into new developments to reduce potable water use for non-potable uses (such as irrigation) and expand recycled water infrastructure in the Plan Area. (Resource Management Element Policy 24)

2. Establish enhanced stormwater management networks to improve water quality and promote urban ecology
   - Implement green infrastructure strategies to reduce runoff, improve water quality and promote infiltration, and support urban ecology and livability.
   - Leverage stormwater enhancements in coordination with right of way enhancements.

POTABLE WATER

Distribution Network
The entire City of Bell is served by five water companies, the jurisdictions and distribution zones of which can be seen in Figure 1. The New Bell District SP Area receives its potable water from the Golden State Water Company, which serves the majority of the City of Bell and has approximately 3,750 connections in the City. The distribution system in the New Bell District Specific Plan Area, as seen in Figure 2 on the right, consists of cast iron pipes ranging from 6-inch to 16-inch in diameter. The primary thoroughfares of Atlantic Avenue and East Gage Avenue have 12-inch diameter potable water lines, while the secondary streets, such as Bell Avenue, Pine Avenue, Clarkson Avenue, and Woodward Avenue consist of pipes ranging from 8-inch to 10-inch in diameter. Other main water lines are found on major roadways and connect to the water lines in the adjacent cities of Bell Gardens and Cudahy. Figure 2 shows the existing potable water infrastructure within the New Bell District.

Capacity and Proposed Improvements
Current water conservation programs aimed at reducing potable water consumption entail implementing durable water-saving fixtures and devices, as well as deploying weather-based irrigation controllers and landscaping with drought-resistant and low water-intensive vegetation, despite minimal existing irrigation demands.

Integrating greywater systems or systems designed for greywater use at both the building and district scales fosters future adaptability and water sensitivity. Establishing a framework for alternative water use and reuse strategies during the initial stages of development presents opportunities for reducing implementation costs and enhancing resilience. Capital improvements, aligned with resilience opportunities, will ensure that future development isn't constrained or negatively affected by the absence of current opportunities.

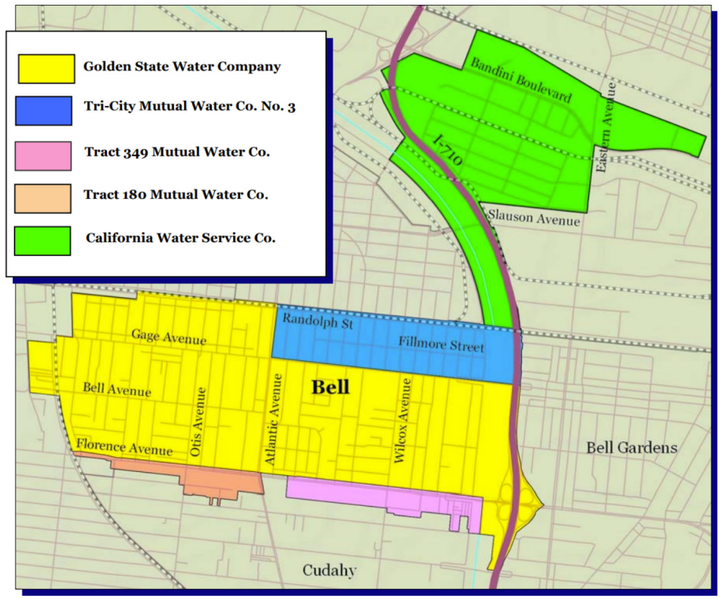


Figure 1: City of Bell Water Service Providers[1] . As seen above, the majority ofNew Bell District is served by the Golden State Water Company.

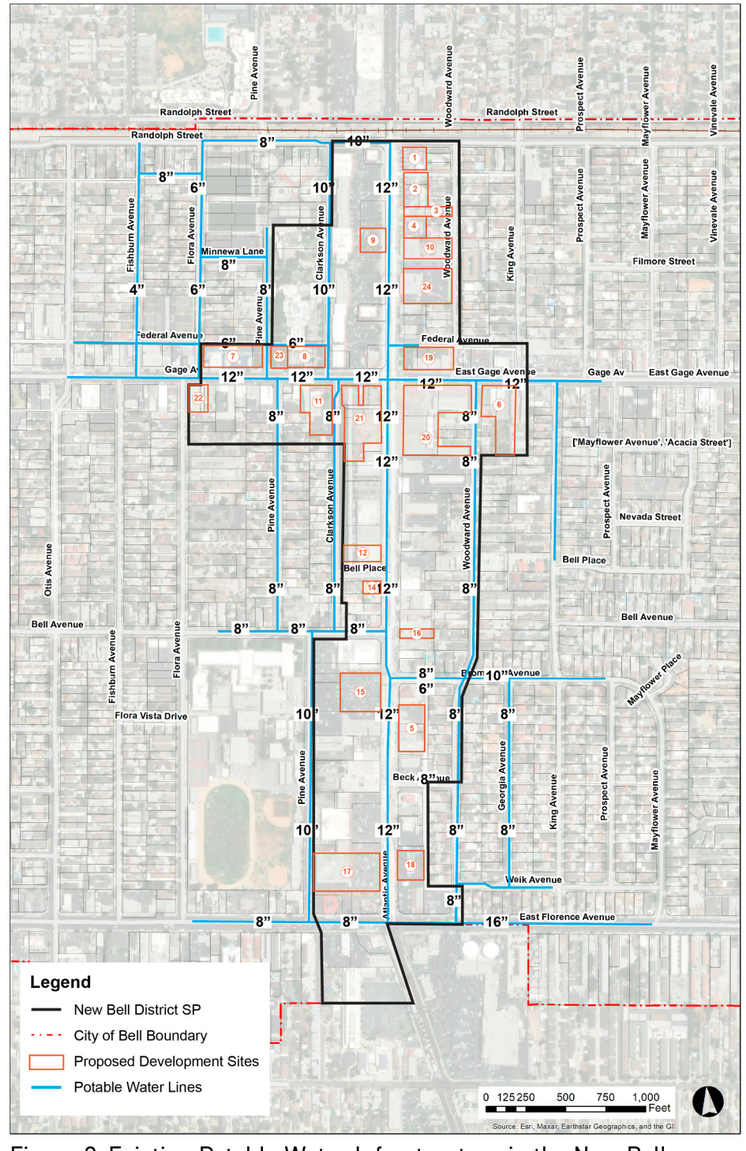


Figure 2: Existing Potable Water Infrastructure in the New Bell District.

1 City of Bell 2030 General Plan Background Report, page 19.

POTABLE WATER

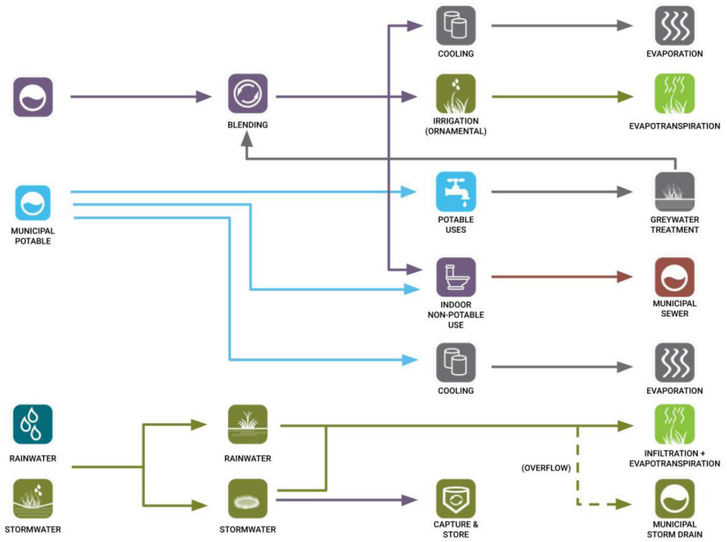


Figure 3: Potential Water Sustainability Opportunities for the New Bell District SP Area.

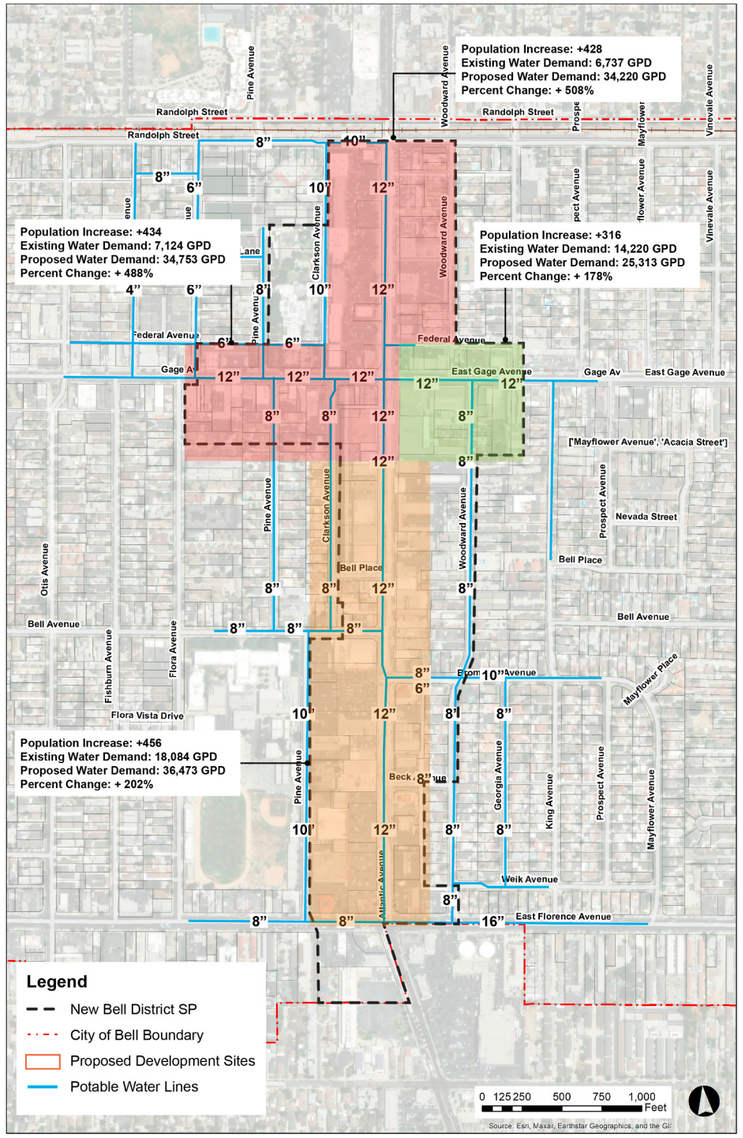


Figure 4: Proposed Potable Water Infrastructure Improvements and Upgrades for the New Bell District.

While no operating capacity issues currently exist in the City of Bell, the potential future reliance on imported water may result in cost and procurement implications for serving additional demands generated by the proposed densified development. To account for new and uncertain demand factors based on projected population growth and available supplies, The City of Bell should commit to establishing alternative and innovative policies and programs to meet water demand, conserve supplies, and increase reuse. Such policies include expanding the implementation of LID and other on-site retention and infiltration measures, as well as policies that enhance and expand water conservation measures and establish mandates and incentives to limit demand to ensure a future of water sustainability.

Based on the proposed zoning plan of the Bell Specific Plan, it can be seen that the majority of the Specific Plan Area will result in an increase in population density and will require a higher demand for water service as future sites are developed. With this change it will be important for the city to conduct a water service distribution analysis that can be adjusted to accommodate future demands and to better make recommendations for water main upgrades.

Figure 4 to the left illustrates the zones of proposed development upgrades and corresponding approximate potable water demand which factors in the proposed land use changes and potential increases in population densities. Within the New Bell District Specific Plan - as with several cities in Los Angeles County - concerns regarding potable water infrastructure arise at choke points, where smaller pipe sizes meet larger pipe sizes that are inadequate due to changes in demand, as can be seen at the intersections of Bell and Atlantic, Brompton and Atlantic, Pine and East Gage, and Clarkson and East Gage, to name a few. These issues can be addressed by installing larger connection points in the water network. Any new development within these zones should coordinate with the City of Bell to evaluate system capacity and necessary upgrades within the system. At this time its more likely that the areas highlighted in red would require water main upgrades during full buildout conditions. The timing, phasing and final program of these developments will dictate exact upgrades necessary.

WASTEWATER

Distribution Network
The City of Bell owns the City's sewer infrastructure, which consists of 37 miles of gravity sewer main with 8,611 lateral connections. Sewage generated by the City is handled by the Los Angeles County Sanitation District (LACSD).

The sewer lateral lines are owned and maintained by the city and the three trunk lines located in Bell are maintained by the LACSD. The primary county-owned sewer trunk that serves the New Bell District SP Area is the Wright Road Trunk Sewer - a 24-inch diameter line in Atlantic Avenue[1]. Through a review of the City of Bell GIS utility mapping information as well as the 2019 Sanitary Sewer Master Plan (SSMP), it is noted the majority of the sewer mains that connect to the development within the district are 8-inch in diameter, some of which are undersized under current conditions.

Figure 5 depicts the sanitary sewer lines within the New Bell District SP Area that are deficient in capacity, that have been noted and considered in the Capital Improvement Plan (CIP) in the 2019 SSMP.

Demand
Based on the City of Bell SSMP, a portion of the New Bell District was among 4 designated areas within the City of Bell that required sanitary sewer improvements. These had been estimated by engineers and a cost analysis was conducted to determine that the total cost for repairs and improvements would total roughly $1.25 million. The details and estimates of the proposed sizes and improvements were grouped into projects and are listed in Table 1, which has been indicated in Figure 5.

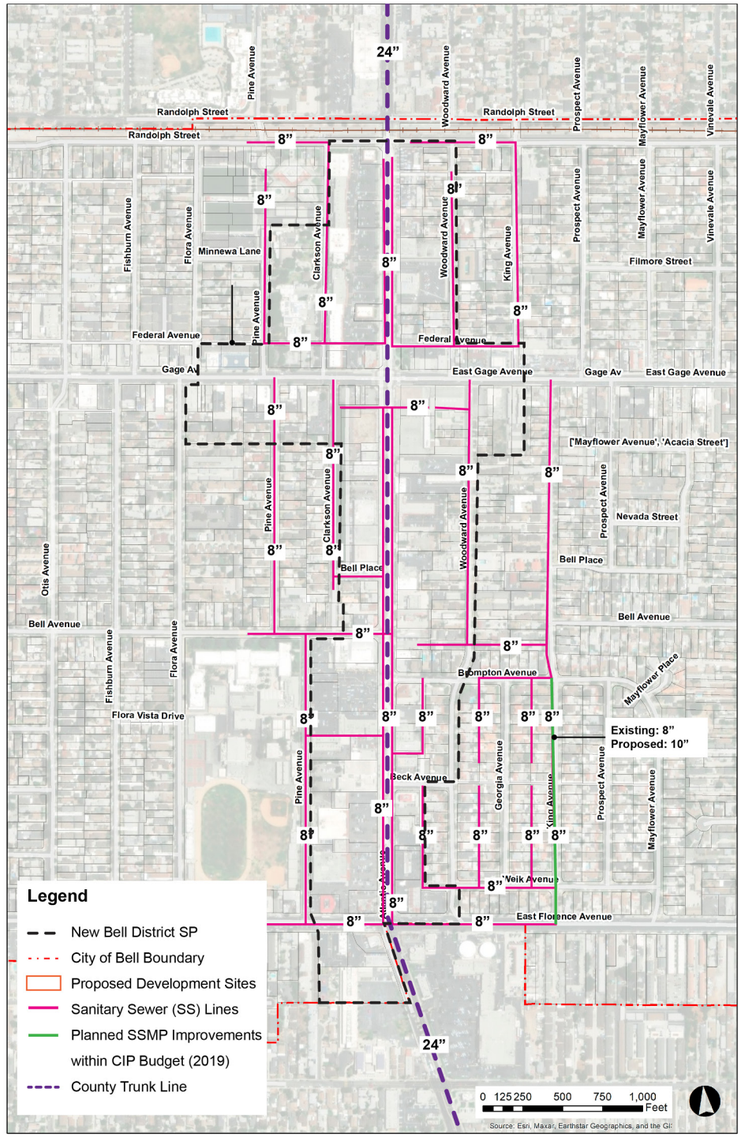


Figure 5: New Bell District Existing Sanitary Sewer Infrastructure.

Project Number	Segment	Proposed Size	Quantity	Units	Unit Cost	Total Cost	Project Cost
5	King Ave from Florence Ave to MH North of Brompton Ave	10”	1,430	Linear Feet	$200	$286,000	$633,150
	Manhole		7	EA	$8,000	$56,000	
	Indirect Costs		1	LS	$127,000	$127,000	
	Construction Subtotal					$489,000	
	Engineering / Contract Admin / Inspection / Contingency (35% of construction cost)					$164,150	
						TOTAL	$633,150

Table 1: Portion of the 2019 City of Bell Sanitary Sewer Master Plan (SSMP) Capital Improvement Plans, that fall within the New Bell District Specific Plan. It can be seen here that the 2019 SSMP only referred to one stretch of King Avenue to be upsized. However, as can be seen in Figure 6, there are more sanitary sewer lines that may need to be upsized.

1 City of Bell 2030 General Plan Background Report, page 19.

WASTEWATER

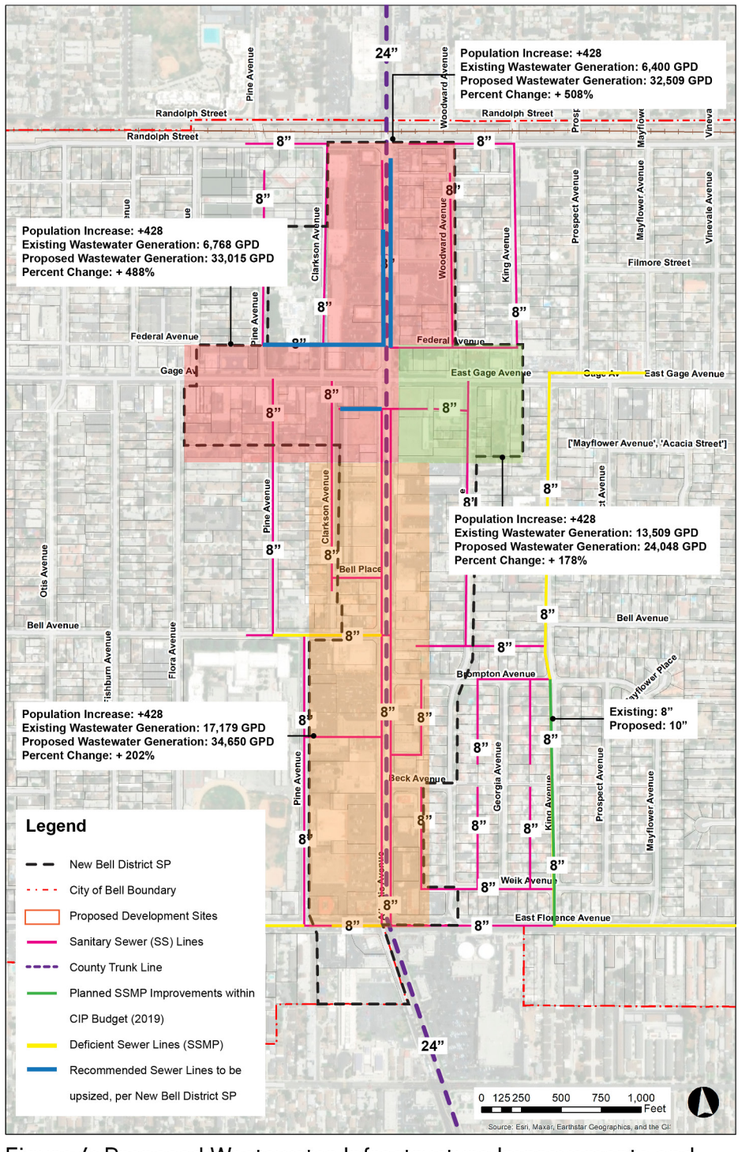


Figure 6: Proposed Wastewater Infrastructure Improvements and Upgrades for the New Bell District

Figure 7: Reference streetside bioswales.
(Above: NACTO, Below: Eric Fischer, Flickr)

Capacity & Proposed Improvements

The primary existing land uses for the New Bell District range from commercial, to medium density residential, and some minor institutional land uses. As the proposed land uses for the New Bell District consist of similar uses with additional mixed use developments, resulting to a decrease of roughly 25,000 square feet in commercial uses, a decrease of 2,500 square feet in institutional uses, but an increase of approximately 630 residences within the Specific Plan Area, it can be surmised that the majority of the changes in land use will accommodate the increase in sewer capacity. However, based on the pipes that are recommended to be upsized in the 2019 City of Bell Sanitary Sewer Master Plan (SSMP) highlighted in Figure 7 below, there are some areas that would require attention in future phases of the specific plan, namely those along the proposed development sites along Atlantic Avenue and East Gage Avenue, and along King Avenue and East Florence Avenue, noted in Figure 6.

In order to further improve the sanitary sewer system in the New Bell District SP Area, strategies such as water conservation and on-site reuse must be encouraged to not only decrease sewage flow, but also ease the burden (both infrastructurally and financially) on the existing sanitary sewer system. Implementing on-site water reuse would not only be cost-effective than expanding the existing system, but it would also aid in urban cooling and carbon sequestration, and additionally aid in avoiding other capital costs. It would also benefit the New Bell District SP Area to harness the opportunity of recycled water generation for non-potable uses, such as irrigation, cooling, flushing, etc. at a variety of scales in the area. This can not only be done through on-site reuse, or district-scale reuse facilities, but also through soft infrastructure such as streetscape bioretention, examples of which are seen Figure 7.

HYDROLOGY & STORMWATER

Distribution Network

The City of Bell is located in the Los Angeles River - Upper Reach 2 watershed. The vast majority of the existing land usage within the New Bell District Specific Plan Area varies between commercial and medium-density residential.

A majority of storm drains in the City of Bell are owned and maintained by the Los Angeles County Flood Control District (LACFCD) that connect directly to the Los Angeles River. Drainage lines are located on north-south streets and are connected to the Los Angeles River by drainage lines on east-west streets[1]. Figure 8 shows the stormwater infrastructure in the New Bell District SP Area. Storm drain lines primarily lie under Gage Avenue, Pine Avenue, Bell Avenue, and Florence Avenue.

Figure 9 shows the drainage flow paths across the New Bell District SP Area. For the most part, the region is extremely flat, with intersections such as Atlantic Avenue and East Gage Avenue at lower elevations, as well as portions along Atlantic Avenue, indicating stormwater runoff would likely collect at these intersections, while the infrastructure would direct runoff to the LA River. Overall, the New Bell District SP area slopes to the southeast, as the elevation drops roughly 5 feet across the length of the area.

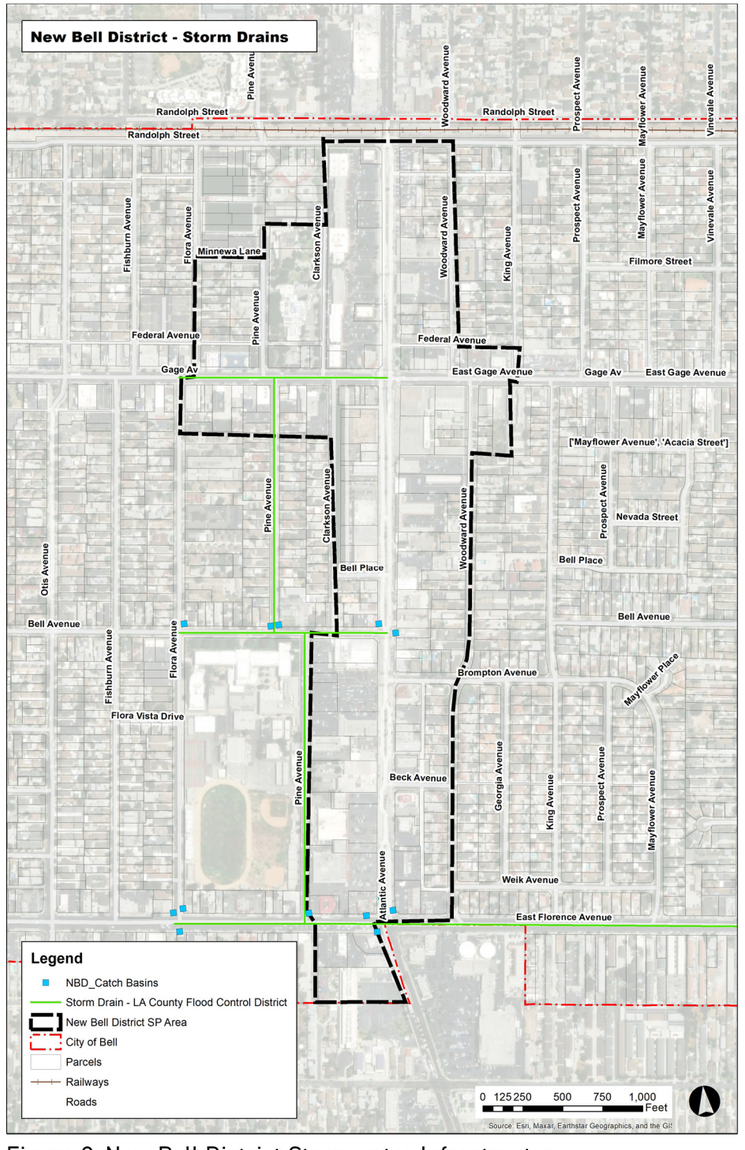


Figure 8: New Bell District Stormwater Infrastructure

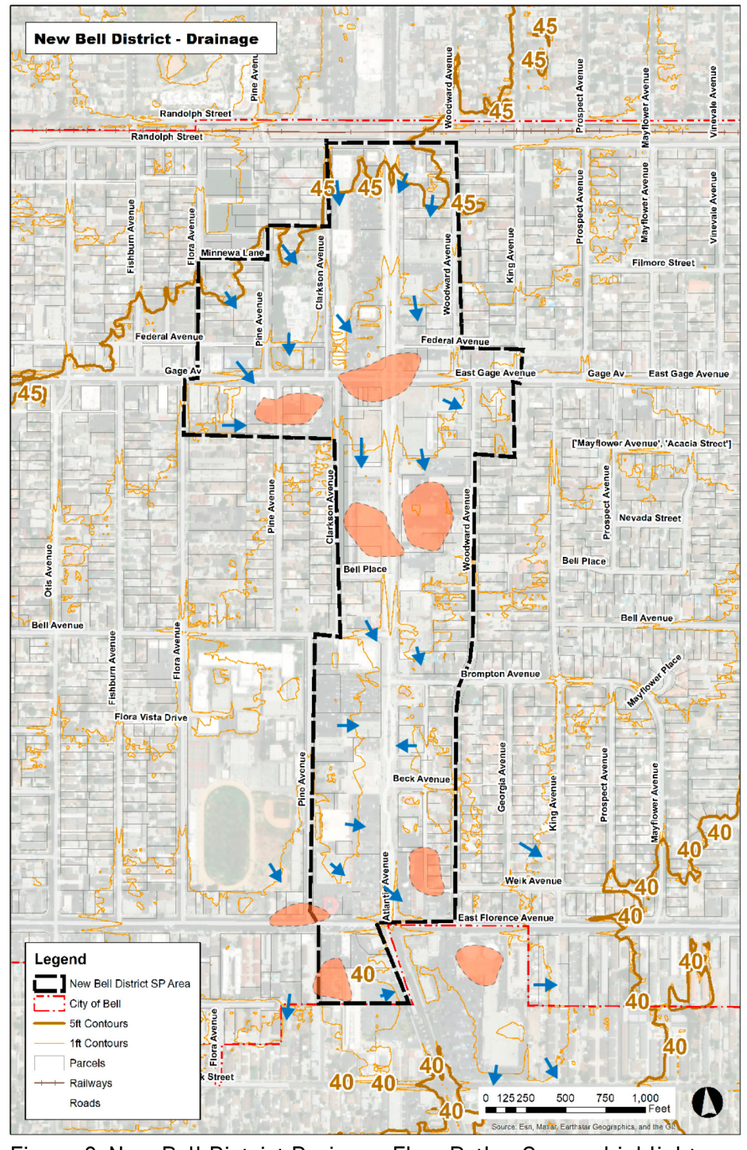


Figure 9: New Bell District Drainage Flow Paths. Orange highlights indicating relatively flat areas where runoff may stagnate.

1 City of Bell 2030 General Plan Background Report, page 20.

HYDROLOGY & STORMWATER

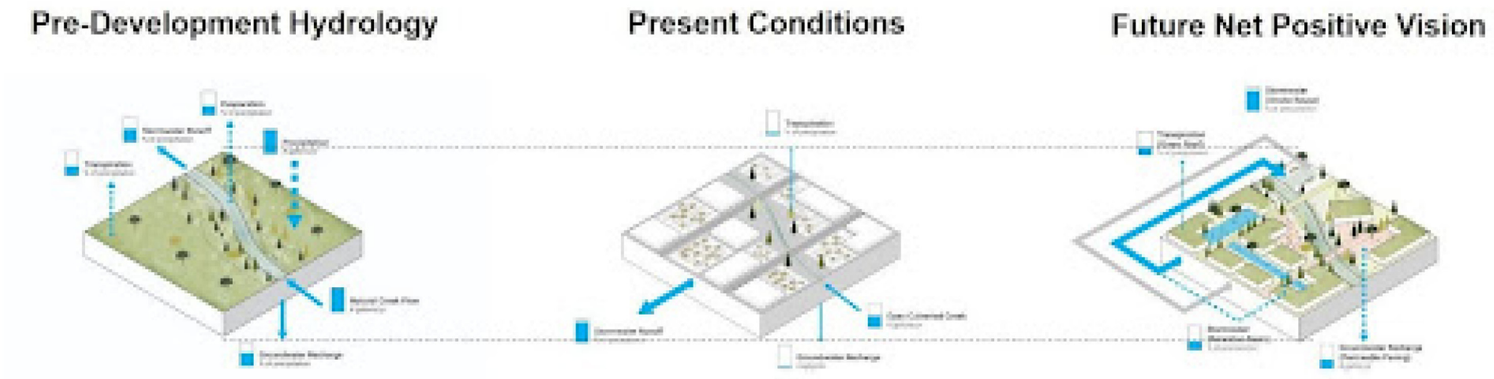


Figure 10: Striving for a Net-Positive Vision of the New Bell District SP Area by keeping pre-development hydrology in mind.

Capacity & Proposed Improvements

Stormwater is part of the eco-hydrological water balance. If left unchecked, urban runoff can be a liability that can cause erosion, pick up pollutants, and damage aquatic life. If managed with pre-development hydrology in mind, stormwater can become an asset that allows native ecologies to thrive. To protect the local ecosystem and decrease the amount of untreated stormwater released in the New Bell District SP Area, it is necessary to expand stormwater management strategies to include businesses and non-municipal facilities in the region.

HYDROLOGY & STORMWATER

As seen in Figure 11, a hybridization of traditional stormwater best management practices (BMPs) with integrated stormwater infrastructure will not only create opportunities to minimize the impact on the conveyance system, but will also drastically improve the region's natural waterways and groundwater protection on a public realm, parcel, and district scale. Incorporating water quality measures and improvements in the SP Area should involve methods that slow down, collect, treat, and potentially reuse stormwater at both individual property and district levels. By integrating green infrastructure, it will be possible to address issues such as the collection of water on impermeable surfaces and runoff that harms both the Los Angeles River and its watershed. Implementing enhanced low-impact development (LID) and green infrastructure systems both at streetscape and site scale can help to improve the overall stormwater performance of the district.

The New Bell District should incorporate water quality enhancements that slow, collect, treat and even reuse stormwater at both the parcel and district level. If implemented at larger scales, stormwater credits may be obtained across portions or the entirety of the district to meet water quality and retention goals even when opportunities are not feasible at individual sites.

The proposed stormwater management plan for the New Bell District discusses several key concepts along critical avenues in the district that work together to provide a district-scale strategy.

As discussed in Chapter 4, the plan proposes to convert underutilized roadway areas into new linear bioretention facilities along Pine Avenue, Clarkson Avenue and Gage Avenue. Additionally, plazas, shared streets present opportunities for permeable pavers, bioretention areas, and other types of green infrastructure. Smaller areas may also be possible along Atlantic Avenue in the vicinity of bulb-out crossings.

Overall, these various strategies depicted along the above mentioned corridors will not only reduce urban heat island effect, but would also reduce stormwater runoff, improve water quality, slow traffic, improve pedestrian safety, and allow for both landscape beautification and green infrastructure opportunities across the entire district. The development of urban greenspaces and green infrastructure systems alongside complete streets networks supports urban ecology, livability and pedestrian circulation in the New Bell District. These strategies include multi-benefits of water conservation and resiliency, flood resilience, and enhanced biodiversity. Improvements to habitat creation and stormwater treatment minimizes infrastructure required for stormwater management and maximizes public realm amenities.

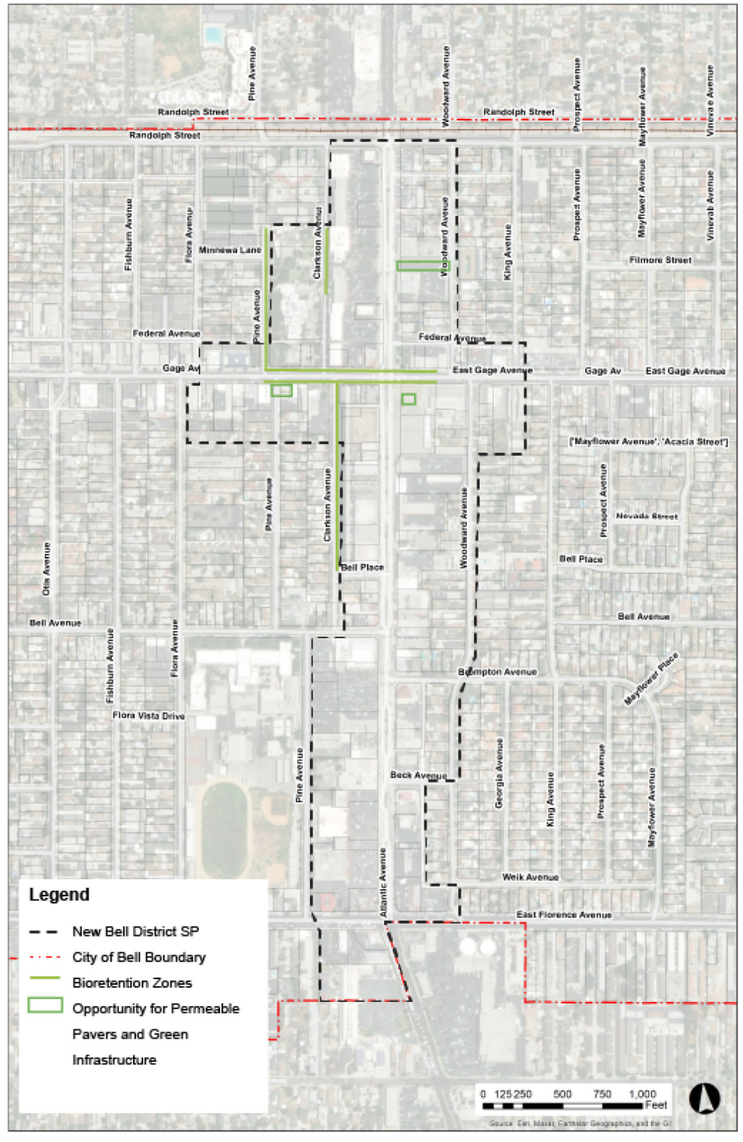


Figure 11: Proposed Stormwater Management Strategies in the New Bell District

ELECTRICITY

Land Use Type	City of Bell Electrical Rate (cents / kilowatt-hour)	State of California Electrical Rate (cents / kilowatt-hour)	Percentage Comparison (%)
Residential	15.98	15.43	Bell is 4.17% greater.
Commercial	11.81	13.41	Bell is 11.93% less.
Industrial	8.16	10.49	Bell is 22.21% less.

Table 2: City of Bell Electrical Rates, compared to the state-wide average, based on primary land uses[1].

1 https://www.electricitylocal.com/states/california/bell/

Distribution Network
Electrical power service to the City of Bell is provided by Southern California Edison (SCE). SCE maintains a substation at Elizabeth Street and Salt Lake Avenue in the City of Cudahy (south of the New Bell District SP Area), and overhead and underground lines in the City to serve the energy demands of local residents and businesses.

Demand
Critical data and analysis on electrical infrastructure in the New Bell District Specific Plan has not been furnished within the available documentation. The requisite information shall be supplied by the responsible party, and subsequent evaluations and assessments should be undertaken as new development is advanced.

Recommendations
The City of Bell should prioritize and provide incentives for the production of renewable energy at both the building and district scale within the New Bell District SP Area. This can be achieved by utilizing underutilized spaces, such as open-air parking areas, rooftops, alleyways, and road medians to contribute towards energy sustainability goals the City would have identified in its 2030 General Plan. Additionally, the existing Tesla EV Charging lot located at the intersection of East Gage Avenue and Pine Avenue will be expanded to include public parking, but will regardless continue to provide EV charging as well.

NATURAL GAS

Distribution Network

Natural gas service to the City of Bell is provided by the SEMPRA, a large North American public utility company with focus on electrical and natural gas infrastructure. Among its operating companies are Southern California Gas Company (SoCalGas) - the nation's largest natural gas distribution utility that delivers clean, safe and reliable energy to over 20 million consumers through 5.9 million meters in over 500 communities - provides natural gas to the City of Bell. SEMPRA maintains a network of underground natural gas lines serving residential, commercial, and industrial customers in the City. Figure 13 shows the natural gas infrastructure in the New Bell District SP Area. As can be seen in the figure below, the major gas pipelines through the SP Area reside under Randolph Street, East Gage Avenue, Atlantic Avenue, and East Florence Avenue. A natural gas transmission line and Arco pipelines also extend along the UPRR tracks on the western end of the City (west of the SP Area).

Recommendations

The City of Bell should strive to replace diesel-fueled vehicles with battery electric if viable, and the City's existing bus network to electric as well, which could result in a significant reduction of natural gas use. Use of natural gas for residential, commercial, and mixed-use land uses could further be reduced with the incorporation of electrification systems or energy conservation measures.

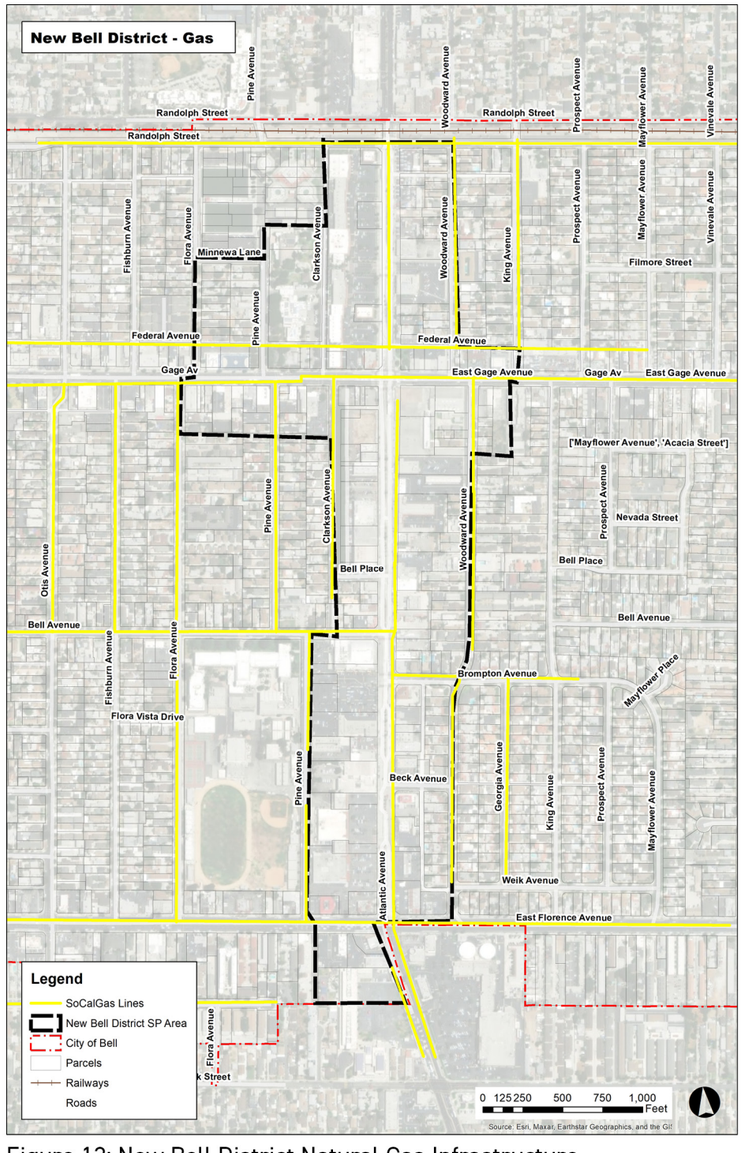


Figure 13: New Bell District Natural Gas Infrastructure

DATA & COMMUNICATIONS

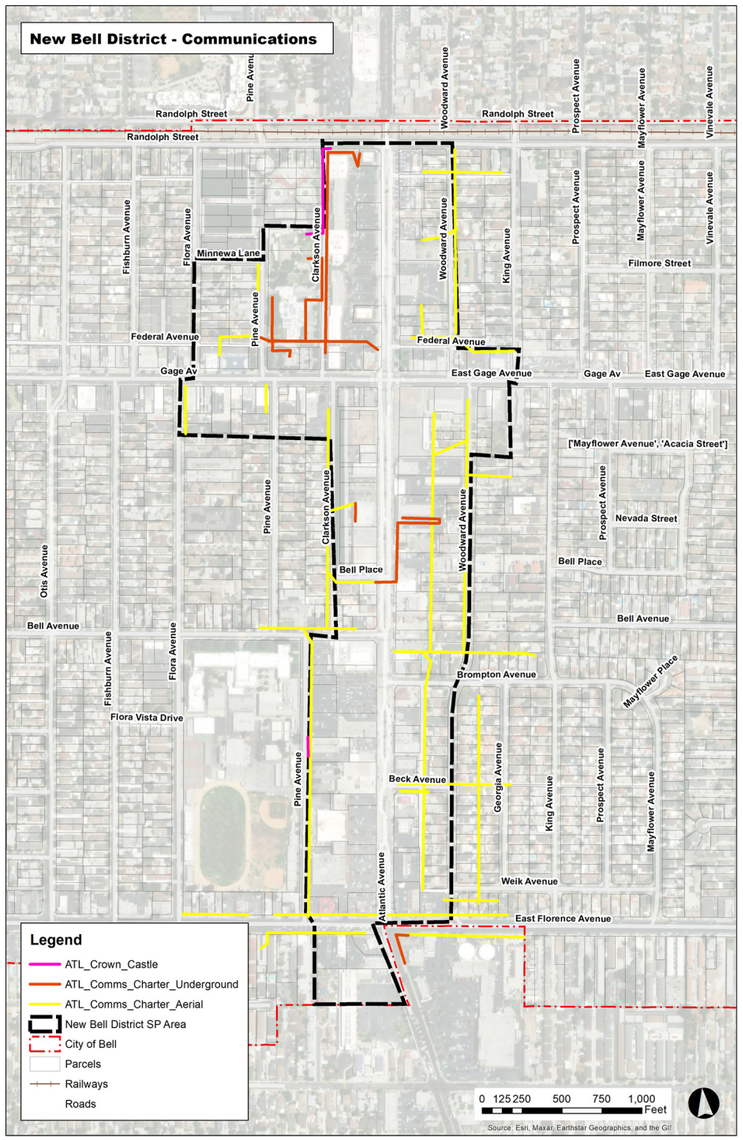


Figure 14: New Bell District Communications Infrastructure

Distribution Network

Figure 14 shows the communications infrastructure in the New Bell District SP Area. As can be seen in the map below, the SP Area has communication and fiber lines owned by Charter Communications (primarily along Pine Avenue and Woodward Avenue) and Crown Castle Communications (primarily along Clarkson Avenue).

Recommendations

A potential opportunity for communication system improvements would be to petition for the expansion of high speed optic-based broadband internet services across the New Bell District. Not only will this upgrade deliver high-speed connectivity and bandwidth to the heavily residential community in this area, there are added benefits for business and property owners, such as cost-sensible solutions to encourage future development while increasing broadband access. Such improvements to data connectivity in the New Bell District SP Area would likely encourage commercial growth in the region, while also pushing for better connectivity for current and future within the City of Bell and its surrounding cities.

5. IMPLEMENTATION

5. IMPLEMENTATION

Source: wehotimes.com

INTRODUCTION

The City of Bell envisions transformative change for the New Bell District in accordance with this Specific Plan. Successfully implementing the plan will require creativity, flexibility and persistence. The current leadership has inherited a community distrustful of local government, especially as it relates to financial management and raising taxes or fees on local residents, property owners or businesses. Also, the community continues to be mostly comprised of lower-income households, which makes prospective businesses or developers hesitant to enter the market.

Despite this, the City has been and can continue to restore trust and build momentum for the execution of the plan through "quick wins," and a step-by-step, approach to plan implementation. In 2022, the City strengthened its economic development office, which has helped shift perspectives among the community and business owners, and has resulted in potential new development projects, such as the anticipated construction of In-N-Out Burger at the southwest corner of Atlantic and Gage.

The New Bell Specific Plan will be implemented primarily throught the Community Development Department, in coordination with the Public Works Department and other departments, under the supervision of the City Manager's office. Strengthening the capacity of these departments is critical for the City as it seeks to implement the Specific Plan. Consistency of staff and vision, along with visible project successes, will help instill confidence from property or business owners, who will play a key role in executing the plan by redeveloping properties, mobilizing business inevestment and improvements, strengthening local business associations, and/or making collective decisions to fund local capital improvements and services through assessments and fees.

As outlined on the next page, full implementation of the plan will require substantial financial resources. While the City has limited funding sources at its disposition currently, there are various other sources available. The community's designation as a disadvantaged area under SB 535 grants the City priority in many types of grant applications. Additionally, redeveloping publicly-owned properties could generate revenue that can be reinvested in the district.

Ultimately, developing the area according to the Plan is expected to have a positive impact on the City's General Fund, enhancing its ability to provide services to the entire community without needing to raise general taxes in the future.

CAPITAL IMPROVEMENTS PROGRAM

The capital improvements program for the New Bell District Specific Plan includes 18 infrastructure projects which are required to fully implement the Specific Plan's public realm and infrastructure recommendations. While the full cost is estimated at $17 – 33 million, there are a wide variety of funding sources and mechanisms which can be used to meet these needs, including grants, formula funds, development proceeds, and development conditions. The highest-cost project is the central parking structure.

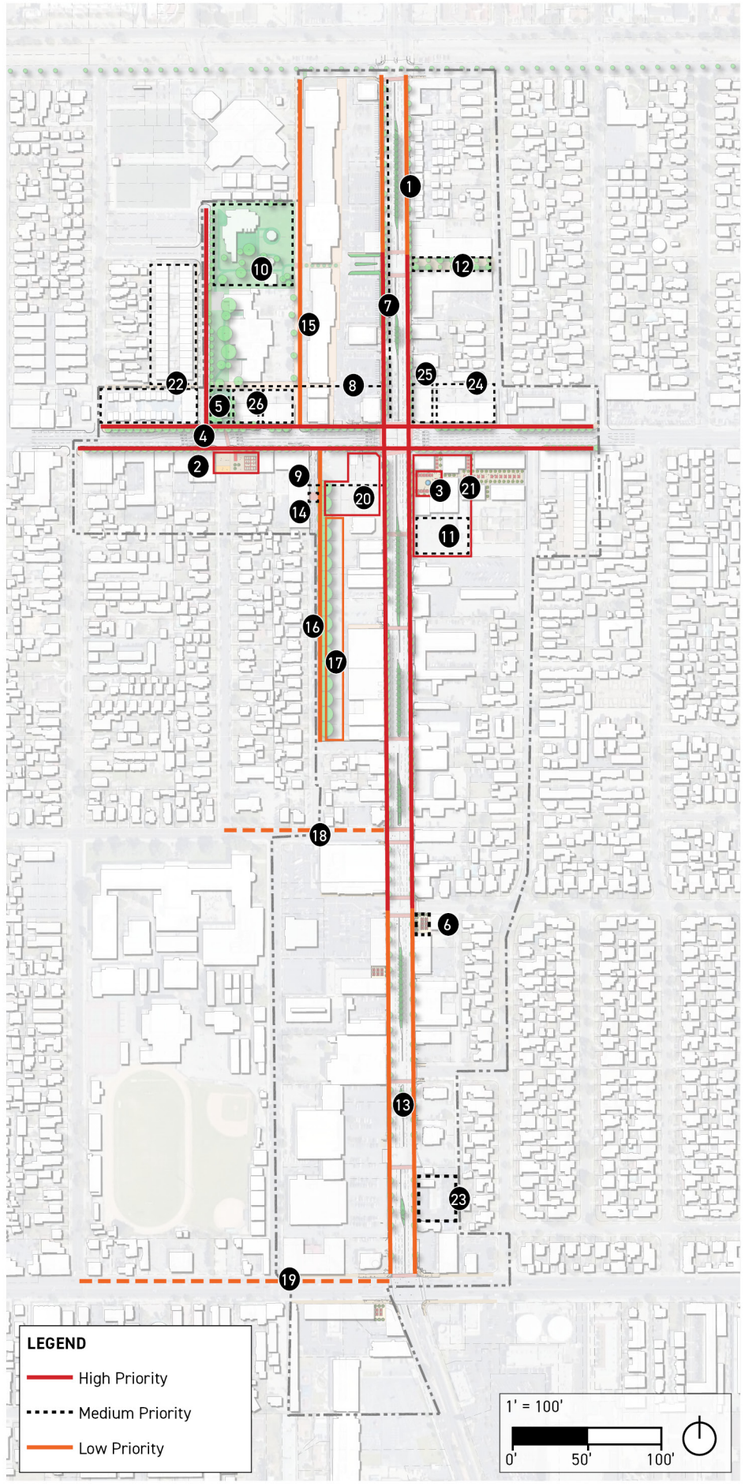
Projects are ranked by priority and timeline. Short-term (0- to 5-year) projects are those related to projects already in discussion or development, while medium- (5-10 year) and long-term (10+ year) projects relate to new proposals of the Specific Plan. High-priority projects are related to major placemaking improvements which will significantly advance the desirability and livability of the New Bell District.

Public land development

As illustrated in Chapter 2, seven significant publicly-owned sites are recommended to be redeveloped through the Specific Plan:

20. Western Auto (SW corner Atlantic/Gage) – destination drive-thru restaurant
21. Shoe City (SE corner Atlantic/Gage) – entertainment commercial/mixed-use development
22. BCHA Gage/Pine sites and Futsal Park – residential townhome or affordable housing
23. Jack's Car Wash – drive-thru or charging station
24. Gage/Woodward – podium residential
25. Biancini Park – residential/retail mixed-use
26. Library (County-owned) – affordable housing with new library

The development of these properties is a critical implementation item, not only for the benefits that these projects bring, but also because these developments would demonstrate market viability for later projects to be built on privately-owned land, and because the City can closely steer the development of these properties to include amenities that fit the vision of the Specific Plan. As discussed on the next spread, development also brings in income which can fund capital improvements.



	CAPITAL IMPROVEMENTS PLAN		
	Capital Improvement Project	**Reference (page number)**	
Key			
1	Atlantic Avenue Streetscape Improvements - High Priority	46.	
2	Gage/Pine Flexible Shared Street Plaza	49.	
3	Bell Central Plaza	14.	
4	Gage Avenue Streetscape Improvements and Pine Avenue Linear Park	49.	
5	Bell House remodel	19.	
6	Southern Core Gateway Plaza	58.	
7	Sewer Improvements - Atlantic Ave (Randolph to Gage)	66.	
8	Sewer Improvements - Federal Way (Pine to Atlantic)	66.	
9	Sewer Improvements - South of Gage (Clarkson to Atlantic)	66.	
10	Treder Park Modernization	21.	
11	Central Parking Structure	14.	
12	Bell Palm Plaza Driveway Shared Street Plaza	51.	
13	Atlantic Avenue Streetscape Improvements - Low Priority	46.	
14	Clarkson Avenue Speed Table	17.	
15	Clarkson Avenue North Shared Street	52.	
16	Clarkson Avenue South Linear Park	53.	
17	Western Parking Lot Acquisition	62.	
18	Sewer Improvements - Bell Avenue (Pine to Atlantic)	66.	
19	Sewer Improvements - Florence Ave (Flora to Atlantic)	66.	

Key	**Publicly-Owned Land Development**	
20	SW corner Atlantic/Gage (Western Auto)	17.
21	Shoe City Site	14.
22	City-owned Gage/Pine sites	19.
23	Jack's Car Wash Site	23.
24	Gage/Woodward Site	17.
25	Biancini Park	17.
26	Library Site	19.

					Leveraging Development			Grants				Financing Districts		
	Priority	Timeline	Cost Estimate Low	Cost Estimate High	Condition of Development	Development Impact Fee	Public Land Dvpmt Proceeds	Affordable Housing Grants	Transportation Funds	Open Space Grant	Water Grant	Special Assessment District/ LLAD - Atlantic Ave	Community Facilities District	Parking Benefit District
	High	Short	$1,090,000	$2,040,000	■		■	■	■		■	■	■	■
	High	Short	$110,000	$210,000	■		■	■					■	
	High	Short	$900,000	$1,690,000	■		■	■	■				■	
	High	Medium	$1,500,000	$2,800,000			■	■	■	■	■		■	
	Medium	Short	$520,000	$980,000			■	■					■	
	Medium	Medium	$210,000	$390,000	■		■	■					■	
	Medium	Medium	$750,000	$1,390,000	■	■	■	■					■	
	Medium	Medium	$240,000	$450,000	■	■	■	■					■	
	Medium	Medium	$90,000	$160,000	■	■	■	■					■	
	Medium	Long	$890,000	$1,670,000		■	■	■					■	
	Medium	Long	$5,850,000	$10,910,000			■	■		■			■	
	Low	Long	$1,700,000	$3,180,000	■		■	■					■	
	Low	Short	$1,880,000	$3,510,000	■		■	■		■	■		■	
	Low	Short	$20,000	$40,000	■		■	■	■			■	■	
	Low	Long	$310,000	$590,000			■	■	■		■		■	
	Low	Long	$870,000	$1,630,000			■	■	■	■			■	■
	Low	Long	Unsure				■						■	■
	Low	Long	$210,000	$390,000		■	■	■					■	
	Low	Long	$400,000	$750,000		■	■	■					■	

Total by Priority Level			
High		$3,600,000	$6,740,000
Medium		$10,250,000	$19,130,000
Low		$3,690,000	$6,910,000
Total		**$17,540,000**	**$32,780,000**

Total by Timeline			
Short		$4,520,000	$8,470,000
Medium		$2,790,000	$5,190,000
Long		$10,230,000	$19,120,000
Total		**$17,540,000**	**$32,780,000**

Operations and Maintenance
In addition to capital improvements, the New Bell District may generate new operational and maintenance demands. Increasing the level of service on maintenance tasks such as power-washing sidewalks, cleaning trash bins, and maintaining landscaping will help make the New Bell District feel like a welcoming and special place. Regular events should also be planned by the City, local businesses/ organizations, or a future Business Improvement District, to bring in new clientele and activate public spaces; this will also require promotion of the events and the district.

Operations and maintenance can be funded through the City's General Fund, any financing district, or a Business Improvement District.

CAPITAL IMPROVEMENTS PROGRAM

Commercial façade improvement program
The City has a current commercial façade improvement program, funded by Community Development Block Grant (CDBG) funds. The program should be expanded within the New Bell District, with targeting to properties adjacent to development sites.

Explore Establishing a Parking Authority
Parking-related funding mechanisms identified in the previous sections, including the Parking Benefits District and the Parking Assessment District, could be implemented and managed under a City Parking Authority. The Parking Authority is established by the powers vested in the City under the California Streets and Highways Code section 32650 and is administered by a board from among the members of the City Council and City Staff. The establishment of a Parking Authority allows for the coordination and consolidation of revenue streams (parking fees and assessments) to fund larger capital facilities through its capacity to issue bonds. The Authority is responsible for the effective management of these funding programs and the mandated reporting requirements to the City Council. Additionally, the Parking Authority is responsible for parking management, including developing and implementing parking pricing strategies.

Future Planning Studies
Recommended future plans and studies include:

1. Prepare Development Impact Fee Nexus Studies to evaluate the funding requirements from the various categories of capital needs to provide services to new development and service population growth at established levels of service (LOS).
2. Economic Development Strategic Plan – A comprehensive economic development strategy that goes beyond real estate development that leverages local and regional economic dynamics, including strenghts, weeknesses, opportunities and threats.
3. Gage Avenue Specific Plan – A Specific Plan for Gage Avenue would spur additional development east and west of the New Bell District and determine a streetscape concept that could integrate, inform and/or modify the recommendations of this Specific Plan related to the character of Gage Avenue.
4. First/Last Mile and Transit Study – A study related to transit service and access from Bell to the future Southeast Gateway Line may consider additional bicycle facility improvements, transit speed and reliability enhancements, and possible rerouting of La Campana.

FUNDING AND FINANCING MECHANISMS

The table on this page presents a list of funding and financing mechanisms that can be considered for implementation of the New Bell District Specific Plan. The most promising mechanisms for each project are presented in the table on the previous page and are described below.

Condition of Development
Development projects shall upgrade adjacent sidewalks to Plan standards except where doing so would create an inconsistency that is detrimental for the district. In addition, changes in the roadway described by the Plan may also be imposed as a condition of development where these are required for traffic/roadway safety mitigation purposes in keeping with State law (e.g. construction of speed table on Clarkson Avenue to deter neighborhood cut-through traffic) or where the construction of these improvements is beneficial to the development (e.g. Gage/Pine Flexible Shared Street Plaza).

Development Impact Fees
Development Impact Fees (DIFs) can be used to fund new public facilities or the expansion of existing public facilities necessary to meet the public services demands from new growth. DIFs are one-time fees that local governments can charge only new development for capital needs necessary to provide and maintain an acceptable level of service. These fees must meet the requirements set by California law under the Mitigation Fee Act AB 1600, 1987 and further amended by AB 602, 2022. The requirements under *GC § 66001(a)* include: 1) identifying the purpose of the fee; 2) identifying the use to which the fee will be put: and 3) establishing a 'Nexus' or a reasonable relationship between the fee amount and the type of development it is imposed upon, including the need for such public facility for the type of development charged. DIFs do not require voter approval but are governed by annual and 5-year reporting requirements, as recently amended in 2024 under AB 516. This requires that charging authorities present an audit of the fees collected, fund balances and the usage of such fees toward specifically identified infrastructure projects, including their start dates and completion status. DIFs cannot be used to issue bonds.

Increased growth within the New Bell District will create the need for additional infrastructure improvements as described in this Specific Plan. As such, the City should consider preparing a nexus study and imposing DIFs, which may be phased in over time or waived in the short-term depending on the needs of current projects in predevelopment. Development impact fees are appropriate funding mechanisms for capital improvements which derive primarily from growth, such as sewer improvements, but also potentially open space projects.

Funding Method	Definition	Voting Requirement	Primary Use
Development Impact Fee (DIF)	• Monetary payment levied on a private developer to fund the public facilities necessary to serve new development or infill growth.	• City Council vote; no public vote. • Subject to notice and hearing requirements. • Must meet statewide standards and procedures designed to limit local abuse of discretion.	• Capital improvements necessitated by new development. Cannot issue bonds.
Special Benefit Assessments	• Charge imposed on a particular piece of real property for a local public improvement or service of direct benefit to that property in excess of the benefit received by the general public.	• Simple majority vote of affected property owners. • Votes are tabulated according to the proportionate financial obligation of the properties (i.e. one "vote" for each dollar of assessment).	• Capital improvements. • Operations and maintenance. • Must directly benefit property owners who pay the assessment. Can issue bonds.
Lighting and Landscape Assessment District (LLAD) **Lighting and Landscape Maintenance District (LLMD)** **Landscape Maintenance District (LMD)**	• Types a special benefit assessment districts created to pay for the costs of public landscaping improvements that provide special benefits to parcels within the district.	• Simple majority vote of affected property owners. • Votes are tabulated according to the proportionate financial obligation of the properties (i.e. one "vote" for each dollar of assessment).	• Lighting and landscaping improvements and/or operations and maintenance of specific in-tract landscaping or general landscaping of common areas adjoining parcels. Can issue Bonds.
Mello-Roos Special Tax	• Tax levied within a "Mello-Roos District" to generate revenue for a specific purpose.	• Two-thirds voter approval to pass. • In proposed districts with less than 12 registered voters, voting is among landowners. • In proposed districts with 12+ registered voters, voting is among all registered voters.	• Capital improvements. • Operations and maintenance. • Can finance projects and services with both local and general benefits. Can Issue bonds.
Business Improvement District (BID)	• Public/private partnership that allows business or property owners to collectively pay for services to supplement those provided by the municipality in order to revitalize and improve commercial neighborhoods.	• Simple majority vote of business or property owners (depending on the type of BID) within the proposed district.	• Small-scale capital improvements (BIDs cannot issue bonds which limits their ability to finance large-scale capital projects).
Community Development Block Grant (CDBG)	• Direct federal grant intended to revitalize neighborhoods, expand affordable housing and economic opportunities, and/or improve community facilities and services, principally to benefit low- and moderate-income persons or neighborhoods.	• Voter requirements not applicable. • Block grants are made by formula every year and give grantees the discretion to undertake specific activities. • Funding is determined by a formula based on need as determined by U.S. Census data released every 10 years.	• Construction of public facilities. • Infrastructure improvements. • Facilitate the provision of affordable housing.

Source: Stanley R. Hoffman Associates, Inc.

FUNDING AND FINANCING MECHANISMS

Affordable Housing Grants
While most affordable housing grants and loans are provided to developers to finance the construction of housing, two state programs, Affordable Housing and Sustainable Communities (AHSC) and Infill Infrastructure Grant (IIG), provide funding for public infrastructure constructed by the developer as a part of the project. AHSC funds transportation improvements that reduce carbon emissions within proximity to the housing development, while IIG can fund a broad range of infrastructure integrally related to the housing development. AHSC and IIG are typically pursued by developers of 100% affordable rental housing.

Transportation Funds
Streetscape projects are generally applicable funds for formula transportation funds granted to the City of Bell from such sources as SB1, Propositions A and C, and Measures M and R. The City has considerable discretion over the usage of these funds, and may thus direct some of these funds to streetscape projects in the New Bell District.

Competitive grants may also be a possibility; however, grants for programs like the Active Transportation Program are often highly competitive and dependent on demonstrating a high level of safety enhancement (existing high collision rate and improvements) as well as connectivity.

Open Space Grants
Open space grants, like the State's Clean California Local Grant Program, provide municipalities funds for greening and beautification, such as landscaping improvements and construction of new open spaces/ parks. The Clean California Local Grant Program is a competitive program focusing on beautifying and improving local streets and roads, as well as restoring pride in public places. The County's Measure A funds (Safe, Clean Neighborhood Parks and Beaches), on the other hand, could be used for improvements to existing parks such as Treder Park.

Water Grants
Water grants offer funds for certain types of capital improvements, such as sustainable stormwater improvements and sewer improvements. In 2018, Los Angeles County residents passed Measure W to create the "Safe, Clean Water Program". This program funds and creates projects that capture and clean stormwater, while also providing quality of life improvements. The fundamental step in the Safe, Clean Water Program was the establishment of a property tax of 2.5 cent per square foot of impermeable surface area, which would raise approximately $300 million annually to capture and treat stormwater in order to increase water supply and improve water quality.

The Federal government's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program provides funds to municipalities for stormwater system improvements and sewer improvements, as part of larger complete streets improvement plans. The RAISE program often provides grant award amounts ranging from $1.4 million to $25 million for these projects. Lastly, the County's Measure W (Safe Clean Water Program) funds local stormwater system improvements.

Special Assessment District/LLAD
Special Assessment Districts (SADs) are established to levy an annual charge or assessment on property owners for the funding of capital improvements and services within that designated area that are over and above those received outside. These assessments are proportional to the "special benefit" received by the property from the planned improvements and services and is calculated based on an apportionment methodology. The assessment cannot be based on property valuation or not ad-valorem, just like in the case of CFDs. District formation requires a 50% +1 share of votes of property owners, with property owner votes being weighted by the assessment amount. The proceeds received through the SAD can be used to issue bonds. SADs can also be used for operations and maintenance.

Lighting and Landscape Assessment Districts (LLADs) are a type of Special Assessment District, established and operating on the same principles. The scope of LLADs is more focused, as the name indicates, on lighting and landscaping and can be used to fund capital improvements and operations and maintenance. These are variously also called, depending on their scope, Lighting and Landscape Maintenance District (LLMD) and Landscape Maintenance District (LMD). Proceeds from these districts can be used to issue bonds.

Another variation on the SAD concept, is the Parking Assessment District. California law empowers cities to create special districts for the funding of parking facilities. This can be done either through the establishment of a Parking Authority or through a Business Improvement District. Property owners could agree to assess themselves an annual charge for the funding of parking and mobility-related capital facilities, including parking garages, and parking fee collection infrastructure.

The benefit of this type of financing mechanism is that it provides paying property owners a clear nexus to the benefits they are receiving, making it more likely to gain approval. Either of these types of districts could be used along Atlantic Avenue, for example, to pay for streetscape improvements. Fees might be assessed in a variety of ways, but one clear method would be to allocate them based on the amount of frontage they possess on the street.

Community Facilities Districts (Mello Roos Districts)
Community Facilities Districts (CFDs), set up under the Mello-Roos Community Facilities Act of 1982 (hence "Mello Roos" districts), are formed to levy a special tax within a designated geographical area for the funding of specifically identified community facilities, infrastructure improvements and services. The setting up of a CFD in areas with 12 or more registered voters requires a two-thirds voter approval. For areas with less than 12 registered voters, it is based on a two-thirds vote among property owners. The tax amount is charged annually on the property tax bill. This amount is charged to property owners based on an apportionment methodology, which however cannot be ad-valorem or based on property value. CFDs can be used to meet the capital funding requirements for a wide variety of infrastructure and services, including street and landscape improvements, parks and open spaces, and community facilities such as libraries and museums, including ongoing annual operations and maintenance costs. This makes CFDs flexible mechanisms available to local governments in California to provide infrastructure and service needs. CFD revenues can used to issue bonds.

A CFD could fund just about any capital improvement identified in the plan; however, it may be more difficult to obtain approval from property owners than a SAD/LLAD given the higher threshold and relative breadth of investments that it can fund.

Parking Benefit District
Parking Benefit Districts (PBDs) are a financing and parking management tool, where parking revenues generated within the district, both on-street and off-street, are reinvested within the area for the provision of new parking facilities, sidewalk enhancements, and ongoing operations and maintenance. While there are no public parking revenues currently, if success produces high demand in the future, metered parking could help support the funds needed to construct a central parking garage and/or other transportation-related improvements.

FUNDING AND FINANCING MECHANISMS

Public Land Development Proceeds
Where possible, developers of public land properties should be required to implement public capital improvements as a condition of development of their projects. Additionally or instead, however, funds received from these property transactions can be used to construct capital improvements elsewhere in the district.

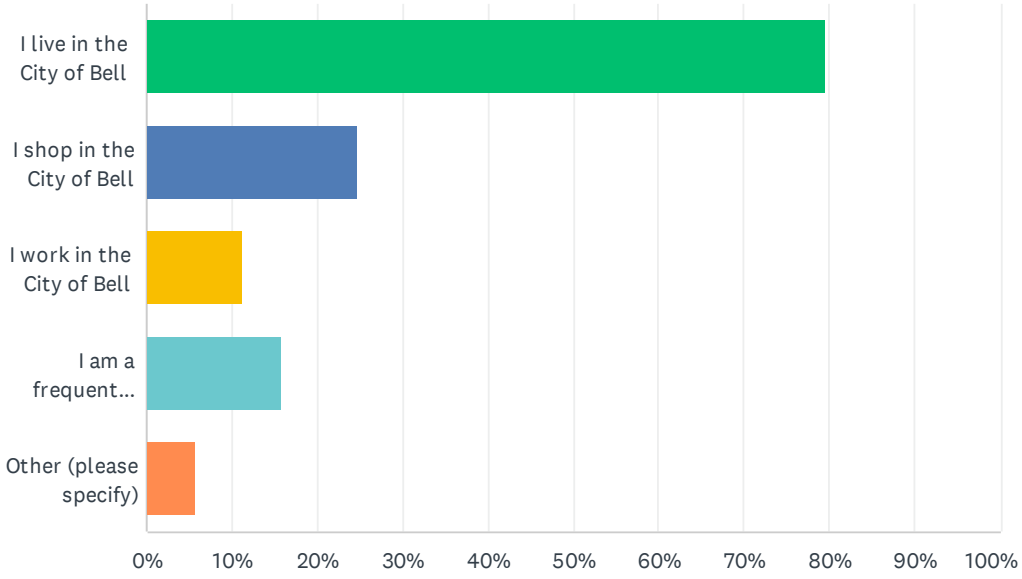
Having a plan for use of these funds, executing it and reporting on it, is key to retain public trust. The City may consider depositing these funds into a reserved account for capital projects Citywide or in the New Bell District. Projects whose proceeds are to be invested in capital improvements may be best structured as property sales or capitalized ground leases, where those whose funds are intended as ongoing revenue may be best structured as ground leases with annual payments. If structured as one-time funds, however, development of the six publicly-owned sites in the New Bell District Specific Plan could provide from the high single-digit millions to the low tens of millions in one-time revenue which could be used in the Specific Plan area.

Business Improvement Districts
Business Improvement Districts (BIDs) are a type of assessment districts and can be business-based or property-based (PBIDs). These are effectively public-private partnerships that allow business and/or property owners to collectively pay for services to supplement those that are already provided by the municipality towards economic revitalization and district marketing. District formation is governed by the Parking and Business Improvement Area Law of 1989 and the Property and Business Improvement District Law of 1994. BIDS and PBIDS are formed with a simple majority of votes of business or property owners, respectively, proportional to the benefit received (such as frontage, parcel acreage, square foot of use, etc.) for an initial term of 5 years, followed by 10-year renewals. The district is operated and managed by a non-profit entity, which has annual reporting responsibilities to the host jurisdiction. Revenues realized from these districts are generally used for smaller capital improvements, street furniture, lighting and landscaping and signages, and for enhanced services, such as district security and district marketing, towards realizing economic development goals. BIDs cannot issue bonds, and therefore, large capital projects are harder to fund.

During outreach for the project, business owners generally did not express support for the formation of a Business Improvement District in the New Bell District area. However, as economic conditions improve, BIDs and PBIDs can be considered.

Q1 What best describes your role? (select all that apply)

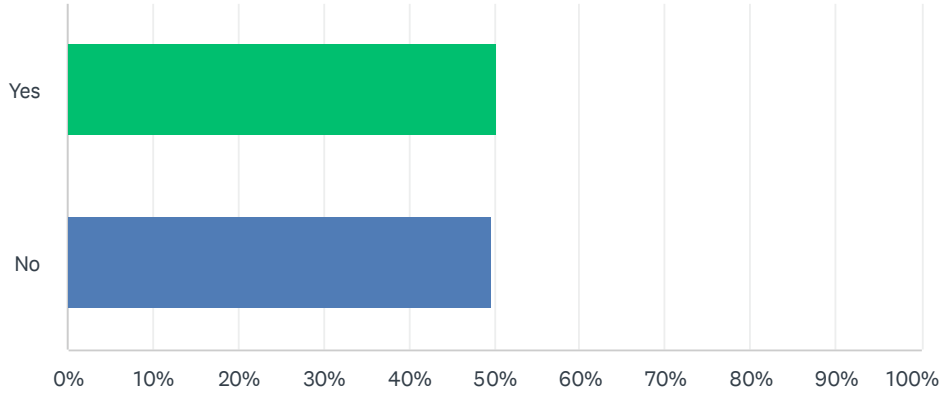
Answered: 259 Skipped: 0



ANSWER CHOICES	RESPONSES	
I live in the City of Bell	79.54%	206
I shop in the City of Bell	24.71%	64
I work in the City of Bell	11.20%	29
I am a frequent visitor to the City of Bell	15.83%	41
Other (please specify)	5.79%	15
Total Respondents: 259		

Q2 Do you own property within the City of Bell?

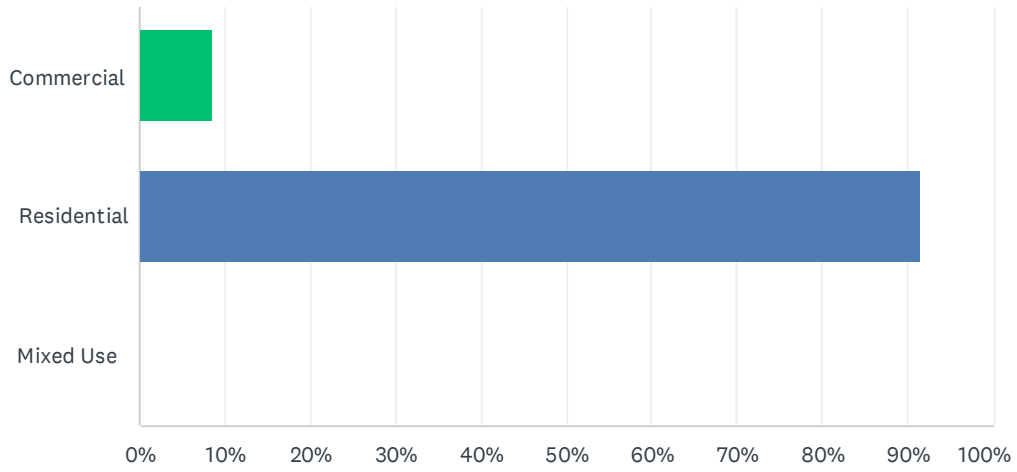
Answered: 258 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	50.39%	130
No	49.61%	128
TOTAL		258

Q3 What kind of property do you own?

Answered: 106 Skipped: 153



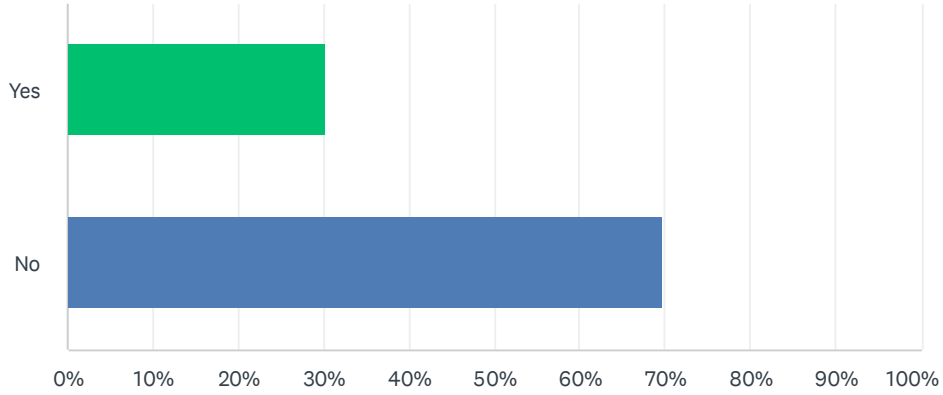
ANSWER CHOICES	RESPONSES	
Commercial	8.49%	9
Residential	91.51%	97
Mixed Use	0.00%	0
TOTAL		106

Q4 How long have you owned the property?

Answered: 106 Skipped: 153

Q5 Is your property located in the area shown above?

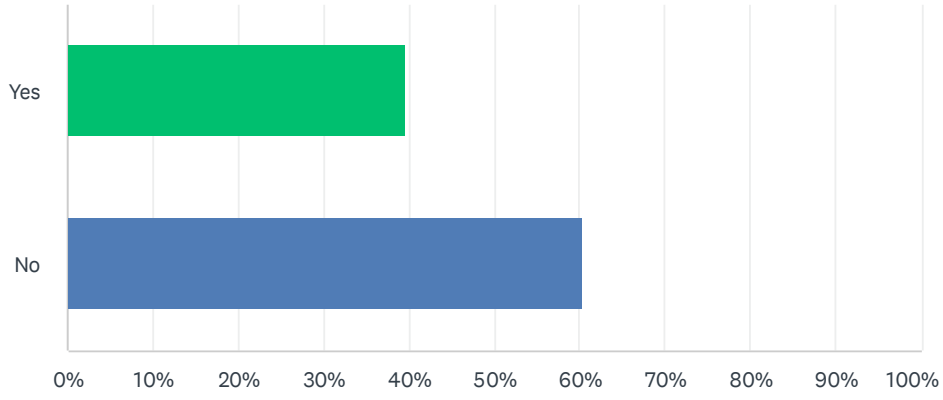
Answered: 106 Skipped: 153



ANSWER CHOICES	RESPONSES	
Yes	30.19%	32
No	69.81%	74
TOTAL		106

Q6 Do you pay for any recent public infrastructure or service improvements made by the City of Bell in your neighborhood?

Answered: 106 Skipped: 153



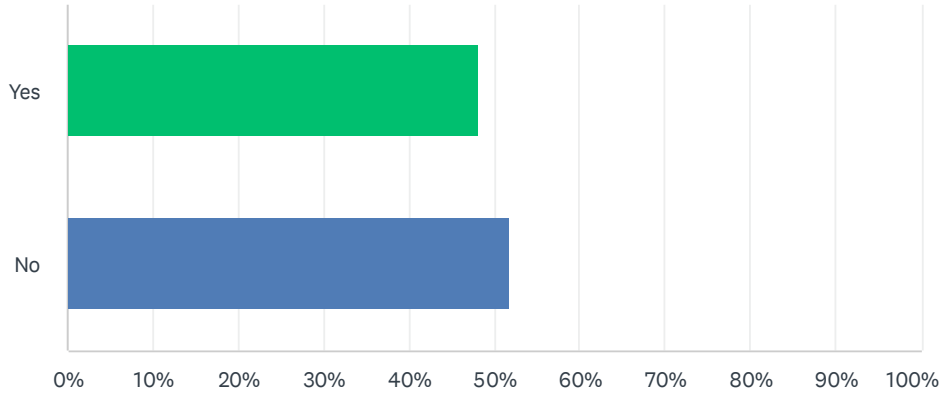
ANSWER CHOICES	RESPONSES	
Yes	39.62%	42
No	60.38%	64
TOTAL		106

Q7 Are there public improvements that you would like to see in your neighborhood?

Answered: 94 Skipped: 165

Q8 Are you willing to contribute to paying for these public improvements if they benefit you? (for example, if they increase the value of your property)

Answered: 106 Skipped: 153



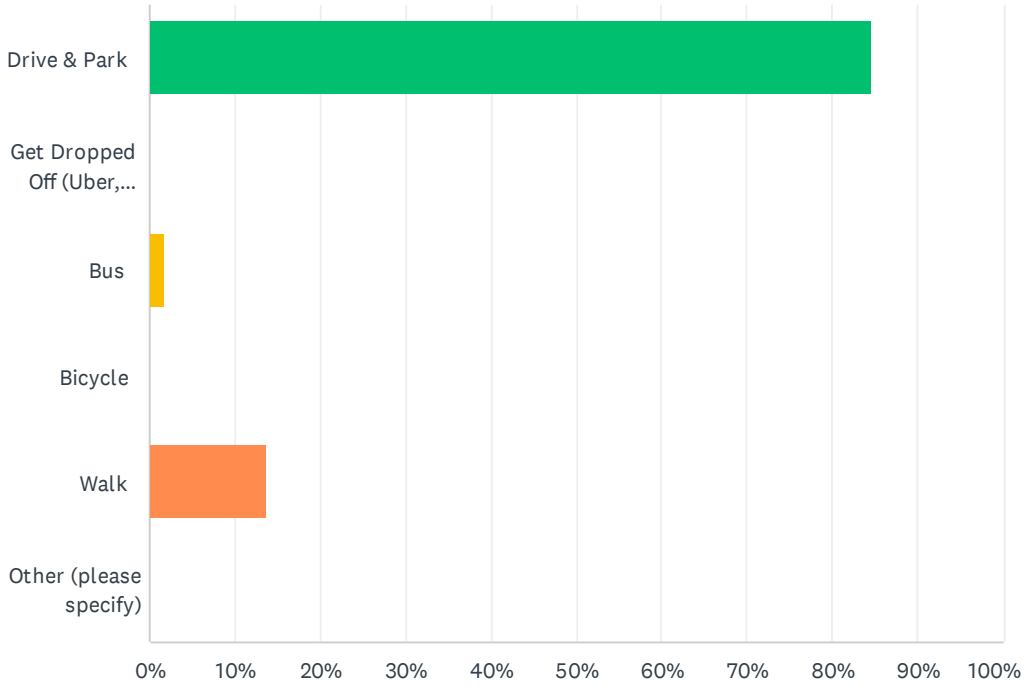
ANSWER CHOICES	RESPONSES	
Yes	48.11%	51
No	51.89%	55
TOTAL		106

Q9 Is there a lack of a type of business, services or amenites along the Atlantic corridor?

Answered: 131 Skipped: 128

Q10 What mode of transportation do you primarily use to visit the businesses along the corridor?

Answered: 169 Skipped: 90



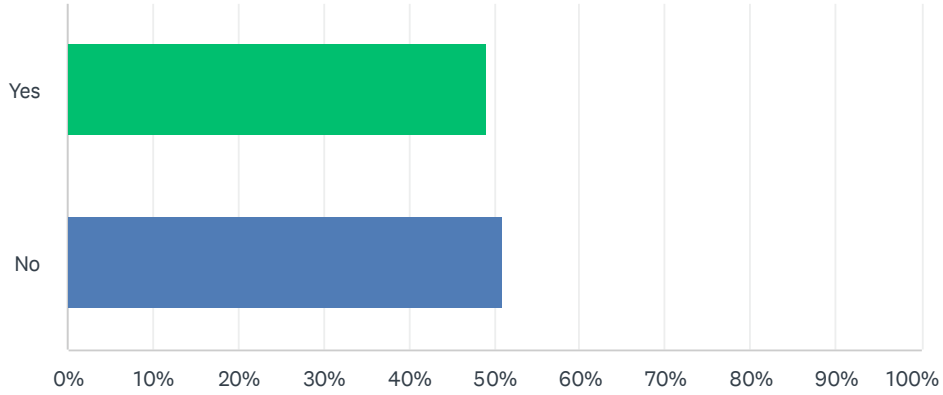
ANSWER CHOICES	RESPONSES	
Drive & Park	84.62%	143
Get Dropped Off (Uber, Lyft, etc.)	0.00%	0
Bus	1.78%	3
Bicycle	0.00%	0
Walk	13.61%	23
Other (please specify)	0.00%	0
TOTAL		169

Q11 What changes would most improve the Atlantic Avenue corridor?

Answered: 134 Skipped: 125

Q12 Do the existing businesses along Atlantic Ave. serve your needs?

Answered: 169 Skipped: 90



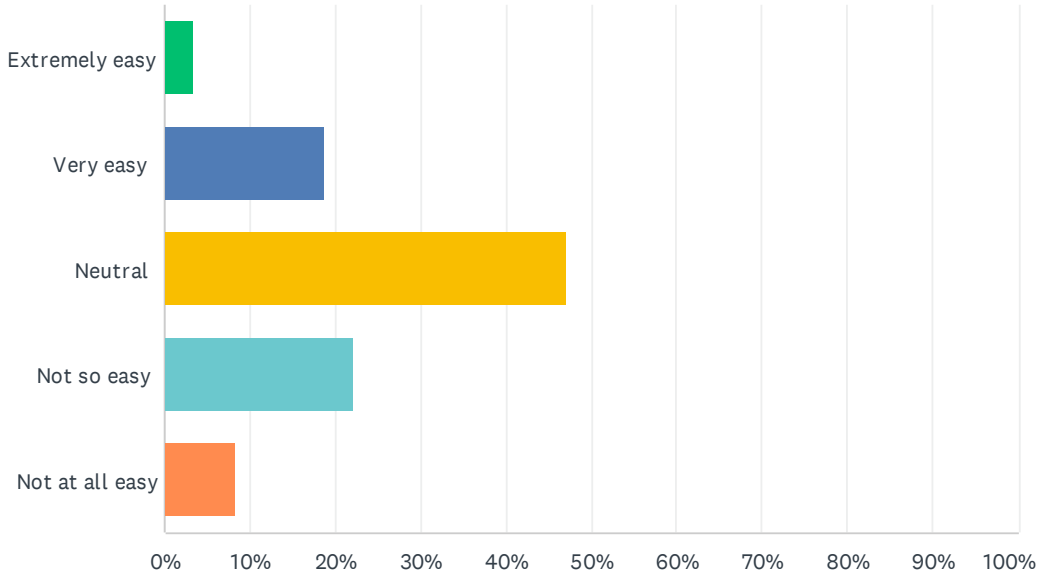
ANSWER CHOICES	RESPONSES	
Yes	49.11%	83
No	50.89%	86
TOTAL		169

Q13 If not, what is missing?

Answered: 73 Skipped: 186

Q14 How easy is it for people who are elderly or disabled to get around in the Atlantic Avenue corridor?

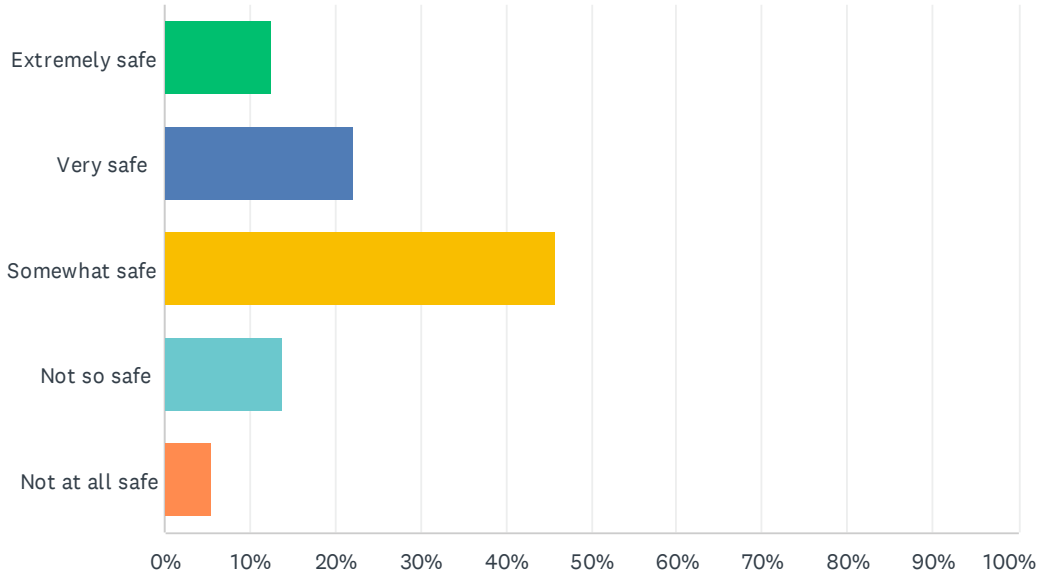
Answered: 144 Skipped: 115



ANSWER CHOICES	RESPONSES	
Extremely easy	3.47%	5
Very easy	18.75%	27
Neutral	47.22%	68
Not so easy	22.22%	32
Not at all easy	8.33%	12
TOTAL		144

Q15 How safe do you feel walking along the Atlantic Avenue corridor during the day?

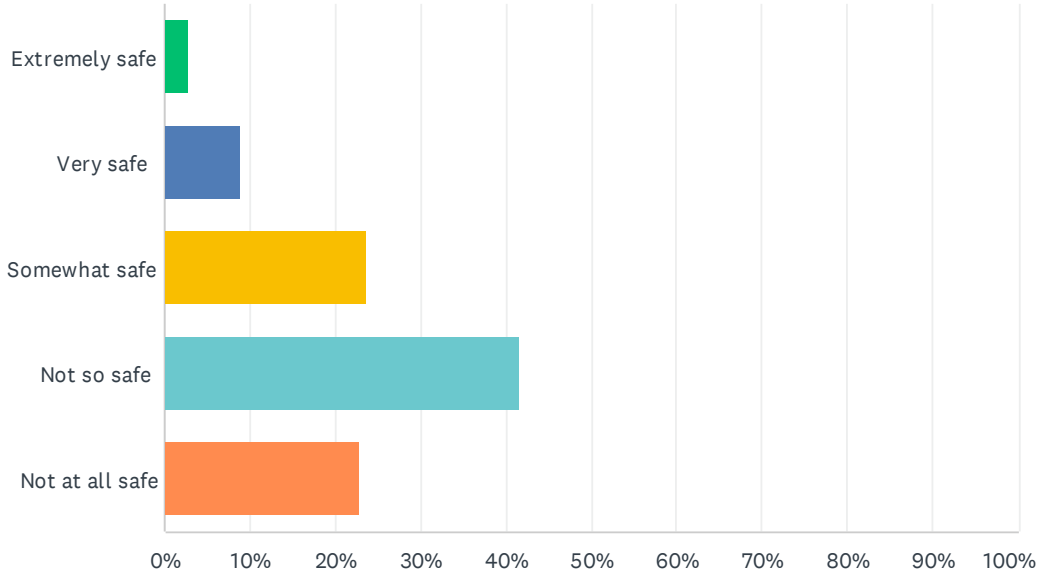
Answered: 144 Skipped: 115



ANSWER CHOICES	RESPONSES	
Extremely safe	12.50%	18
Very safe	22.22%	32
Somewhat safe	45.83%	66
Not so safe	13.89%	20
Not at all safe	5.56%	8
TOTAL		144

Q16 How safe do you feel walking the Atlantic Avenue corridor after dark?

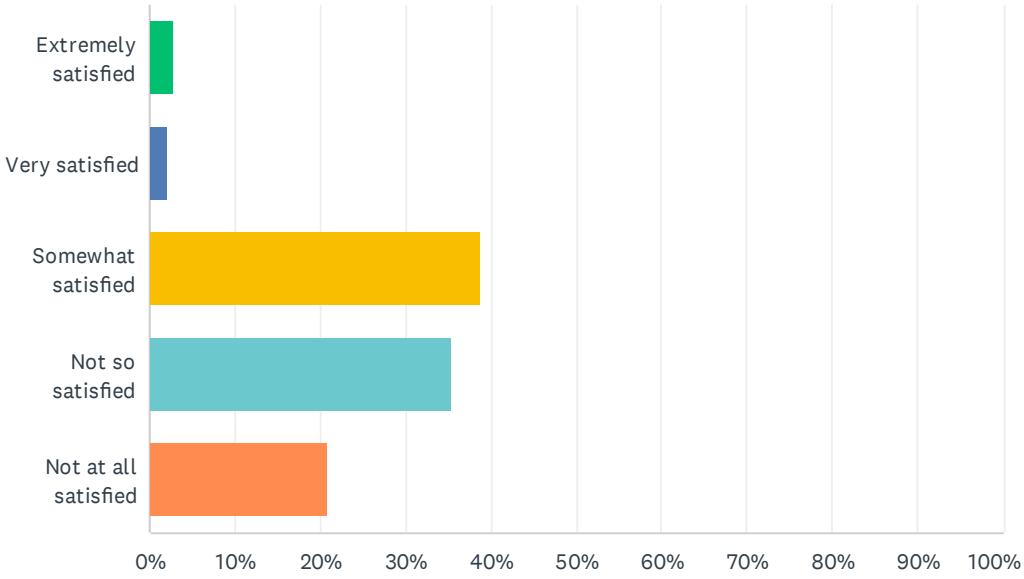
Answered: 144 Skipped: 115



ANSWER CHOICES	RESPONSES	
Extremely safe	2.78%	4
Very safe	9.03%	13
Somewhat safe	23.61%	34
Not so safe	41.67%	60
Not at all safe	22.92%	33
TOTAL		144

Q17 How satisfied are you with the look and feel of the Atlantic avenue corridor?

Answered: 144 Skipped: 115



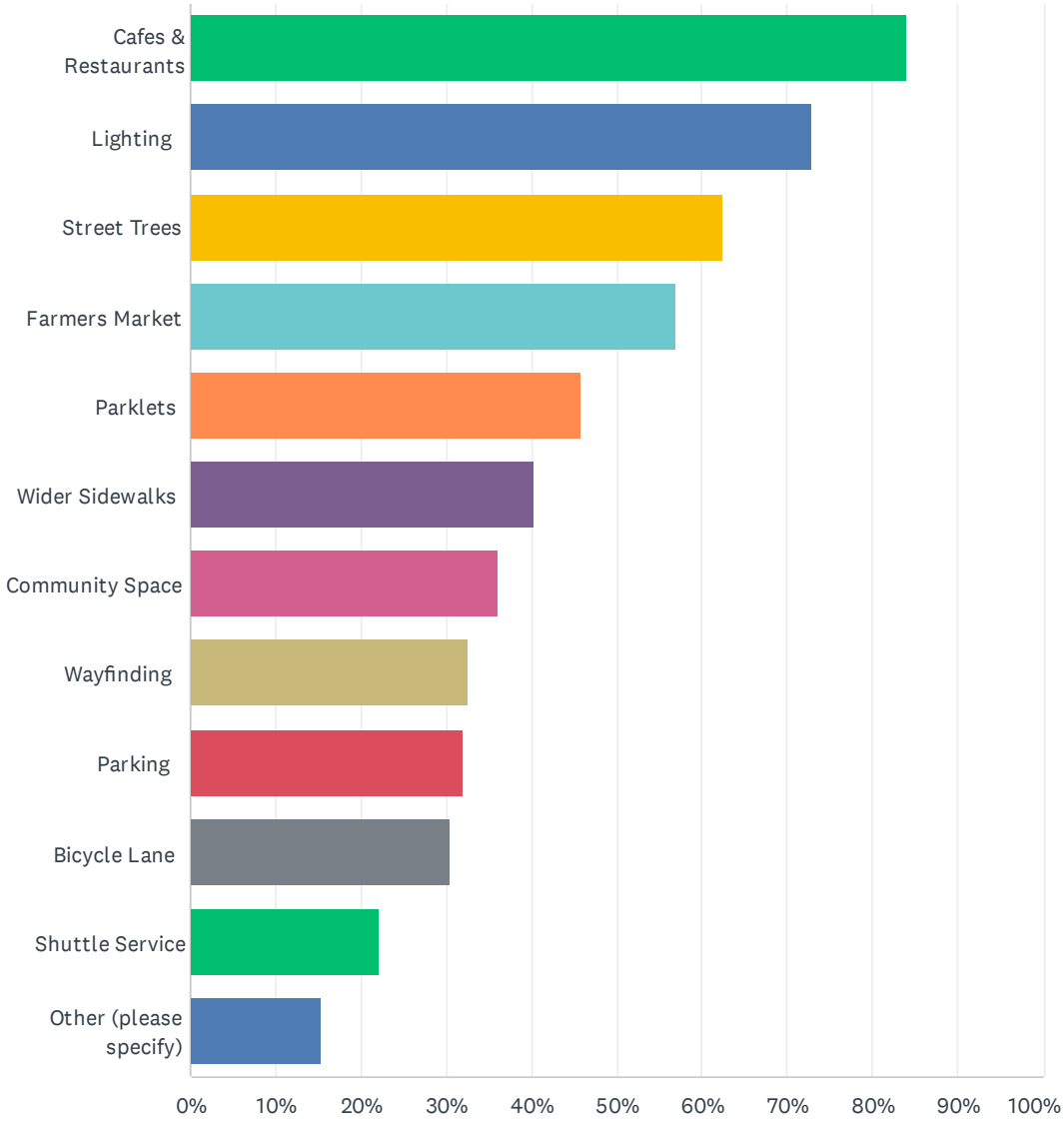
ANSWER CHOICES	RESPONSES	
Extremely satisfied	2.78%	4
Very satisfied	2.08%	3
Somewhat satisfied	38.89%	56
Not so satisfied	35.42%	51
Not at all satisfied	20.83%	30
TOTAL		144

Q18 What do you like most about the Atlantic Avenue corridor?

Answered: 115 Skipped: 144

Q19 In your experience, what is missing on Atlantic Ave.?

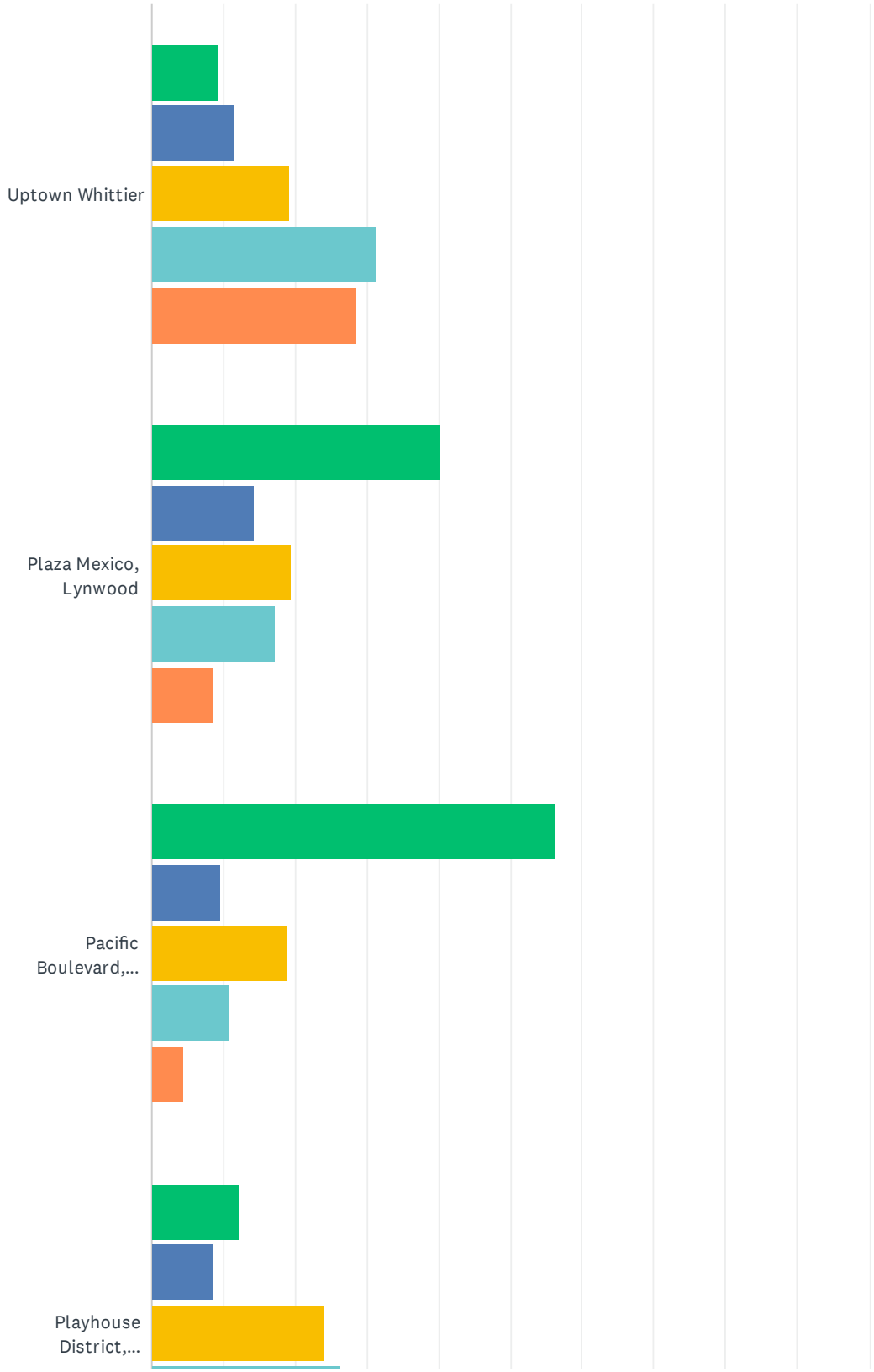
Answered: 144 Skipped: 115

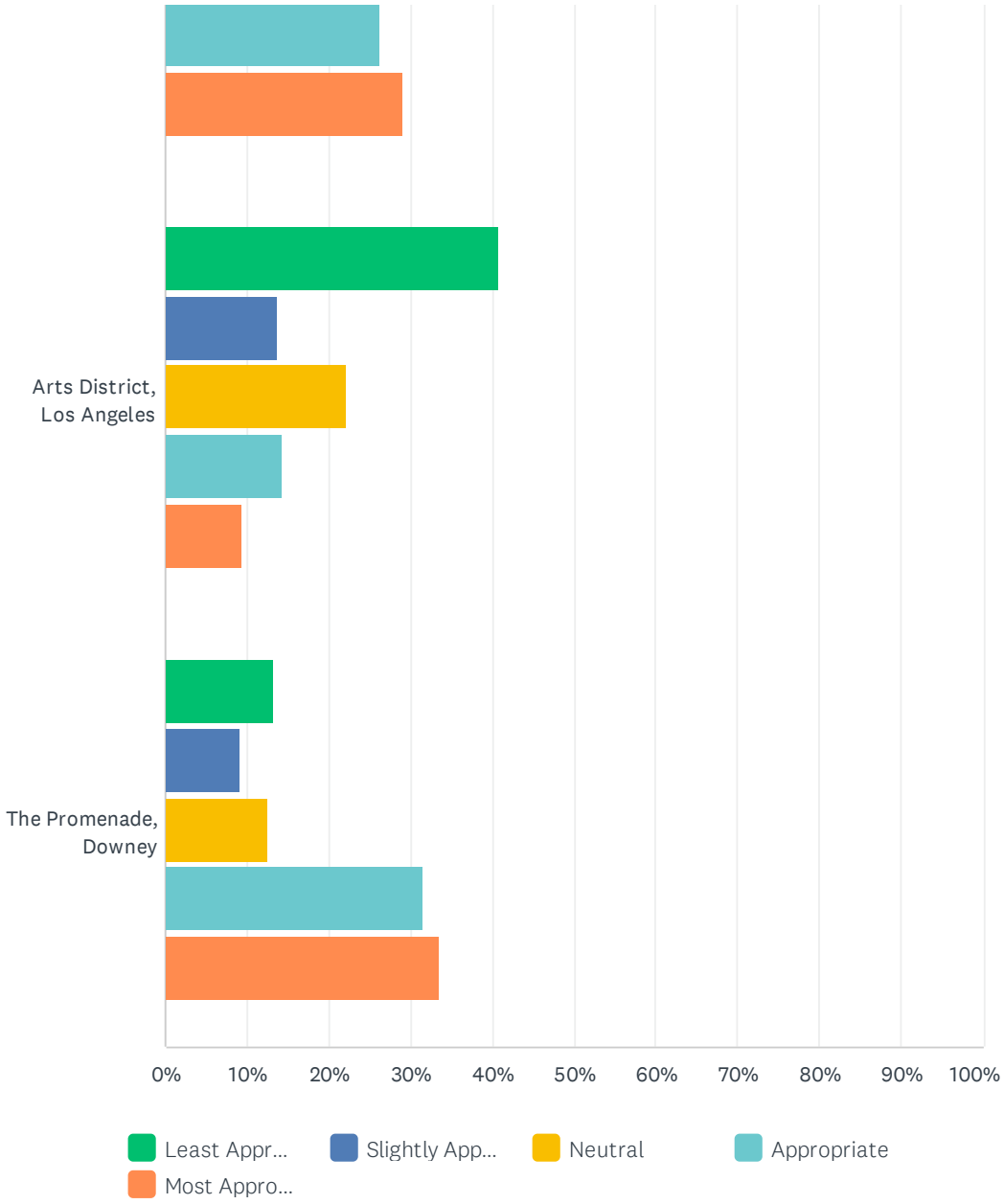


ANSWER CHOICES	RESPONSES	
Cafes & Restaurants	84.03%	121
Lighting	72.92%	105
Street Trees	62.50%	90
Farmers Market	56.94%	82
Parklets	45.83%	66
Wider Sidewalks	40.28%	58
Community Space	36.11%	52
Wayfinding	32.64%	47
Parking	31.94%	46
Bicycle Lane	30.56%	44
Shuttle Service	22.22%	32
Other (please specify)	15.28%	22
Total Respondents: 144		

Q20 Rate the examples below for the future of the Atlantic Corridor. (5 = most appropriate, 1 = least appropriate)

Answered: 143 Skipped: 116

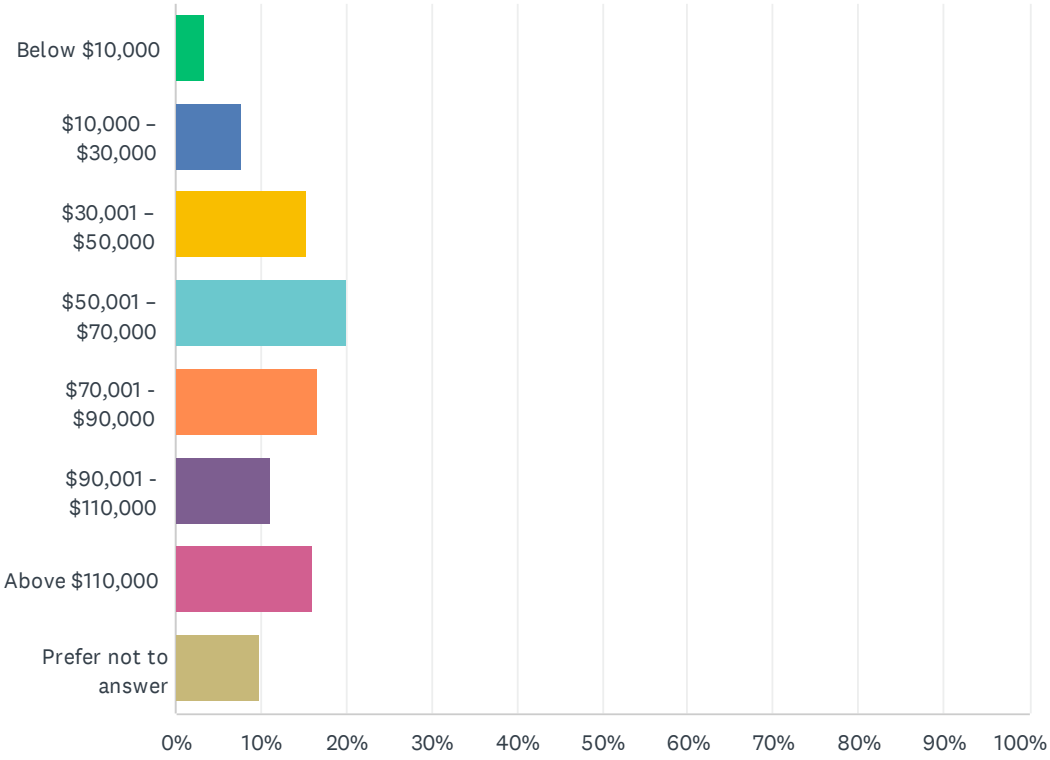



Arts District, Los Angeles
The Promenade, Downey
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
Least Appr...
Slightly App...
Neutral
Appropriate
Most Appro...

	LEAST APPROPRIATE	SLIGHTLY APPROPRIATE	NEUTRAL	APPROPRIATE	MOST APPROPRIATE	TOTAL
Uptown Whittier	9.29% 13	11.43% 16	19.29% 27	31.43% 44	28.57% 40	140
Plaza Mexico, Lynwood	40.29% 56	14.39% 20	19.42% 27	17.27% 24	8.63% 12	139
Pacific Boulevard, Huntington Park	56.20% 77	9.49% 13	18.98% 26	10.95% 15	4.38% 6	137
Playhouse District, Pasadena	12.06% 17	8.51% 12	24.11% 34	26.24% 37	29.08% 41	141
Arts District, Los Angeles	40.71% 57	13.57% 19	22.14% 31	14.29% 20	9.29% 13	140
The Promenade, Downey	13.29% 19	9.09% 13	12.59% 18	31.47% 45	33.57% 48	143

Q21 What is your household income?

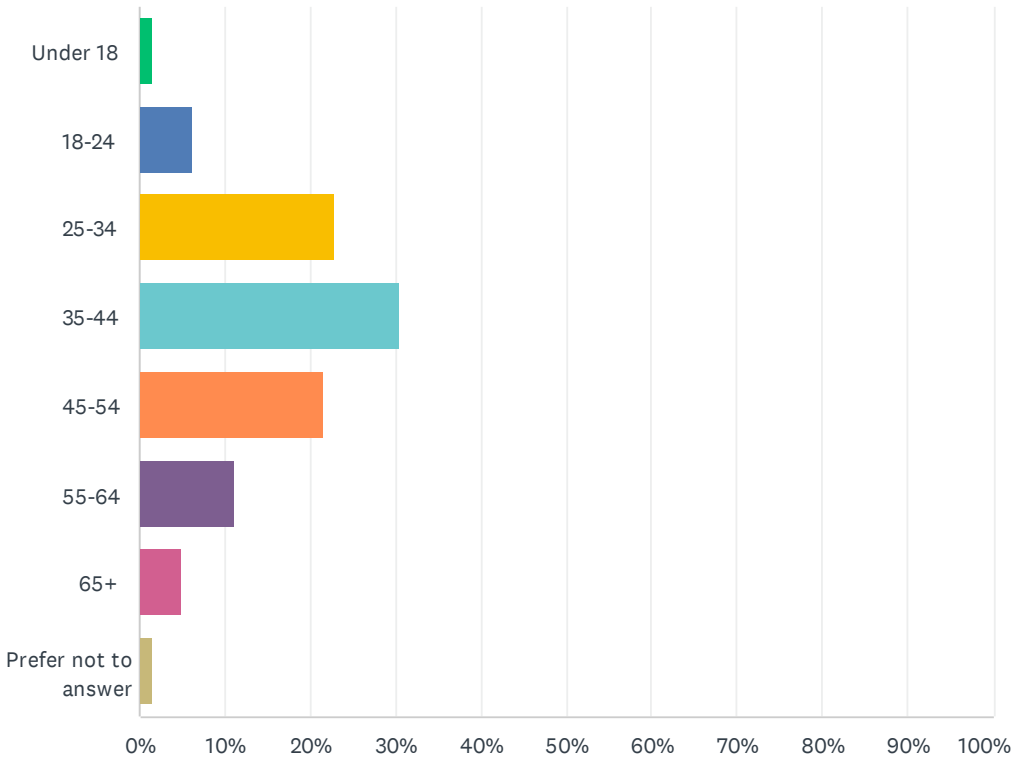
Answered: 144 Skipped: 115



ANSWER CHOICES	RESPONSES	
Below $10,000	3.47%	5
$10,000 – $30,000	7.64%	11
$30,001 – $50,000	15.28%	22
$50,001 – $70,000	20.14%	29
$70,001 - $90,000	16.67%	24
$90,001 - $110,000	11.11%	16
Above $110,000	15.97%	23
Prefer not to answer	9.72%	14
TOTAL		144

Q22 What is your age?

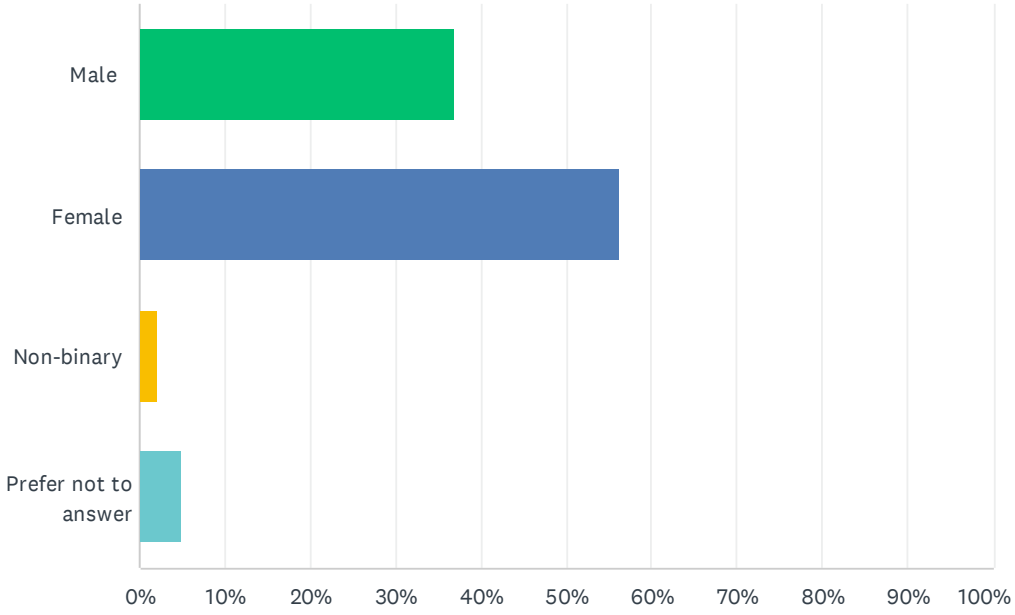
Answered: 144 Skipped: 115



ANSWER CHOICES	RESPONSES	
Under 18	1.39%	2
18-24	6.25%	9
25-34	22.92%	33
35-44	30.56%	44
45-54	21.53%	31
55-64	11.11%	16
65+	4.86%	7
Prefer not to answer	1.39%	2
TOTAL		144

Q23 What gender do you identify with?

Answered: 144 Skipped: 115



ANSWER CHOICES	RESPONSES	
Male	36.81%	53
Female	56.25%	81
Non-binary	2.08%	3
Prefer not to answer	4.86%	7
TOTAL		144

Q24 If you would you like to be contacted regarding future updates for the Atlantic Avenue Corridor Specific Plan please provide the following information. (Your information will be kept private)

Answered: 65 Skipped: 194

ANSWER CHOICES	RESPONSES	
Name	96.92%	63
E-mail	96.92%	63
Phone Number	69.23%	45

Q25 Can you provide us with your street number and name? (Your information will be kept private)

Answered: 88 Skipped: 171

NEW BELL DISTRICT SPECIFIC PLAN
Initial Study and
Mitigated Negative Declaration

The following Initial Study and Mitigated Negative Declaration
has been prepared in compliance with the
California Environmental Quality Act.

Prepared For:

City of Bell
6330 Pine Avenue
Bell, California 90201

Prepared By:

Impact Sciences, Inc.
811 W. 7th Street, Suite 200
Los Angeles, California 90017

July 2025

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I. INTRODUCTION

This Initial Study and Mitigated Negative Declaration (collectively, the "IS/MND") has been prepared to analyze the potential physical environmental impacts of the City of Bell's (City) New Bell District Specific Plan (herein referenced as the "Project" or "Proposed Plan"). The Proposed Plan is intended to introduce new zoning and development guidelines to permit and guide future commercial and mixed-use developments within the Proposed Plan Area ("Plan Area"). In accordance with California Environmental Quality Act (CEQA) (Pub. Res. Code [PRC] § 21000 *et seq.*) and CEQA Guidelines (Cal. Code Regs., tit. 14, § 15000 *et seq.*) Section 15367, the City of Bell is the Lead Agency under CEQA for the Project.

1.1 PROJECT INFORMATION

Project Title: New Bell District Specific Plan

Project Location: City of Bell

Lead Agency: City of Bell
6330 Pine Avenue
Bell, California 90201

1.2 ORGANIZATION OF INITIAL STUDY AND NEGATIVE DECLARATION

This document consists of both the Initial Study (IS) for the Project and the Mitigated Negative Declaration (MND). This IS/MND is composed of five sections, as follows:

I. **Introduction**: This section provides introductory information such as the Project title, Project applicant, lead agency for the Project, and background on CEQA.

II. **Project Description**: This section provides a detailed description of the environmental setting and the Project, including Project characteristics and environmental review requirements.

III. **Environmental Initial Study Checklist and Impact Analysis**: This section contains the completed Appendix G Initial Study Checklist. Each environmental issue identified in the Initial Study Checklist contains an assessment and discussion of impacts associated with each subject area.

IV. **References**: This section provides a listing of sources and information cited in this document.

V. **Initial Study Preparers:** This section provides a listing of those involved in the preparation of this document and persons and agencies consulted.

1.3 PURPOSE OF AN INITIAL STUDY

An Initial Study (IS) is a preliminary analysis conducted by the Lead Agency, in consultation with other agencies (responsible or trustee agencies, as applicable), to determine whether there is substantial evidence to support a fair argument that a project may have a significant effect on the environment.

All projects within the State of California are required to undergo an environmental review to determine the environmental impacts associated with the implementation of a project in accordance with CEQA. CEQA was enacted in 1970 by the California legislature to disclose to decision makers and the public the significant environmental effects of proposed activities, as well as ways to avoid or reduce the environmental effects by requiring implementation of feasible alternatives or mitigation measures. CEQA applies to all California governmental agencies at all levels, including local agencies, regional agencies, state agencies, boards, commissions, and special districts.

If the IS concludes that the project, with mitigation, may have a significant effect on the environment, an EIR should be prepared; otherwise, the Lead Agency may adopt a Negative Declaration (ND) or a Mitigated Negative Declaration (MND). This IS/MND has been prepared in accordance with Section 15063 of the California Environmental Quality Act (CEQA) Guidelines (Title 14, California Code of Regulations, Sections 15000 et seq.). This IS/MND document evaluates potential environmental effects resulting from the implementation of the Project.

The IS determined that the Proposed Plan would not cause any potentially significant impacts on the environment. Consequently, the analysis contained herein concludes that an MND is the appropriate CEQA clearance documentation for the Project.

1.4 FUTURE USE OF THE MND AND SUBSEQUENT PROJECTS

Approval of the Proposed Plan does not constitute a commitment to any specific development project. It is contemplated that future site-specific approvals in the Plan Area may be evaluated with consideration of the IS/MND under CEQA rules for subsequent approvals, where applicable, including but not limited to the following:

- **Addenda** (*State CEQA Guidelines* Sections 15164). Addenda may be used when a subsequent approval contains some changes or additions to the Project, a change in circumstances, or new information, as a result of a new significant impact or an identified significant impact being more severe, but no major revisions to the MND are required based on the changes.

- **Tiering** (Public Resources Code Section 21094 and *State CEQA Guidelines* Section 15152). Tiering refers to using the analysis of general matters contained in a broader EIR with later EIRs and negative declarations on narrower projects; incorporating by reference the general discussion from the broader EIR; and concentrating the later EIR or negative declaration solely on the issues specific to the later project.

- **Transit Priority Projects** (SB 375; PRC Section 21155-21155.2). Transit Priority Projects (TPP) consistent with the SCAG Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) near transit that have imposed all or all applicable mitigation measures from a prior EIR may be exempt from CEQA or be subject to streamlined review. A project within the Plan Area that meets the requirements of a TPP may use the mitigation measures in this MND and the SCAG RTP EIR to demonstrate it meets the requirements of SB 375.

1.5 NATIVE AMERICAN CONSULTATION

California Native American tribes traditionally and culturally affiliated with the Project area are required to be consulted pursuant to PRC Section 21080.3.1. Impact Sciences submitted a Sacred Lands File records search request to the Native American Heritage Commission (NAHC) for the Project. The NAHC responded that no known records were identified and provided a list of tribes to contract for tribal consultation (please see **Appendix B**, **Cultural Resources and Tribal Consultation Resources**). The City contacted the list of tribes by certified mail and email to offer the tribes an opportunity for tribal consultation on the Project. To date, no tribes have requested consultation.

1.6 SCOPE OF ENVIRONMENTAL ANALYSIS

For evaluation of environmental impacts, each question from the Environmental Initial Study Checklist contained in Appendix G of the *State CEQA Guidelines* is stated, and responses are provided according to the analysis undertaken as part of the IS/MND.

1.6.1 Thresholds of Significance

The City has not adopted specific thresholds of significance and rather relies upon the specific questions relating to the topical environmental factors listed in Appendix G to the *State CEQA Guidelines* to assist in the determination of whether an identified impact is potentially significant. The City may, depending on the circumstances of a particular project, use specific thresholds of significance on a case-by-case basis (*Oakland Heritage Alliance v. City of Oakland* (2011) 195 Cal.App.4th 884).

For the analysis of transportation impacts, the City uses Los Angeles County's "Transportation Impact Analysis Guidelines," which includes a CEQA threshold of significance for vehicle miles traveled (VMT).

1.6.2 Impact Evaluation Methodology

The environmental impact methodology is described below.

Construction Impacts. While the Proposed Plan does not include any site-specific designs or proposals, nor grant any entitlements for development, implementation of the Proposed Plan has the potential to result in up to 957 residential units within the Plan Area, this would be a 584 unit net increase in residential units compared to existing conditions. As such, construction-related impacts associated with the buildout of the Proposed Plan are included in the environmental analysis.

Indirect Impacts. The CEQA Guidelines require evaluation of reasonably foreseeable direct or indirect impacts to the environment which are caused by a project. Therefore, this environmental analysis includes construction-related impacts associated with future development projects that may be implemented under the scope of the Proposed Plan. Due to the lack of site-specific project information, additional environmental review may be necessary for future development projects.

1.6.3 Impact Levels

There are four possible responses to the threshold of significance questions in each of the topical environmental factors in **Section III, Environmental Initial Study Checklist and Impact Analysis**:

1. **No Impact**: No substantial evidence exists to support a fair argument that the Project would have an impact on the environment.

2. **Less than Significant Impact**: Environmental impacts have been identified but are less than the thresholds of significance and do not include or require mitigation measures.

3. **Less than Significant Impact With Mitigation Incorporated**: Environmental impacts have been identified but are less than significant with the incorporation of mitigation measures, thereby reducing the impact from Potentially Significant Impact to a Less Than Significant Impact.

4. **Potentially Significant Impact**: Potentially significant direct project-level impacts and have been identified and require preparation of an EIR.

II. PROJECT DESCRIPTION

2.1 PROJECT SUMMARY

Pursuant to *State CEQA Guidelines* Section 15063, the Project includes the adoption of the New Bell District Specific Plan ("Proposed Plan").

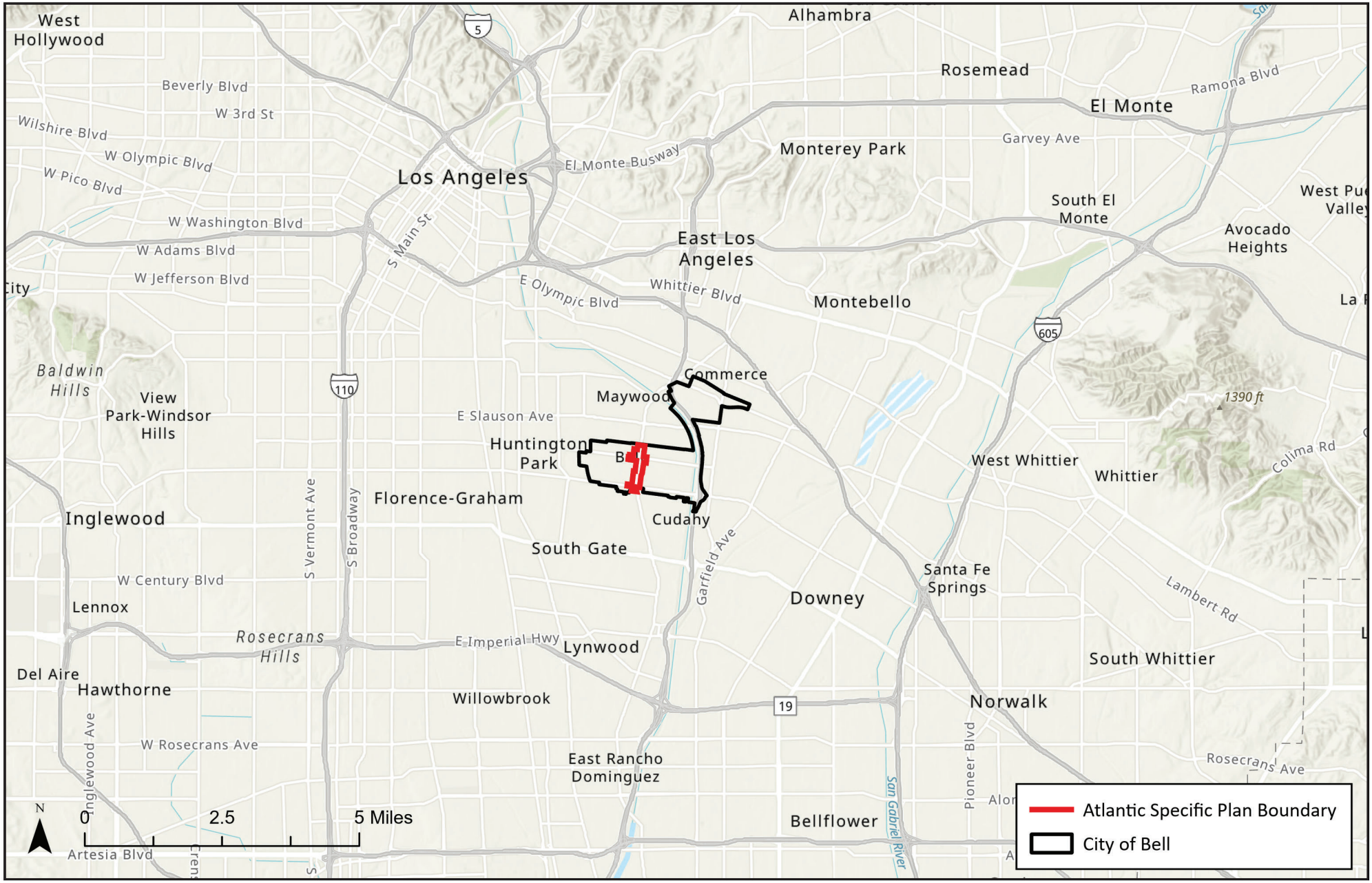
2.2 PROJECT LOCATION

2.2.1 City of Bell

The City of Bell (City) is an incorporated municipality in Los Angeles County, located 10 miles southeast of Downtown Los Angeles (see **Figure 1, Regional Location**). The City has a total land area of 2.81 square miles and is bordered by the cities of Maywood, Vernon, and Commerce to the north, Huntington Park to the west, Bell Gardens to the east, and Cudahy to the south. The Los Angeles River (LA River) and Long Beach Freeway (I-710) run north-south through the center of the City. The City of Bell is located in the heart of the central Los Angeles industrial market and in close proximity to the I-5, I-105, and I-110 freeways. The Atchison Topeka and Santa Fe Railroad (AT&SF) runs north-south along the I-710, the Union Pacific Railroad (UPRR) runs north-south along the western border of the City, and the Southern Pacific Railroad (SPRR) runs east-west parallel to Randolph Street. Bell is located approximately 12 miles northeast of Los Angeles International Airport and 15 miles north of the Ports of Los Angeles and Long Beach.

2.2.2 Plan Area

The Plan Area includes approximately 84.3 acres (0.1 square miles) located within the center of the City, predominantly along Atlantic Avenue and East Gage Avenue (see **Figure 2, Plan Area**). The Plan Area is located approximately four miles southeast of Downtown Los Angeles. The Plan Area is generally bound by the City's northern limit and Randolph Street to the north, Woodward Avenue and King Avenue to the east, the City's southern limit and Florence Avenue to the south, and Pine Avenue and Flora Avenue to the west, as shown in **Figure 2, Plan Area**.



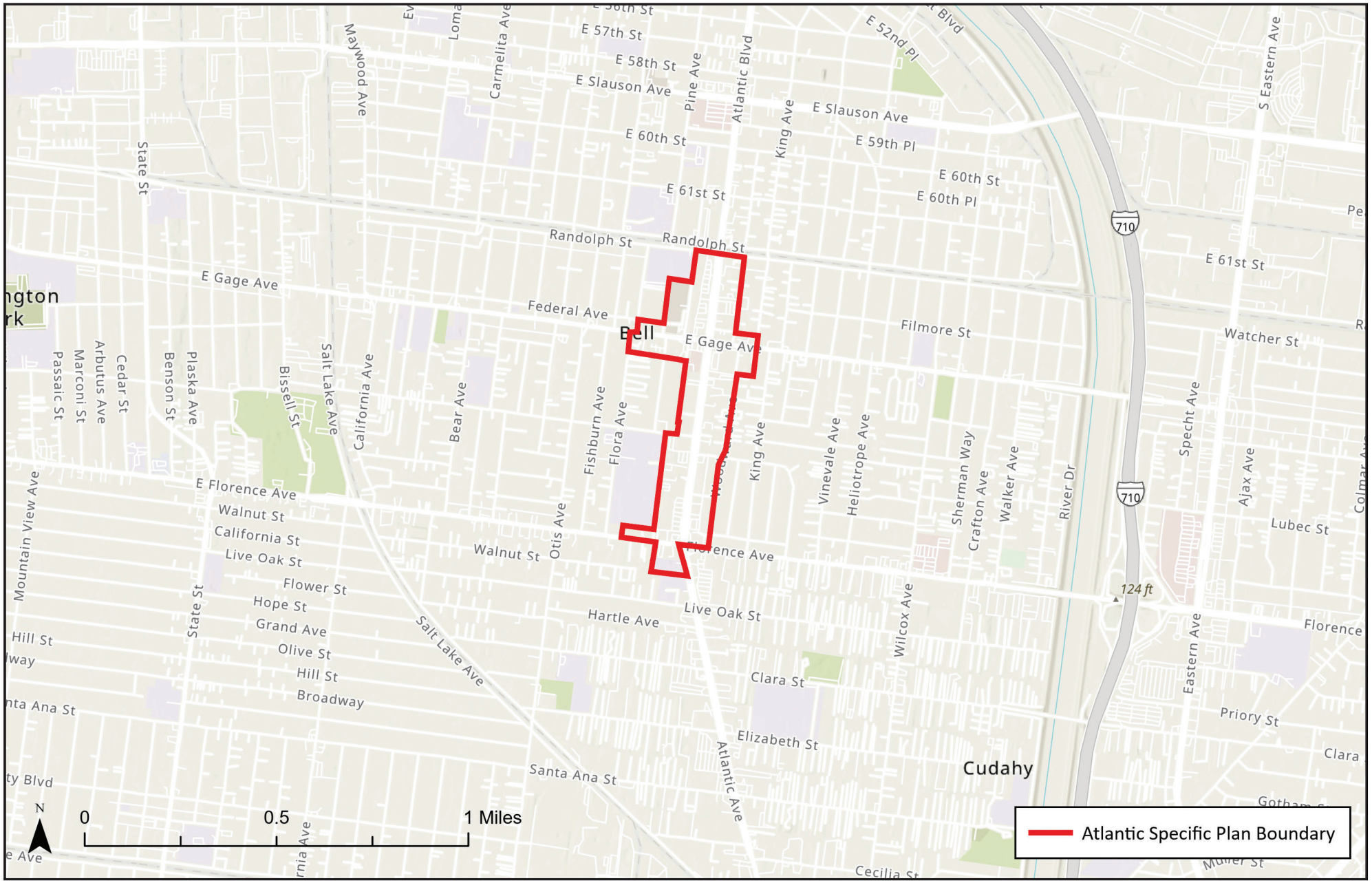
SOURCE: Esri, 2024

FIGURE 1

IMPACT SCIENCES

Regional Location

1335.008•02/24



SOURCE: Esri, 2024

FIGURE **2**

IMPACT SCIENCES

Plan Area

1335.008•02/24

2.3 ENVIRONMENTAL SETTING

To determine the significance of a potential environmental impact, the environmental baseline must be established. *State CEQA Guidelines* Section 15125(a) states that the environmental baseline "will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant".

2.3.1 Existing Conditions

The City of Bell has a total land area of 2.81 square miles with a population estimate of 33,624.[1] The City is bisected by the I-710 and the LA River. The southern portion of the City is commonly referred to as the Central City and includes the primary residential neighborhoods and local commercial districts. Commercial development is concentrated along the City's major thoroughfares that include Florence Avenue, Gage Avenue, and Atlantic Avenue. The predominantly commercial uses and the source of recent development activity extend along the Atlantic Avenue corridor. The City's traditional downtown, or central business district, extends along Gage Avenue between Atlantic Avenue and Otis Avenue. Mixed commercial and residential uses are found along Florence Avenue in the southernmost portion of the City. The City of Bell currently has an estimated population of 33,858 people and 9,298 housing units.[2,3] The City's 6th Cycle Housing Element establishes housing policies for the City to meet the Regional Housing Needs Assessment (RHNA) developed by SCAG. Specifically, the RHNA calls for 229 housing units to be added to the City during the 2021-2029 planning period.

On the north side of the I-710 and the LA River is the primary industrial area of the City. Land uses within this area are warehousing and manufacturing uses. A large portion of this area is owned by the Federal government and is currently underutilized. Land devoted to industrial uses accounts for approximately 390 acres or 21.7 percent of the City's total land area.

The Plan Area is located within the center of the Central City, predominantly along Atlantic Avenue and East Gage Avenue, between Randolph Street and Florence Avenue.

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1 California Department of Finance, *Population Estimates for Cities, Counties, and the State January 1, 2021, and 2022.* May 2, 2022. Available at: https://dof.ca.gov/forecasting/demographics/estimates-e1/. Accessed on November 9, 2022.

2 SCAG, *Connect SoCal 2024 Demographics and Growth Forecast Technical Report,* Table 14, September 21, 2023.

3 Please note that the 2024 and 2040 population projections were interpolated with the available data provided by SCAG's Regional Data Platform 2024.

Surrounding Land Uses

The Plan Area is currently immediately surrounded by residential, commercial, and public uses. The majority of the surrounding adjacent uses are single- and low-density multi-family residential uses, located north, east, south, and west of the Plan Area. These residential uses are primarily one-story and were originally constructed prior to 1952.[4] Adjacent commercial uses are limited to the southwest of the Plan Area, along Florence Avenue, and consist of retail stores. Public uses that surround the Plan Area are limited to Bell High School, located west of the Plan Area along Bell Avenue, and Nueva Vista Elementary School, located northwest of the Plan Area along Randolph Street.

Land Use and Zoning

Existing General Plan Land Use and Zoning within the Plan Area

The Plan Area is designated primarily as Commercial with some Low Density Residential, Medium Density Residential, and Institutional designations. The Plan Area is primarily zoned General Commercial (C-3), with some General Commercial and Residential, Single-Family Residential, and High-Density Multiple-Family Residential (C-3R, R-1, and R-3) zones (see **Figure 3, Existing General Plan Land Use Map**, and **Figure 4, Existing Zoning Map**). The commercial uses include three of the City's four major shopping centers, Bell Palm Plaza, Northgate Market, and CVS/O'Reilly's. Commercial development along the east side of Atlantic Avenue is primarily comprised of continuous single-story storefronts adjacent to the street. Larger commercial developments located on the west side of Atlantic Avenue include single-story buildings that are separated from the street by large parking lots. Similarly, Gage Avenue includes clusters of continuous single-story storefronts adjacent to the street. A new destination drive-through restaurant (In-N-Out Burger) to be located at the southwest corner of Atlantic Avenue and Gage Avenue is currently pending approval.

Residential developments in the Plan Area are predominantly comprised of single-story residences, with some single and two-story multi-family apartment buildings scattered throughout the Plan Area. The commercial uses located within the Plan Area are predominantly retail uses and restaurants. In addition, the Plan Area includes City Hall, Bell Police Department, Los Angeles County Fire Station No. 163, Bell Library, and Bell Community Center. The historic two-story Victorian-style farmhouse known as the James George Bell House is also located within the Plan Area, southwest of City Hall.

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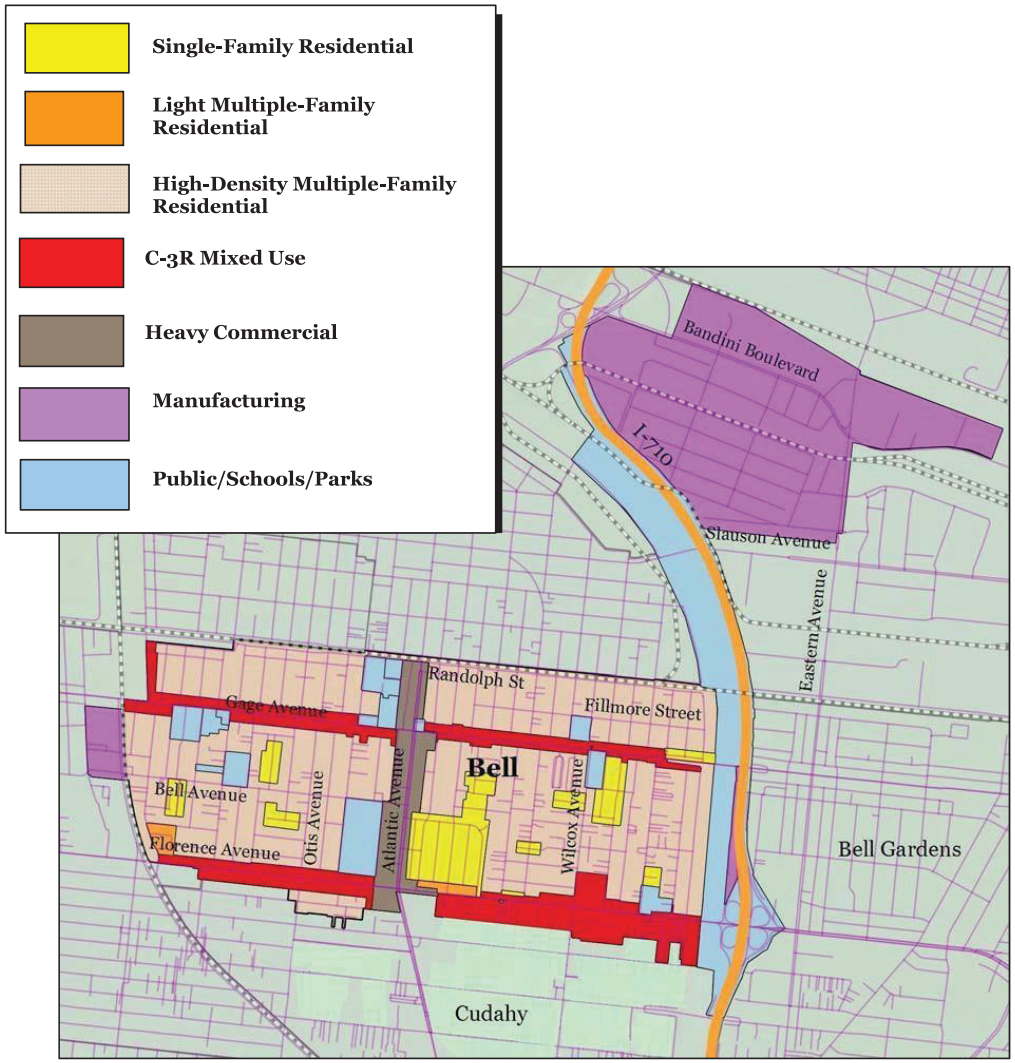
4 Historic Aerials. "Aerial Viewer." Available online at: https://www.historicaerials.com/viewer, accessed July 17, 2024.



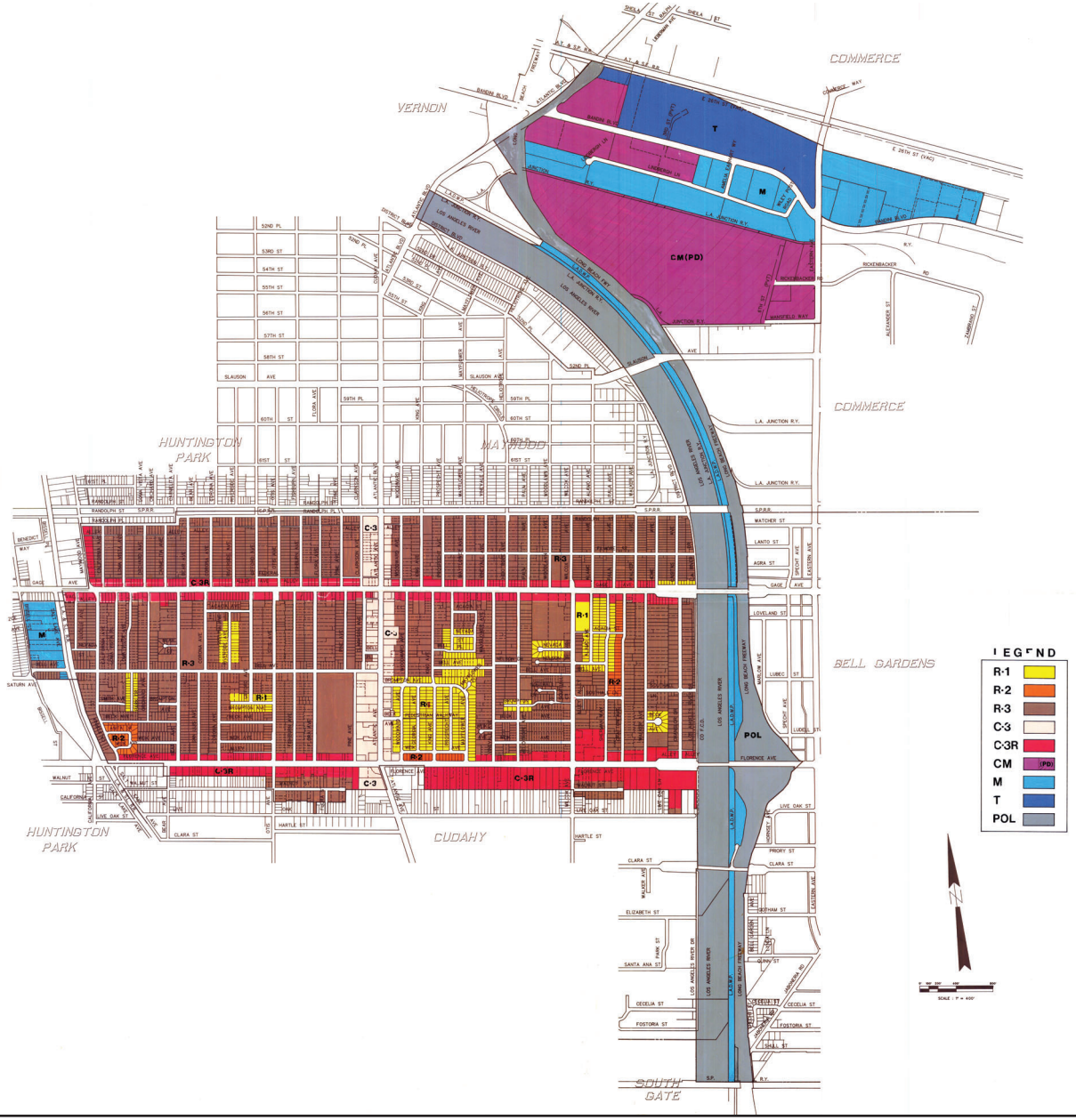
SOURCE: City of Bell, 2018

FIGURE **3**

IMPACT SCIENCES

Existing General Plan Land Use Map

1335.008•07/24



SOURCE: City of Bell, 1987

FIGURE **4**

IMPACT SCIENCES

Existing Zoning Map

1335.008•07/24

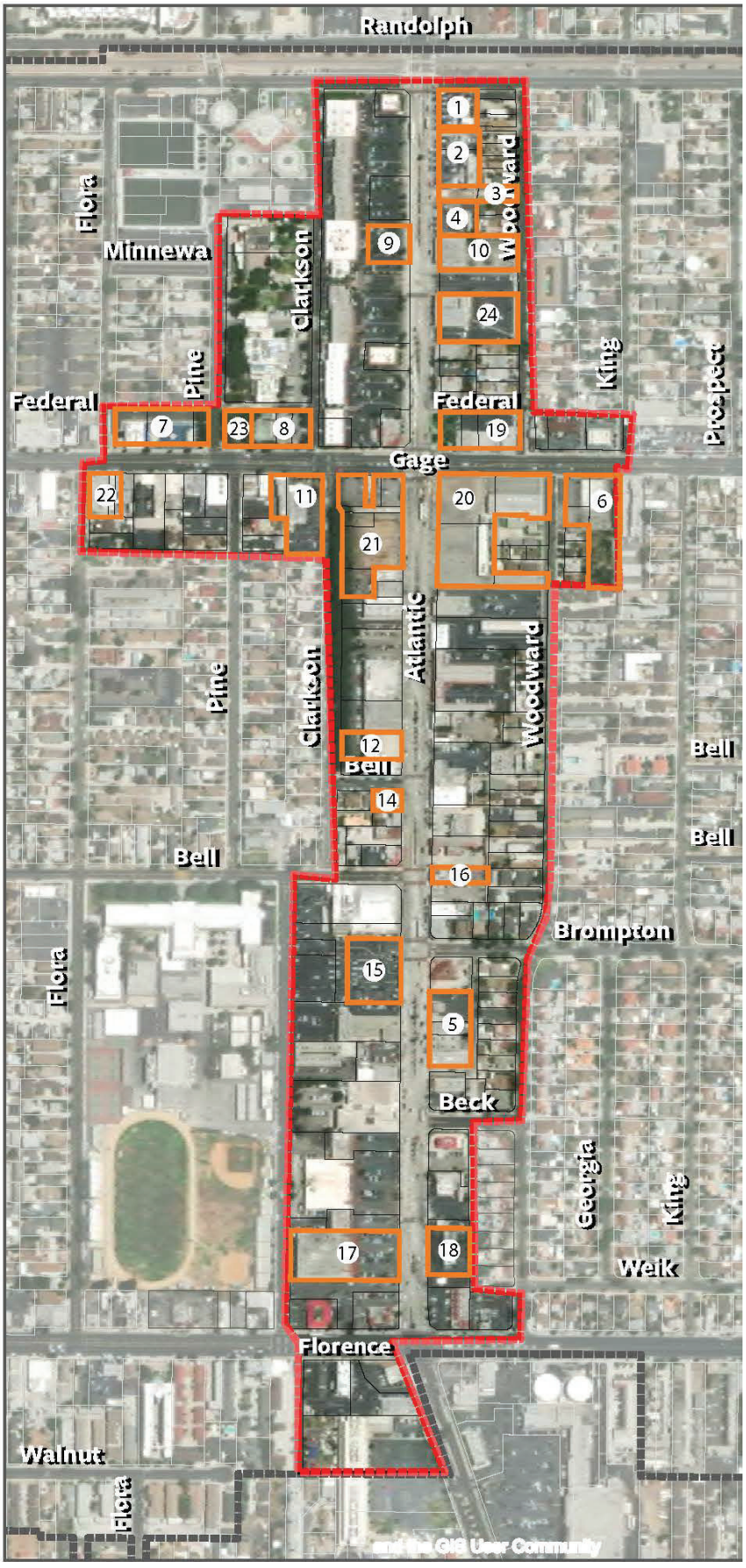
Existing General Plan Land Use and Zoning in the Surrounding Area

Existing land uses surrounding the Plan Area include single-family residential uses in the City of Maywood to the north, single- and multi-family residential uses to the east, commercial uses in the City of Cudahy to the south and two schools, Bell High School and Nueva Vista Elementary School, and single-family residential uses to the west. Similarly, the existing zoning surrounding the Plan Area is primarily comprised of R-3 and some C-3R to the east and west in the City of Bell, Residential and Commercial to the north in the City of Maywood, and Low Density Residential, School, and Neighborhood Commercial to the south in the City of Cudahy.

Opportunity Sites

As part of the specific plan process, twenty-four opportunity sites were identified in the Plan Area (see **Table 2.0-1, Opportunity Sites,** and **Figure 5, Opportunity Sites**). The Opportunity Sites account for 16.3 acres and include 49 parcels. The existing conditions for the Opportunity Sites consist of approximately 133,069 square feet of commercial uses, 8,800 square feet of civic uses, 35,455 square feet of vacant buildings, 20 hotel rooms, and 13 housing units. While the Opportunity Sites are within the Plan Area, they do not represent the full extent of development proposed with the Specific Plan; the Opportunity Sites are intended to demonstrate the feasibility and type of development that could occur with the Plan, but do not represent a commitment to any project on any specific site. See **Table 2.0-2, Proposed Plan Development Summary,** below.

It should be noted that while sites have been identified for potential development (opportunity sites), no actual development is proposed at this time. Further, the densities that are described in this document and the Plan may or may not occur on the identified sites. That is to say, the Plan identifies one way that the overall development capacity could be achieved, but there are a variety of scenarios where the overall anticipated development could occur. Therefore, this IS/MND is evaluating the environmental effects of the overall development capacity and not any individual projects. Where assumptions have been made to help clarify potential impacts, those assumptions are stated.



SOURCE: City of Bell, 2024

FIGURE **5**

IMPACT SCIENCES

Opportunity Sites

1335.008•07/24

Table 2.0-1
Opportunity Sites

Number	APNs	Address	Acres
1	6316-021-400	6200 Atlantic Avenue	0.4 acres
2	6316-021-404 6316-021-408	6216 Atlantic Avenue 6230 Atlantic Avenue	0.5 acres
3	6316-021-801 6316-021-800	6232 Atlantic Avenue 6233 Woodward Avenue	0.3 acres
4	6316-021-014	6240 Atlantic Avenue	0.3 acres
5	6326-036-401 6326-036-402 6326-036-403	6900 Atlantic Avenue 6904 Atlantic Avenue 6918 Atlantic Avenue	0.8 acres
6	6326-004-022 6326-004-900 6326-004-020	4570 Gage Avenue 4560 Gage Avenue 6412 Woodward Avenue	1.1 acres
7	6317-023-904 6317-023-901 6317-023-902	4359 Gage Avenue 4375 Gage Avenue 4379 1/2 Gage Avenue	0.9 acres
8	6317-021-900 6317-021-908 6317-021-909	No address 4419 Gage Avenue 4425 Gage Avenue	0.5 acres
9	6317-018-400	6207 Atlantic Avenue	0.2 acres
10	6316-021-412	6250 Atlantic Avenue	0.7 acres
11	6325-018-022 6325-018-011	4426 Gage Avenue 4420 Gage Avenue	0.8 acres
12	6325-021-401	6629 Atlantic Avenue	0.4 acres
14	6325-022-403	6701 Atlantic Avenue	0.1 acres
15	6325-023-017 6325-023-021 6325-023-019	6801 Atlantic Avenue 6801 Atlantic Avenue No address	1.0 acres
16	6326-002-404	6800 Atlantic Avenue	0.2 acres
17	6325-024-021 6325-024-024	7101 Atlantic Avenue 7019 Atlantic Avenue	1.2 acres
18	6326-035-902	7030 Atlantic Avenue	0.5 acres
19	6316-022-900 6316-022-408 6316-022-406	4501 Gage Avenue 4511 Gage Avenue 4523 Gage Avenue	0.7 acres
20	6326-001-902 6326-001-903 6326-001-901 6326-001-900	4524 Gage Avenue 4500 Gage Avenue 6416 Atlantic Avenue 6503 Woodward Avenue	2.9 acres
21	6325-020-903 6325-020-406 6325-020-902 6325-020-901 6325-020-904 6325-020-900	4460 Gage Avenue 4468 Gage Avenue 4472 Gage Avenue 6414 Gage Avenue 6415 Gage Avenue 6504 Clarkson Avenue	1.5 acres
22	6325-015-024 6325-015-013 6325-015-012	4346 Gage Avenue 4352 Gage Avenue 4354 Gage Avenue	0.3 acres

Number	APNs	Address	Acres
23	6317-021-900	No address	0.1 acres
24	6316-022-016	6312 Atlantic Avenue	0.9 acres
		Opportunity Sites Total	**16.3 acres**

Source: The Arroyo Group, 2024

Existing Transportation Network

The City's street network was designed to accommodate commuter traffic in Bell and the surrounding communities. The street network generally reflects a grid pattern. Regional access to the Plan Area is provided by the I-710 freeway. Local access to the Plan Area is provided by two major roadways: Atlantic Avenue and Gage Avenue.

- **Atlantic Avenue** is a two-lane arterial roadway that traverses the Plan Area in a north-south direction. The roadway provides regional access to the City. The roadway has a curb-to-curb width of 74-77 feet with two travel lanes provided in each direction and left-turn pockets at major intersections.

- **Florence Avenue** is an arterial roadway that traverses the Plan Area in an east-west direction, with two lanes in each direction. This roadway extends along the City's southerly side.

- **Bell Avenue/Brompton Avenue** is a collector roadway with one travel lane in each direction. This roadway consists of a number of individual segments that extend through the Plan Area in an east-to-west orientation.

- **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 parking is permitted on both sides of the street in certain sections.

- **Pine Avenue** is a local roadway two blocks west of Atlantic Avenue.

The City of Bell is primarily served by the Los Angeles County Metropolitan Transportation Authority (Metro) bus network. Metro bus lines travel along all of the major roads and collectors within the City. The 260 Metro bus line traverses the Plan Area along Atlantic Avenue, the 110 Metro bus line traverses the Plan Area along Gage Avenue, and bus route 111 travels through Florence Avenue, with numerous bus stops along the route. The closest light rail transit line is the Metro A (Blue) line, Florence Station, 2.25 miles west of the City limits at 7225 Graham Avenue, Los Angeles. Further, as a part of the Southeast Gateway Line project, a planned light rail station at Randolph Street / Salt Lake Avenue will provide additional future

transit opportunities and support the Rail to River Active Transportation Corridor Project.[5] Atlantic Avenue and Gage Avenue are identified as High Quality Transit Corridors, and the Plan Area is identified as a Transit Priority Area.[6]

Planned bikeways within the Plan Area include a Class I Shared-Use Path along Randolph Street as well as Class III Local Street Bikeways along Woodward Avenue and Flora Avenue.[7]

2.4 DESCRIPTION OF PROJECT

2.4.1 Project Background

On October 12, 2022, the City Council approved the 2021-2029 Housing Element, which included Program 23: Atlantic Avenue Specific Plan. The program specified that the Atlantic Avenue corridor was one of the remaining commercial corridors that does not permit residential uses. The program would develop the Atlantic Avenue Specific Plan to identify appropriate areas, standards, and densities for new by-right housing along the corridor while preserving the commercial uses.[8] In addition, the Housing Element included the following goals and policies to encourage mixed-use development along Atlantic Avenue:

- **Goal 2, Policy 3:** The City of Bell shall assist developers in the identification of land suitable for new housing developments for all incomes. The City shall continue to provide developers with information concerning potential development sites and identify publicly owned land suitable for affordable and mixed-income housing.

- **Goal 5, Policy 3**: The City of Bell shall encourage development of underutilized housing sites that could accommodate future affordable housing needs as well as other types of potential infill development.

- **Goal 5, Policy 5**: The City of Bell shall explore opportunities for new residential development within those areas of the City occupied by vacant, obsolete commercial, and industrial uses.

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5 Los Angeles Metro, Rail to River Active Transportation Corridor Project, 2024. Available online at: https://www.metro.net/projects/r2rb/#documents, accessed October 31, 2024.

6 Southern California Association of Governments, "Data Map Book for the City of Bell." Available online at: https://scag.ca.gov/sites/main/files/file-attachments/bell_0.pdf?1700068252, accessed on July 17, 2024.

7 City of Bell, *2030 General Plan – Mobility and Circulation Element*, 2018. Available online at: https://www.cityofbell.org/home/showpublisheddocument/14770/637490821578330000, accessed October 14, 2024.

8 City of Bell, *2021-2029 Housing Element*. Available online at: https://www.cityofbell.org/home/showpublisheddocument/16916/638118850740000000, accessed on April 17, 2024.

- **Goal 5, Policy 8**: The City of Bell shall ensure that new higher-density residential projects are compatible in design with adjacent residential areas. This will be achieved through the continued review of development projects by the Planning Commission, through the Building and Planning Division's plan reviews, and through Plan Checks.

- **Goal 5, Policy 9**: The City of Bell shall explore new land use designations, such as mixed-use, for key areas of the City that could accommodate such development. New commercial development located along Gage Avenue, Atlantic Boulevard, and Florence Avenue shall be encouraged to explore mixed-use development that includes residential uses within the development.

Since the adoption of the Housing Element, the City has renamed the Atlantic Avenue Specific Plan to the New Bell District Specific Plan.

In the Spring of 2022, the City conducted public outreach to capture views and opinions regarding the current state of the Plan Area as well as opinions on what amenities were missing from the corridor. An online survey, mailers, and in-person meetings at several City events were conducted. In the Summer of 2022, additional meetings with the Planning Commission and City Council were conducted to further collect and refine input to the Proposed Plan.

2.4.2 Specific Plan

Key Features

Proposed Land Use and Zone Changes

Implementation of the Proposed Plan is anticipated to result in a net increase of 584 residential units and a net reduction of 34,784 square feet of non-residential uses (24,333 square feet of commercial uses, 2,451 square feet of civic uses, and the removal of 20 hotel rooms totaling approximately 8,000 square feet). The development potential that would be allowed under the Proposed Plan is summarized below in **Table 2.0-2, Proposed Plan Development Summary**. As shown in the table below, future conditions with the Plan are anticipated to result in 762,213 square feet of non-residential uses and 957 total residential units. Development would occur as a combination of demolition of existing uses and new construction on vacant sites. While development is anticipated to occur on the opportunity sites, it is possible that development would occur outside of the opportunity sites as well. The Plan is anticipated to be built out over a period of approximately 15 years, with full buildout occurring by the year 2040.

Analysis of impacts was conducted by considering the increase in residential and non-residential square footage anticipated at buildout. In most cases, a 2040 operational buildout scenario was evaluated as the

determination of impacts. For construction, assumptions were made regarding the amount of construction and number of individual projects that are anticipated (See Air Quality).

Table 2.0-2
Proposed Plan Development Summary

Land Use Category	Existing Conditions	Proposed Plan Development Changes	Future Condition Under the Proposed Plan
Residential (units)	373	597[a]	957
Residential (sf)	317,207	556,110	873,317
Commercial (sf)	786,546	-24,333	762,213
Civic (sf)	36,580	-2,451	34,129
Hotel (rooms)	20	-20	0
Hotel (sf)	8,000	-8,000	0
Total Square Footages	**1,148,726**	**521,326**	**1,670,616**

Source: The Arroyo Group, 2024 (assumes an average housing unit size of 800 square feet and 400 square feet for hotel rooms)
[a] The Proposed Plan would also demolish 13 residential units for a net increase of 584 units, for a total of 957 units

The Proposed Plan will re-designate and re-zone the Plan Area with three new zoning districts and also includes two new overlay zones (see **Figure 6, Proposed Land Use Map,** and **Figure 7, Proposed Zoning Map**):

- Main Street Zoning District (MU-3 Zone) – The MU-3 Zone is concentrated along the intersection of Atlantic Avenue and Gage Avenue and will be the primary focus area for dining, entertainment, pedestrian-friendly retail, open space, and public investment. The MU-3 Zone is the City's main street zone and provides a vibrant and walkable area that supports a mix of businesses, provides a range of housing types, and serves as the attractive and inviting center for the City. The MU-3 Zone allows for commercial and mixed-use development and promotes the development of higher residential density mixed-use projects. The MU-3 Zone does not allow 100 percent residential uses, as the zone requires commercial frontages on the ground floor of mixed-use developments. The primary intention of the MU-3 Zone is to create a continuous line of shopfronts along Atlantic Avenue and Gage Avenue to create a pedestrian-friendly experience in the City's center. Key components of this zone include:

  - Redevelopment of the Shoe City site (Opportunity Site 19) into a central public plaza, retail/restaurant center, district parking garage, and residential development

  - Linkage of brewery and food hall through a public plaza/temporary closure of Pine Avenue at Gage Avenue

- Repositioning publicly-owned Bell House and library (Opportunity Site 8) into more activated civic/commercial/residential sites
- Establishing a new/stronger connection between the Civic Center and Treder Park, Atlantic/Palm Plaza driveway node, and neighborhoods through Bell Palm Plaza
- Connecting the Civic Center to Downtown through a linear park along Pine Avenue
- New destination drive-through restaurant (In-N-Out Burger) at the Western Auto site
- Providing linkages between future residential development at the used car dealership (Opportunity Site 4)/WSS site (Opportunity Site 10) to the center by facilitating commercial mixed-use development at the corner of Atlantic Avenue/Bell Palm Plaza Driveway.
- Upgrading and opening of Treder Park to surroundings by removing fences and introducing more active, residential-supportive programming
- New streetscape improvements and trees on Atlantic Avenue
- New streetscape improvements and trees on Gage Avenue

- Mixed-Use Zoning District (MU-2 Zone) – This MU-2 Zone is located predominantly along Atlantic Avenue, north and south of the Main Street Zoning District. This MU-2 Zone will provide a more flexible combination of uses, including shopping centers, mixed-use developments, multifamily residential buildings, and convenience retail. The MU-2 Zone provides opportunities for commercial, mixed-use, and higher density residential and 100 percent residential development. The MU-2 Zone aims to provide active, pedestrian-friendly and human-scaled development. However, there is no singular character to areas in the MU-2 Zone. Key components of this zone include:
  - Redevelopment of Jack's Car Wash (Opportunity Site 18) for drive-through or other convenience retail and electric vehicle charging
  - Redevelopment of the used car dealership (Opportunity Site 1) at the southeast corner of Atlantic Avenue and Randolph Street for multi-family residential.
  - Streetscape improvements and design standards will be implemented to improve pedestrian-friendliness.
- Public Facilities (PF Zone) District – The PF zone is intended to provide regulations for the use and development of publicly owned land in order to implement the City's adopted General Plan. Uses

permitted in the PF zone include public facility uses, public parking facility uses, fire stations, police stations, government buildings, government structures, government offices, government service facilities, government maintenance yards, open space, parks, recreation facilities, walking trails, children's play areas, picnic facilities, and athletic fields.

- Housing Element Site Overlay Regulations – Housing Site Overlay sites shall allow 100 percent residential use and residential uses shall occupy at least 50 percent of the total floor area of a mixed-use project. Housing Element Overlay sites shall permit the by right development of housing projects that have designated at least 20 percent of their units as affordable to low-income households.

- Drive-Through Overlay Zone – The Drive-Through Overlay Zone allows drive-through retail uses to be permitted within the Drive-Through Overlay only and must adhere to the Drive-Through standards established in the Specific Plan. No more than one drive-through use is permitted per parcel or shopping center.

Transportation Improvements

The Proposed Plan includes several street improvements specific to vehicular use. A portion of Pine Avenue is proposed as a temporary shared street / plaza that could be closed to vehicles during special events. On street parking improvements include adding street parking along Atlantic Avenue and Gage Avenue and reducing or eliminating street parking on Clarkson Avenue between Gage Avenue and Bell Avenue. A public parking garage is proposed on the east side of Atlantic Avenue, south of Gage Avenue. Lastly, the Gage Avenue east bound right turn lane onto southbound Atlantic Avenue is proposed to be eliminated.

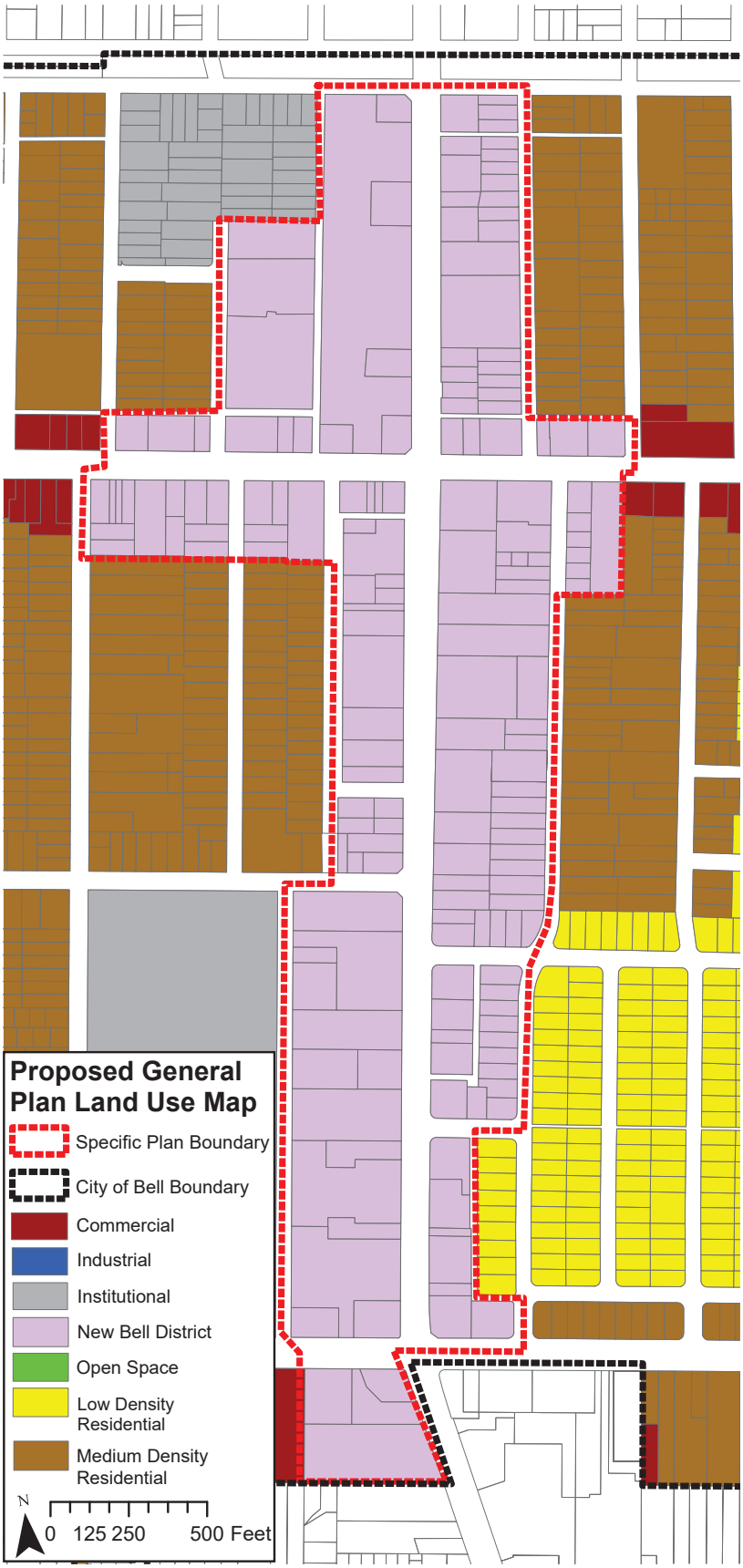
In addition to general pedestrian improvements throughout the Plan Area such as improved lighting, landscaping and street trees, the Proposed Plan will include pedestrian friendly frontage standards that can be implemented throughout the Plan Area, especially within the Main Street zone. The Proposed Plan also calls for several new plazas including an opportunity for the flexible/shared street plaza opposite the Bell Palm Plaza discussed above. Lastly, a linear park is proposed along Pine Avenue north of Gage Avenue.

Several bicycle improvements are proposed as part of the Proposed Plan, these include turning Clarkson Avenue north of Gage Avenue into a shared street/Class III bikeway, as well as a Class I bikeway along the north side of Gage Avenue (between Pine Avenue and Atlantic Avenue, as well as linkages to Class III bikeways on Pine, Bell and Brompton Avenues and the future Class IV bikeway along Randolph Street. Transit improvements will include upgrades to bus stops by providing updated shelters and real-time signage. Additionally, the City will be encouraged to collaborate with future bus rapid transit studies.

2.5 PROJECT APPROVALS

To be approved and implemented, the Project requires the following actions by the City:

- Adoption of the New Bell District Specific Plan;
- Zone Change for the Plan Area, and
- Amendments to the Bell General Plan.
- Amendments to the Bell Municipal Code, specifically the Zoning Code.



SOURCE: City of Bell, 2024

FIGURE 6

IMPACT SCIENCES

Proposed Land Use Map

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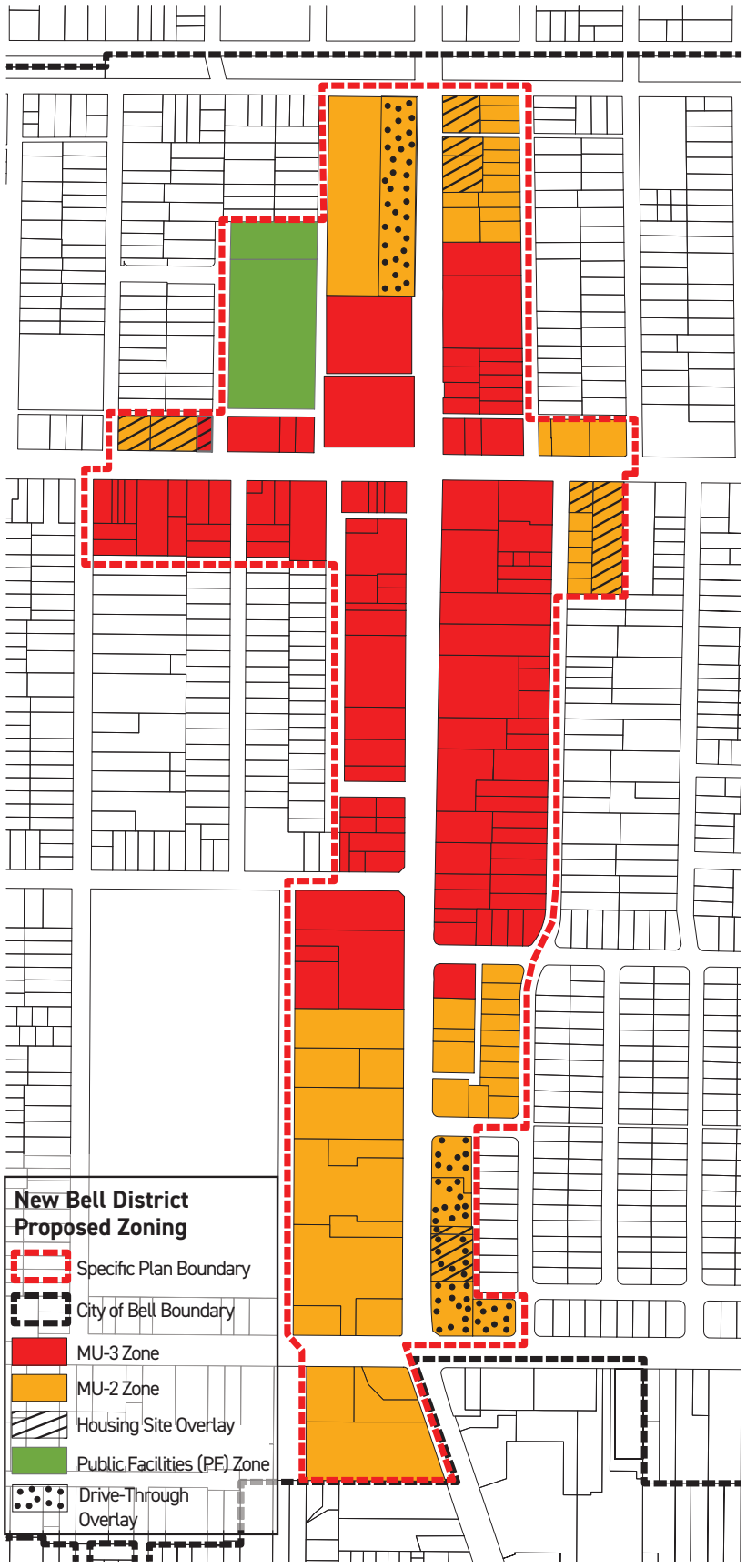

SOURCE: City of Bell, 2025

FIGURE **7**

IMPACT SCIENCES

Proposed Zoning Map

1335.008•07/25

III. ENVIRONMENTAL INITIAL STUDY CHECKLIST AND IMPACT ANALYSIS

3.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

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

3.2 DETERMINATION: (TO BE COMPLETED BY THE LEAD AGENCY)

On the basis of this initial evaluation:

I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	☐
I find that, although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the Project. A MITIGATED NEGATIVE DECLARATION will be prepared.	☒
I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	☐
I find that the Proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment., but at least effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.	☐

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

Printed Name	Title
Signature	Date

3.3 ENVIRONMENTAL IMPACT ANALYSIS

3.3.1 Aesthetics

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Except as provided in Public Resources Code section 21099:				
a. Would the project have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐

Less than Significant Impact. Public views are those experienced by the collective public. These include views of significant landscape features such as the Pacific Ocean or mountain ranges, as seen from public viewing spaces, not privately owned properties. The analysis below addresses public views and not private views since obstruction of private views is not generally regarded as a significant environmental impact. (*See*, *Citizens for Responsible and Open Government v. City of Grand Terrace* (2008) 160 Cal.App.4th 1323; *Mira Mar Mobile Community v. City of Oceanside* (2004) 119 Cal.App.4th 477). Case law has established that protection of public views is generally emphasized. A significant impact may occur if the Proposed Plan introduces development that would result in the loss or significant obstruction of a scenic vista or scenic resource.

A scenic vista is generally defined as a view of undisturbed natural characteristics exhibiting a unique feature that comprises an important or dominant portion of the viewshed. Although scenic vistas are typically identified at the discretion of its jurisdiction, common examples of scenic vistas include open hillsides, mountain ranges, rivers/streambeds, and large bodies of water.

The City of Bell's General Plan does not identify any designated scenic vistas or resources in the City. The San Gabriel Mountains are located approximately 16 miles northeast of the City and Plan Area and offer distant views from publicly accessible portions of the Plan Area. Although the Los Angeles River is located 1.1 miles from the Plan Area, public views of the river are not afforded due to its channelization, existing intervening structures, and the City's topography. The General Plan includes an Open Space/Parks designation applied to areas that are public parks or private land reserved for open spaces. These uses can be found in the western portion of the Plan Area, specifically Biancini Park and Treder Park. However, Biancini Park is currently not well utilized and is exposed to a busy intersection; it will be redeveloped into a central plaza, retail/restaurant center, district parking garage

and residential development. As such, implementation of the Proposed Plan will be analyzed for potential visual impacts to the San Gabriel Mountains and local parks.

Due to intervening structures and the relatively flat topography of the City, public views of the San Gabriel Mountains, which are located 16 miles northeast of the Plan Area are limited. These views would occur from within the Plan Area and are framed by the existing street grid pattern, flat terrain, and urbanized built environment. The views of the San Gabriel Mountains that are available from public areas and public streets are from a distance, generally aligned with the street grid, and are framed by buildings and street trees. Much of the future development associated with the Proposed Plan would occur along the Atlantic Avenue corridor within existing built areas. Allowable height and massing of future development project associated with the Proposed Plan would be greater than existing conditions; For example, existing conditions in the Plan Area generally consists of buildings of 1 and 2 stories, under the Specific Plan parcels zoned for MU-2 and MU-3 may develop buildings to be between 4 and 5 stories. Some new buildings could impinge on existing views, but such impacts are expected within an urban environment and existing public scenic views and resources are anticipated to be substantially maintained. Public views of existing open spaces such as Treder Park may be impacted if implementation of the Proposed Plan would result in the loss or significant obstruction of this scenic view or change the character of the view. However, Senate Bill 743 (SB 743) (Public Resources Code [PRC] Section 21099 (d)(1)) exempts development projects located in Transit Priority Areas (TPAs) from review of aesthetic impacts under CEQA. Specifically, SB 743 states that "aesthetics and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." The entire Plan Area is located within a Transit Priority Area. Therefore, while changes in views may occur, in accordance with SB 743, impacts would be less than significant.

A scenic resource generally includes urban or built features such as structures of architectural or historical significance. As discussed in **Section 3.3.5, Cultural Resources**, historical structures located within the Plan Area include 4401 Gage Avenue, 4356 Gage Avenue, 4411 Gage Avenue, 4400 Gage Avenue, and 4460 Gage Avenue. The 4460 Gage Avenue building operates as a recreational center, while the remaining four buildings operate commercial uses. None of the identified historic resources are located on opportunity sites. As no historic resources would be directly affected, impacts related to the damage of scenic resources would be less than significant.

As there are no designated or identified scenic resources within the Plan Area or the City, the Proposed Plan would not result in a loss of scenic resources or vistas. Therefore, implementation of the Proposed Plan would not have a substantial adverse effect on scenic vistas, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒

No Impact. The State Scenic Highways Program is designed to protect and enhance the natural scenic beauty of California highways and adjacent corridors through special conservation treatment. The City is not located near any designated or eligible state scenic highways per the State of California Department of Transportation.[9] The closest eligible state scenic highway would be State Route 1, located approximately 11.4 miles southeast of the Plan Area.[10] The closest designated National Scenic Highway is State Route 110 (Arroyo Seco Historic Parkway), which is located approximately 6.4 miles northwest of the City.[11]

Due to these distances, the Proposed Plan would not have an impact on scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway. Therefore, the Proposed Plan would have no impact.

Mitigation Measures: No mitigation measures are required.

9 California Department of Transportation, "List of Eligible and Designated Scenic Highways." Available online at: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways, accessed April 26, 2024.

10 California Department of Transportation, "List of Eligible and Designated Scenic Highways." Available online at: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways, accessed April 26, 2024.

11 California Department of Transportation, "State Scenic Highway Map." Available online at: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa, accessed April 5, 2024.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c. Would the project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐

Less Than Significant. The Plan Area is predominantly comprised of commercial land uses, with some residential, institutional, and open space uses. The Proposed Plan would introduce zone changes and General Plan Amendments that would result in a reduction in commercial and civic uses and an increase in residential uses in the Plan Area. The Proposed Plan would provide policy direction, guidelines, and development standards to preserve and enhance the existing character of the Plan Area. The Project would include General Plan Amendments and Zoning Code Amendments. Thus, the Proposed Plan would not conflict with the General Plan or the Municipal Code. In addition to the proposed design and development standards outlined in the Proposed Plan, future development projects would also be required to implement all applicable development regulations outlined in the City's Zoning Code. The City's site plan, design approval, and permitting process would ensure compliance.

Furthermore, as stated above, the entire Plan Area is located within a Transit Priority Area.[12] Therefore, because future implementation of the Proposed Plan would include residential and mixed-use developments, it would not be subject to aesthetic and parking analyses and these impacts would be considered less than significant. As such, implementation of the Proposed Plan would not conflict with applicable zoning regulations related to visual quality and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

12 Southern California Association of Governments, "Data Map Book for the City of Bell." Available online at: https://scag.ca.gov/sites/main/files/file-attachments/bell_0.pdf?1700068252, accessed on July 17, 2024.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Less than Significant Impact. Sources of lighting or glare are typical in highly developed, urban environments (e.g., sunlight reflecting off building materials and glass windows). The Plan Area is currently developed with existing sources of light and glare, such as streetlights and parking lights, walkway lights, lighted recreational facilities, and light emitted from residential and nonresidential buildings. In addition, the Plan Area is surrounded by urban development.

Implementation of the Proposed Plan would increase the overall development intensity of the Plan Area. Future development projects associated with the Proposed Plan could produce glare from sunlight reflecting off the windows of buildings. Future development associated with the Proposed Plan may introduce new sources of nighttime light, including spillover from the windows of new residences and businesses, and from outdoor security lighting, lighted signs, streetlights, and building-mounted lighting. As a result, light and glare would increase from reflections of vehicle windows or vehicle headlights shining at night. However, these new light sources would not substantially increase the amount of nighttime lighting or glare, since the Plan Area is already a highly developed urban environment, and most existing buildings include nighttime security lighting.

Furthermore, the Proposed Plan would implement design guidelines that address site design and architecture for future development and identifies design approaches and guidelines regarding lighting for parking areas, buildings and streets. As such, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

3.3.2. Agricultural Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒

No Impact. According to the California Department of Conservation's California Important Farmland Finder, the Plan Area does not contain any land classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.[13] Further, the majority of the Plan Area is designated Heavy Commercial and does not allow agricultural uses.[14] Thus, the Proposed Plan would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. No impact would occur.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒

No Impact. Only land located within an agricultural preserve is eligible for enrollment under a Williamson Act contract. According to the California Department of Conservation California Williamson Act Enrollment Finder,[15] there is no land in the City, or Plan Area, enrolled under a

13 California Department of Conservation, "California Important Farmland Finder," Available online at: https://maps.conservation.ca.gov/dlrp/ciff/, Accessed May 14, 2024..

14 City of Bell, City of Bell General Plan. Available online at: https://www.cityofbell.org/home/showpublisheddocument/14770/637490821578330000, accessed July 22, 2024.

15 California Department of Conservation, *Williamson Act Program*. Available online at: https://www.conservation.ca.gov/dlrp/lca, accessed on May 8, 2024.

Williamson Act contract. As stated above, the City is highly urbanized.[16] There is currently no land within the City zoned for agricultural use nor enrolled under a Williamson Act contract. Therefore, the Proposed Plan would not conflict with existing agricultural zoning or a Williamson Act Contract, and no impact would occur.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220 (g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104 (g))?	☐	☐	☐	☒

No Impact. The City does not contain any forest land (as defined by PRC § 12220(g)), timberland (as defined by PRC § 4526), or timberland zoned for Timberland Production (as defined by Government Code § 51104(g)).[17] Approval of the Proposed Plan would not conflict with the General Plan, existing zoning or cause rezoning of forest land, timberland, or timberland zoned Timberland Production. No impact would occur.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d. Would the project result in the loss of forest land or conversion of forest land to a non-forest use?	☐	☐	☐	☒

16 California Department of Conservation, *State of California Williamson Act Contract Land*. Available online at: https://maps.conservation.ca.gov/dlrp/WilliamsonAct/, accessed on May 8, 2024.

17 California Department of Fish and Wildlife, California Forests and Timberlands. Available online at: https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=109919, accessed May 14, 2024.

No Impact. See response to **Section 3.3.2.c**, above.

Forest land is defined as "…land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits."[18] Timberland is defined as: "land…which is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and other forest products, including Christmas trees."[19] The City is a developed urbanized environment, with few vacant parcels. There is no identified forest land or timberland within the City and implementation of the Proposed Plan would not result in a loss of forest land or timberland. No impact would occur.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e. Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

No Impact. As the Plan Area is a highly developed and urban area, implementation of the Proposed Plan would not result in the conversion of farmland or forest land to non-agricultural or non-forest land use. No impact would occur.

Mitigation Measures: No mitigation measures are required.

18 California Public Resources Code, Section 12220(g).

19 PRC, § 4526.

3.3.3 Air Quality

Environmental Setting & Regulatory Framework

Existing Conditions

The City of Bell is located in the South Coast Air Basin (herein referenced as "SCAB" or the "Basin"), the air basin is an area of approximately 6,745 square miles bound by the Pacific Ocean to the west and south and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The SCAB includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, in addition to the San Gorgonio Pass area in Riverside County. The terrain and geographical location determine the distinctive climate of the SCAB, which is a coastal plain with connecting broad valleys and low hills.

The SCAB lies in the semi-permanent high-pressure zone of the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes. The usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The extent and severity of the air pollution problem in the SCAB is a function of the area's natural physical characteristics (weather and topography) as well as human-made influences (development patterns and lifestyle). Factors such as wind, sunlight, temperature, humidity, rainfall, and topography all affect the accumulation and dispersion of pollutants throughout the SCAB, making it an area of high pollution potential.

The greatest air pollution impacts in the SCAB occur from June through September, mainly because of the combination of large amounts of pollutant emissions, light winds, and shallow vertical atmospheric mixing. This frequently reduces pollutant dispersion, causing elevated air pollution levels. Pollutant concentrations in the SCAB vary with location, season, and time of day. Ozone concentrations, for example, tend to be lower along the coast, higher in the near inland valleys, and lower in the far inland areas of the SCAB and adjacent desert.

California Air Resources Board

The California Air Resources Board (CARB) is the regulatory agency charged with protecting the public from the harmful effects of air pollution and developing programs and actions to fight climate change. CARB's mission is to promote and protect public health, welfare, and ecological resources through effective reduction of air pollutants while recognizing and considering effects on the economy. CARB is the lead agency for climate change programs and oversees all air pollution control efforts in California to attain and maintain health-based air quality standards.

South Coast Air Quality Management District

The South Coast Air Quality Management District (SCAQMD) is the regulatory agency responsible for improving air quality in the SCAB. The SCAQMD is responsible for controlling emissions primarily from stationary sources of air pollution. These can include anything from large power plants and refineries to the corner gas station. There are about 28,400 such businesses operating under SCAQMD permits.[20] Many consumer products are also considered stationary sources; these include house paint, furniture varnish, and thousands of products containing solvents that evaporate into the air. About 25 percent of the SCAB's ozone-forming air pollution comes from stationary sources, both businesses and residences. The other 75 percent comes from mobile sources–mainly cars, trucks, and buses, but also construction equipment, ships, trains and airplanes.[21] Emission standards for mobile sources are established by state or federal agencies, such as the CARB and the U.S. Environmental Protection Agency (U.S. EPA), rather than by local agencies such as SCAQMD.

Local Air Quality

Ambient air quality in Bell can be inferred from ambient air quality measurements conducted at nearby air quality monitoring stations. Existing levels of ambient air quality and historical trends and projections are documented by measurements made by the SCAQMD, the air pollution regulatory agency in the Basin. The SCAQMD maintains air quality monitoring stations which process ambient air quality measurements throughout the Basin.

The purpose of the monitoring station is to measure ambient concentrations of pollutants and determine whether ambient air quality meets the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS). Ozone and particulate matter (PM10 and PM2.5) are pollutants of particular concern in the Basin. On top of regional thresholds, for criteria pollutants NOx, CO, PM10, and PM2.5, localized significance thresholds (LSTs) have been established. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard and are developed based on the ambient concentrations of that pollutant for each source receptor area (SRA).[22] While the City is located within SRA 5, Southeast Los Angeles County, there are no monitoring stations in SRA 5. At the recommendation of SCAQMD staff, the monitoring station located closest to the City and most

20 SCAQMD, "About South Coast AQMD." Available online at: https://www.aqmd.gov/aq-spec/aboutscaqmd, accessed July 15, 2024.

21 SCAQMD, "Air Quality Sensor Performance Evaluation Center – About South Coast AQMD." Available online at: https://www.aqmd.gov/aq-spec/aboutscaqmd, accessed April 3, 2024.

22 SCAQMD, "Localized Significance Thresholds." Available online at: https://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/localized-significance-thresholds, accessed July 15, 2024.

representative of air quality for the area is CARB No.177, La Habra, North Orange County in SRA 16. The La Habra monitoring station provides data on only CO, Ozone, and Nitrogen Dioxide. Therefore, ambient data for PM2.5 was taken from CARB No. 112, Compton, South Central LA County. Ambient emission concentrations vary due to localized variations in emissions sources and climate and should be considered "generally" representative of ambient concentrations near the City. See **Table 3.3-1, Air Monitoring Station Ambient Pollutant Concentrations**.

Table 3.3-1
Air Monitoring Station Ambient Pollutant Concentrations

Pollutant	Standards[1]	Year		
		2020	2021	2022
Carbon Monoxide (CO)[a]				
Maximum 1-hour concentration monitored (ppm)		2.10	2.30	2.5
Maximum 8-hour concentration monitored (ppm)		1.20	1.30	1.4
Number of days exceeding state 1-hour standard	20 ppm	0	0	0
Number of days exceeding federal 1-hour standard	35 ppm	0	0	0
Ozone (O_3)[a]				
Maximum 1-hour concentration monitored (ppm)		0.171	0.103	0.106
Maximum 8-hour concentration monitored (ppm)		0.113	0.075	0.087
Number of days exceeding state 1-hour standard	0.09 ppm	15	2	1
Number of days exceeding federal/state 8-hour standard	0.070 ppm	23 / 23	2 / 3	3 / 4
Nitrogen Dioxide (NO_2)[a]				
Maximum 1-hour concentration monitored (ppm)		0.057	0.064	0.058
Annual average concentration monitored (ppm)		0.013	0.013	0.012
Number of days exceeding state 1-hour standard	0.18 ppm	0	0	0
Fine Particulate Matter (PM2.5)[b]				
Maximum 24-hour concentration monitored ($\mu g/m^3$)		43.20	102.10	52.80
Annual average concentration monitored ($\mu g/m^3$)		13.57	13.41	12.25
Number of samples exceeding federal standard	35 $\mu g/m^3$	7	12	6

[a] *Data from CARB No. 177*
[b] *Data from CARB No. 112*
Source: South Coast Air Quality Management District. Historical Data By Year. Available online at: https://www.aqmd.gov/home/air-quality/historical-air-quality-data/historical-data-by-year, accessed April 17, 2024.
[1] *Parts by volume per million of air (ppm), micrograms per cubic meter of air ($\mu g/m^3$), or annual arithmetic mean (aam).*
[2] *The 8-hour federal O_3 standard was revised from 0.075 ppm to 0.070 ppm in 2015. The statistics shown are based on the 2015 standard of 0.070 ppm.*

SCAQMD 2022 Air Quality Management Plan

State Implementation Plans (SIP) are comprehensive plans that describe how an area will attain NAAQS. State law makes CARB the lead agency for all purposes related to the SIP. Local air districts and other

agencies prepare SIP elements and submit them to CARB for review and approval. CARB then forwards SIP revisions to the U.S. EPA for approval and publication in the Federal Register. The 2022 Air Quality Management Plan (2022 AQMP) is the SIP for the Basin. The 2022 AQMP identifies the control measures that will be implemented to reduce major sources of pollutants. Implementation of control measures established in the previous AQMPs has substantially decreased the population's exposure to unhealthful levels of pollutants, even while population growth has occurred in the SCAB.

On December 2, 2022, the SCAQMD Governing Board approved the 2022 AQMP that lays a path for improving air quality and meeting federal air pollution standards by 2037. The 2022 AQMP aims to, among other goals, reduce almost 70 percent of smog forming emissions by 2037 beyond existing regulations, require zero-emission technologies across all sectors, and lay out specific actions needed from the federal government to reduce emissions from ships, trains, aircraft, and other sources primarily under federal regulatory authority. The 2022 AQMP also focuses on communities disproportionately impacted by air pollution with a dedicated chapter on environmental justice.

The future air quality levels forecast in the 2022 AQMP are based on the most recent assumptions provided by both CARB and the Southern California Association of Governments (SCAG) for motor vehicle emissions and demographic updates and includes updated transportation conformity budgets. For example, future growth projections were based on demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment by industry) developed by SCAG for their 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy. The 2022 AQMP also assumes that development projects will include strategies (mitigation measures) to reduce emissions generated during construction and operation in accordance with SCAQMD and local jurisdiction regulations, which are designed to address air quality impacts and pollution control measures. The 2022 AQMP acknowledges that the most significant air quality challenge in the Basin is to reduce nitrogen oxides (NOX) emissions sufficiently to meet the upcoming ozone standard deadlines. The 2022 AQMP incorporates scientific and technical information and planning assumptions, updated emission inventory methodologies for various source categories, and growth forecasts from the RTP/SCS provided by SCAG. Although the Connect SoCal 2024 RTP/SCS was recently adopted in April 2024, the AQMP incorporates data from the SCAG 2020 RTP/SCS, as that was the adopted RTP/SCS at the time that AQMP was drafted. The 2022 AQMP includes integrated strategies and measures to attain the NAAQS.

SCAQMD Rules and Regulations

All projects are subject to adopted SCAQMD rules and regulations in effect at the time of construction. Specific rules applicable to the construction of the project may include but are not limited to the following:

- **Regulation IV, Rule 402: Nuisance**. A person shall not discharge from any source whatsoever such quantities of air contaminants or other materials which cause injury, detriment, nuisance or annoyance to any considerable number of persons or the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause or have natural tendency to cause injury or damage to business or property.

- **Regulation IV, Rule 403: Fugitive Dust**. The developer or contractor is required to implement Best Available Control Measures for all sources, and all forms of visible PM are prohibited from crossing any property line.

- **Regulation XI, Rule 1113**: Architectural Coatings. The manufacturer, distributor, and end user of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories.

- **Regulation XII, Rule 1186**: PM10 Emissions from Paved and Unpaved Roads, and Livestock Operations. The purpose of this rule is to reduce the amount of PM entrained in the ambient air as a result of vehicular travel on paved and unpaved public roads.

- **Regulation XIV, Rule 1403**: Asbestos Emissions from Demolition/Renovation Activities. The owner or operator of any demolition or renovation activity is required to have an asbestos study performed prior to demolition and to provide notification to SCAQMD prior to commencing demolition activities.

Thresholds of Significance

Consistency with the Applicable Air Quality Management Plan

The SCAQMD has adopted criteria for consistency with regional plans and the regional Air Quality Management Plan (AQMP) in its CEQA Air Quality Handbook. Specifically, the indicators of consistency are: 1) whether the project would increase the frequency or severity of existing air quality violations or cause or contribute to new air quality violations; and 2) whether the project would exceed the assumptions utilized in preparing the AQMP.

Violation of Standards or Substantial Contribution to Air Quality Violations

As the agency principally responsible for comprehensive air pollution control in the Basin, the SCAQMD recommends that projects should be evaluated in terms of air pollution control thresholds established by the SCAQMD and published in the CEQA Air Quality Handbook. These thresholds were developed by the SCAQMD to provide quantifiable levels to which projects can be compared. The most current significance

thresholds, shown in **Table 3.3-2, SCAQMD Regional Thresholds of Significance**, are used in this analysis.

Table 3.3-2
SCAQMD Regional Thresholds of Significance

Pollutant	Construction (pounds per day)	Operations (pounds per day)
NOx	100	55
VOC	75	55
PM10	150	150
PM2.5	55	55
Sox	150	150
CO	550	550

Source: SCAQMD, South Coast AQMD Air Quality Significance Thresholds, 2019. Available online at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf

In addition to the above regional thresholds, the SCAQMD has developed Localized Significance Thresholds (LSTs) in response to the Governing Board's Environmental Justice Enhancement Initiative (1-4), which was prepared to update the CEQA Air Quality Handbook (1993). LSTs were devised in response to concern regarding exposure of individuals to criteria pollutants in local communities and have been developed for NOx, CO, PM10, and PM2.5. LSTs represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), distance to the sensitive receptor, and project size. LSTs have been developed for emissions generated in construction areas up to five acres in size. However, LSTs only apply to emissions in a fixed stationary location and are not applicable to mobile sources, such as cars on a roadway. **Table 3.3-3, SCAQMD LSTs in SRA 5,** shows the LST's for each pollutant for SRA 5 – Southeast Los Angeles County.

Table 3.3-3
SCAQMD LSTs in SRA 5

Pollutant	Localized Significance Thresholds		
	1 acre at 50 meters	2 acres at 50 meters	5 acres at 50 meters
Construction			
Nitrogen Oxides (NO_x)	81 lbs/day	111 lbs/day	165 lbs/day
Carbon Monoxide (CO)	735 lbs/day	1,082 lbs/day	1,855 lbs/day
Respirable Particulates (PM10)	13 lbs/day	21 lbs/day	42 lbs/day
Fine Particulates (PM2.5)	4 lbs/day	6 lbs/day	10 lbs/day
Operation			
Nitrogen Oxides (NO_x)	81 lbs/day	111 lbs/day	165 lbs/day
Carbon Monoxide (CO)	602 lbs/day	883 lbs/day	1,577 lbs/day
Respirable Particulates (PM10)	3 lbs/day	5 lbs/day	10 lbs/day
Fine Particulates (PM2.5)	1 lb/day	2 lbs/day	3 lbs/day

Source: South Coast Air Quality Management District. Final Localized Significance Threshold Methodology, Appendix C – Mass Rate LST Looks-Up Tables, 2009. Available online at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/appendix-c-mass-rate-lst-look-up-tables.pdf?sfvrsn=2

Exposure of Sensitive Receptors to Substantial Pollutant Concentrations

The SCAQMD currently recommends that impacts to sensitive receptors be considered significant when a project generates localized pollutant concentrations of nitrogen dioxide (NO2), carbon monoxide (CO), PM10, or PM2.5 (particulate matter with a diameter of 2.5 micrometers or smaller) at sensitive receptors near a project site that exceed the localized pollutant concentration thresholds listed above or when a project's traffic causes CO concentrations at sensitive receptors located near congested intersections to exceed the national or state ambient air quality standards. The roadway CO thresholds would also apply to the contribution of emissions associated with cumulative development.

Exposure to Objectionable Odors

A significant impact may occur if objectionable odors occur that would adversely impact sensitive receptors. Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills.

Methodology

Construction and operational criteria air pollutant emissions were calculated with CalEEMod and were compared to the SCAQMD's significance thresholds (see above). Air quality impacts resulting from

implementation of the Plan are analyzed at a programmatic level because information on specific development projects is not known. The SCAQMD CEQA Air Quality Handbook states that the air quality assessment should be as comprehensive as possible at a programmatic level. As such and in the absence of specific development projects, this analysis assesses regional and localized air quality emissions under worst-case conceptual scenarios and associated assumptions.

Impact Analysis

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐

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

Drafted by the SCAQMD, the 2022 AQMP was developed in coordination with CARB, SCAG, and the U.S. EPA to establish a program of rules and regulations to reduce air pollutant emissions to achieves CAAQS and NAAQS. The AQMP's pollutant control strategies are based on SCAG's 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS).

Criteria for determining consistency with the AQMP are defined in Chapter 12, Section 12.2 and Section 12.3 of the SCAQMD's 1993 CEQA Air Quality Handbook, and include the following:

- **Consistency Criterion No. 1**: The proposed project will not result in an increase in the frequency or severity of an existing air quality violation, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

- **Consistency Criterion No. 2**: The proposed project will not exceed the assumptions in the AQMP, or increments based on the years of the project build-out phase.

With respect to the first criterion, area air quality planning, including the AQMP, assumes that there will be emissions from new growth, but that such emissions may not impede the attainment and may actually contribute to the attainment of applicable air quality standards within the SCAB. Construction-related emissions from potential future projects under the Proposed Plan would be temporary in nature, lasting only for the duration of the construction period, and would not have a long-term impact on the region's ability to meet state and federal air quality standards. Furthermore, potential future projects resulting from implementation of the Proposed Plan will be required to comply with applicable SCAQMD rules and regulations for new or modified sources. For example, projects must comply with SCAQMD Rule 403 for the control of fugitive dust during construction. By meeting SCAQMD rules and regulations, future construction activities within the Plan Area will be consistent with the goals and objectives of the AQMP to improve air quality in the SCAB. Furthermore, with respect to potential construction and operations air quality emissions, (see Air Quality Checklist Questions b and c), implementation of the Proposed Plan would not exceed the SCAQMD thresholds of significance.

With respect to the second criterion, the AQMP was prepared to achieve national and state air pollution standards within the region. A project that is considered to be consistent with the AQMP would not interfere with attainment of AQMP goals because the growth from the project is included in the regional projections used to formulate the AQMP. As previously stated, the 2022 AQMP utilizes regional projections included in the SCAG 2020-2045 RTP/SCS. At the time that the 2022 AQMP and the 2020-2045 RTP/SCS were adopted, the Proposed Plan could not have been accounted for, as the Plan had not been proposed or adopted yet. While the Plan was not factored into these regional projections used to formulate the AQMP, the Plan will help the City achieve housing and transportation goals promoted by the RTP/SCS. According to the 6th Regional Housing Needs Assessment (RHNA) for the City, which quantifies the need for housing within each jurisdiction during specified planning periods, the City needs to develop a total of 229 dwelling units, the County needs to develop 812,060 dwelling units, and the region needs to develop 1,341,827 units for the period of October 2021 through October 2029.[23] Implementation of the Proposed Plan is anticipated to result in a net increase of 584 residential units and a net reduction of 34,784 square feet of non-residential uses. At full buildout, the Proposed Plan would exceed the projected needs established in the RHNA for the

23 SCAG, *SCAG 6th Cycle Final RHNA Allocation Plan*, 2021. Available online at: https://scag.ca.gov/sites/main/files/file-attachments/6th_cycle_final_rhna_allocation_plan_070121.pdf?1646938785, accessed July 17, 2024.

City and contributes to the housing needs for the County and the region as a whole. Implementation of the Proposed Plan would maximize underutilized parcels that are in close proximity to transportation, since the Plan Area is located within a High Quality Transit Corridor,[24] as well as access to employment centers. Furthermore, the Proposed Plan meets the goals established within the City's Housing Element to encourage mixed-use development along Atlantic Avenue, such as Goal 5, Policy 3 which encourages the City to develop underutilized housing sites that could accommodate future affordable housing needs as well as other types of infill development.[25] Please refer to **Section 3.3.7, Land Use Planning; Section 3.3.9, Population and Housing;** and **Section 3.3.11, Transportation**, for a full discussion of the less-than-significant impacts associated with growth and regional planning associated with the Proposed Plan. As detailed therein, the Proposed Plan would not conflict with regional growth projections identified in the formulation of the AQMP. Thus, the Proposed Plan is also consistent with the second criterion. As the Proposed Plan is consistent with Criterion Nos. 1 and 2, it would not conflict with or obstruct implementation of any applicable air quality plan, and this impact is less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐

Less than Significant. Criteria pollutants include O_3, CO, NO_2, PM10, PM2.5, sulfur dioxide (SO_2), and lead (Pb). The SCAB is a non-attainment area for the federal standards for O_3 and PM2.5 and state standards for O_3, PM10, and PM2.5. The Los Angeles County portion of the SCAB is also designated non-attainment for lead. Because the Proposed Plan does not include any measurable sources of lead emissions, this pollutant is not discussed further in this analysis. Therefore, this analysis focuses on air

24 SCAG, *High-Quality Transit Corridors Interactive Map*, 2024. Available online at: https://maps.scag.ca.gov/portal/apps/experiencebuilder/experience/?data_id=dataSource_4-hqtc_2022by_route_updated_8131%3A43&id=97f9699f14654b3b8895c74846541f75&page=home, accessed July 17, 2024.

25 City of Bell, *City of Bell 2030 Housing Element*, 2020. Available online at: https://www.cityofbell.org/home/showpublisheddocument/16916/638118850740000000, accessed on April 17, 2024.

quality impacts related to those criteria pollutants for which the region is nonattainment, which are O_3, PM10, and PM2.5.

Construction activities associated with potential future projects under the Proposed Plan include the following: demolition, grading, construction worker travel to and from the Plan Area, delivery and hauling of construction supplies and debris to and from the Plan Area, and fuel combustion by on-site construction equipment. These activities would generate emissions of ozone precursors (reactive organic gases [ROGs] and NO_x), CO, and dust (PM10, and PM2.5). Construction activity associated with implementation of the Proposed Plan has the potential to create air quality impacts through emissions produced by the use of heavy-duty construction equipment and by vehicle trips generated by construction worker commuting, construction vendor material deliveries, and haul truck trips to and from individual development sites within the Plan Area. Fugitive dust (PM10 and PM2.5) emissions would primarily result from demolition and site preparation (e.g., grading) activities. NO_X emissions, a precursor emission to ozone for which the SCAB is also designated nonattainment, would primarily result from the use of construction equipment. During the finishing phase, paving operations and the application of architectural coatings (e.g., paints) and other building materials would release volatile organic compounds [VOCs], the other precursor emission to O_3. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions.

Since details regarding potential future projects under the Proposed Plan are not available, this analysis relies on a conservative worst-case construction schedule and daily assumptions to assess regional construction emissions. Specifically, this analysis assumes that all potential construction would be completed within a two-year period, with construction beginning as early as 2025 and operations beginning in 2027. This is a highly conservative scenario for a few key reasons. First, it is likely that Plan buildout will occur over many years, through the horizon year of 2040. This would result in daily construction activities to be spread out over a longer period and the associated daily construction emissions would be reduced compared to what is assumed herein. Second, emission factors for construction equipment, haul trucks, and worker trips improve each calendar year into the future. Thus, by assuming all construction would conclude by the end of 2026, this analysis applies the most impactful emission factors to the construction analysis (see **Appendix A, Air Quality Data,** for more details). Predicted maximum daily construction-generated emissions from all potential construction associated with the Proposed Plan are summarized in **Table 3.3-4, Construction-Related Criteria Pollutant and Precursor Emissions – Maximum Pounds per Day.** As shown in **Table 3.3-4,** worst-case construction activities would not exceed any thresholds established by the SCAQMD. Therefore, this impact is less than significant.

Table 3.3-4
Construction-Related Criteria Pollutant and Precursor Emissions – Maximum Pounds per Day

Construction Year	ROG	NOx	CO	SO_2	PM10	PM2.5
2025	6.41	53.00	76.90	0.14	13.60	5.07
2026	60.10	22.40	59.40	0.05	8.23	2.48
Regional Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Exceed?	*No*	*No*	*No*	*No*	*No*	*No*

*Source: Impact Sciences July 2024. See **Appendix A** to this report.*
Note: Plan emissions account for the reductions from SCAQMD Rule 403 (Fugitive Dust).

Regional Operational Emissions

Emissions for the Proposed Plan would be comprised of mobile source emissions, area source emissions, and emissions associated with energy consumption. The operational emissions associated with the Plan are shown in **Table 3.3-5, Estimated Operational Emissions**.

Table 3.3-5
Long-Term Operational Emissions – Maximum Pounds per Day

Source	ROG	NOx	CO	SO_2	PM10	PM2.5
Mobile Source	11.10	29.80	360.00	1.06	103.00	26.50
Area Source	13.70	0.32	33.20	<0.01	0.02	0.01
Energy Use	0.10	1.64	0.70	0.01	0.13	0.13
Total	*24.90*	*0.28*	*393.90*	*1.07*	*103.15*	*26.64*
Regional Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceed?	*No*	*No*	*No*	*No*	*No*	*No*

Note: Mobile source emissions shown herein are based on full buildout by the year 2027. While it is noted that buildout will occur through the horizon year of 2040, the application of year 2027 emission factors is a conservative assumption.
*Source: Impact Sciences, July 2024. See **Appendix A** to this report.*

As shown in **Table 3.3-4** and **Table 3.3-5**, the Proposed Plan's construction and operational emissions would not exceed the SCAQMD's thresholds for any criteria air pollutants. Therefore, regional construction and operational emissions would not result in a significant regional air quality impact. Thus, the Proposed Plan would also not result in a cumulatively considerable net increase of any criteria air pollutant for which the Plan Area region is nonattainment under an applicable federal or state ambient air quality standard. These impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c. Would the project expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐

Less Than Significant. The SCAQMD has developed localized significance thresholds (LSTs) that represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the applicable federal or state ambient air quality standard. In order to assess potential localized NOx, CO, PM10, and PM2.5 impacts during construction, potential development at Opportunity Site No. 17 was evaluated herein. A potential development scenario identifies approximately 28,170 square feet of demolition and construction of up to 72 dwelling units and 14,000 square feet of commercial uses on a 1.2-acre site. This scenario represents the most intensive development scenario of any opportunity site.

This analysis assumes that construction at this site would be completed within a 17-month period, with construction beginning as early as 2025 and operations beginning in 2026. This is a conservative localized impact scenario because reasonably foreseeable development would likely occur in smaller amounts across the Plan Area. Furthermore, emission factors for construction equipment, haul trucks, and worker trips improve each calendar year into the future. Thus, by assuming construction would conclude by the end of 2026, this analysis applies the most impactful emission factors to the localized construction analysis (see **Appendix A** for more details).

While Opportunity Site No. 17 is 1.2 acres, this analysis conservatively applies the 1.0-acre LST in SRA 5 with sensitive receptors located within 25 meters. As shown in **Table 3.3-6, Localized Significance of Construction Emissions – Maximum Pounds per Day**, construction emissions under this worst-case development scenario would not exceed the localized thresholds of significance.

Table 3.3-6
Localized Significance of Construction Emissions – Maximum Pounds per Day

Construction Phase	NOx	CO	PM10	PM2.5
Demolition	**13.90**	**15.10**	**1.34**	**0.64**
SCAQMD Localized Thresholds	*80.00*	*571.00*	*4.00*	*3.00*
Grading/Foundation Preparation	**14.10**	**14.50**	**3.40**	**1.93**
SCAQMD Localized Thresholds	*80.00*	*571.00*	*4.00*	*3.00*
Building Construction	**14.22**	**17.61**	**0.71**	**0.49**
SCAQMD Localized Thresholds	*80.00*	*571.00*	*4.00*	*3.00*
Exceed?	***No***	***No***	***No***	***No***

*Source: Impact Sciences, July 2024. See **Appendix A** to this report.*
Notes: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust. This analysis applied LSTs for a one-acre site with a receptor distance of 25 meters in SCAQMD's SRA 5. The building construction emission total includes architectural coating and paving emissions.

Localized Operational Significance Analysis

As discussed previously, because the LST methodology is applicable to projects where emission sources occupy a fixed location, LST methodology would typically not apply to the operational phase of residential/commercial mixed-use projects because emissions for these projects are primarily generated by mobile sources traveling on local roadways over generally large distances or areas. LSTs would apply to the operational phase of a project if the project includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site. For example, the LST methodology applies to operational projects such as warehouse/transfer facilities.[26] As the Proposed Plan does not propose warehouse or transfer facilities, an operational analysis against the LST methodology is not directly applicable. Nevertheless, **Table 3.3-7, Localized Significance of On-Site Operational Emissions – Maximum Pounds per Day**, has been included to illustrate the potential on-site emissions during operation. As shown in **Table 3.3-7**, the Plan would not have the potential to exceed any of the identified localized thresholds of significance. Therefore, Plan operations would not expose sensitive receptors to substantial air pollutant concentrations and these impacts would be less than significant.

26 SCAQMD, *Sample Construction Scenarios for Projects Less than Five Acres in Size*, February 2005, page 1-3.

Table 3.3-7
Localized Significance of On-Site Operational Emissions – Maximum Pounds per Day

Emissions Source	NOx	CO	PM10	PM2.5
Area Sources	0.01	0.82	<0.01	<0.01
Energy Demand	0.13	0.11	0.01	0.01
Total On-Site Emissions	**0.14**	**0.93**	**0.02**	**0.02**
SCAQMD Localized Thresholds	*69.00*	*535.00*	*1.00*	*1.00*
Exceed?	***No***	***No***	***No***	***No***

*Source: Impact Sciences, July 2024. See **Appendix A** to this report. This analysis applied LSTs for a one-acre site with a receptor distance of 25 meters in SCAQMD's SRA 5.*

The Plan would not result in potentially significant CO "hot spots" and a project-specific CO hotspots analysis is not required to reach this conclusion. It has long been recognized that CO exceedances ("hot spots") are caused by vehicular emissions, primarily when idling at intersections. Vehicle emissions standards have become increasingly more stringent in the last twenty years. With the turnover of older vehicles, introduction of cleaner fuels and implementation of control technology on industrial facilities, CO concentrations for the Plan Area vicinity have historically met state and federal attainment status for the air quality standards. Based on the measured concentrations provided previously in **Table 3.3-1,** CO concentrations in SRA 5 are substantially below the California one-hour or eight-hour CO standards of 20 or 9.0 ppm, respectively. Accordingly, with the steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard. Therefore, the Plan would not have the potential to cause or contribute to an exceedance of the California one-hour or eight-hour CO standards of 20 or 9.0 ppm, respectively. Impacts with respect to localized CO concentrations would be less than significant.

Diesel Particulate Matter

Construction would result in the generation of DPM emissions from the use of off-road diesel equipment required for demolition, grading and excavation, building construction, and other construction activities. The amount to which the receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e., potential exposure to TAC emission levels that exceed applicable standards). Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer.

In March 2015, the Office of Environmental Health Hazard Assessment (OEHHA) adopted revised guidelines that update previous guidance by incorporating advances in risk assessment with

consideration of infants and children using Age Sensitivity Factors (ASF). The intent of the OEHHA 2015 guidance is to provide HRA procedures for use in the Air Toxics Hot Spots Program or for the permitting of existing, new, or modified stationary sources. As the Proposed Plan is not part of the Air Toxics Hot Spots Program, the OEHHA 2015 guidance is not directly applicable.

The use of diesel-powered construction equipment would be temporary and episodic. The duration of exposure would be short and exhaust from construction equipment dissipates rapidly. Current methodology for conducting health risk assessments is associated with long term exposure periods (9, 30, and 70 years). Therefore, short-term construction activities would not be expected to generate a significant health risk. Furthermore, the opportunity sites identified in the Proposed Plan are below three acres. Generally, construction for projects contained in a site of such size represent less than significant health risks due to limitations of the off-road diesel equipment able to operate. When compared to larger sites, smaller sites such as the opportunity sites identified in the Proposed Plan, would generally result in reduced DPM emissions, reduced dust-generating ground-disturbance, and reduced duration of construction activities. Furthermore, construction would be subject to and would comply with California regulations limiting the idling of heavy-duty construction equipment to no more than five (5) minutes, which would further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions.[27] For these reasons, DPM generated by construction activities would not expose sensitive receptors to substantial amounts of air toxics and these impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Less Than Significant. The SCAQMD CEQA Air Quality Handbook (1993) identifies certain land uses as sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment

27 California Air Resources Board, *Frequently Asked Questions Regulation for In-Use Off-Road Diesel-Fueled (Off-Road Regulation)*, 2015. Available online at: https://ww2.arb.ca.gov/sites/default/files/classic/msprog/ordiesel/faq/off-road-requirements.pdf, accessed July 5, 2024.

plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The Plan does not include any of the uses identified as sources of odor.

Construction activities associated with the Proposed Plan may generate detectable odors from heavy-duty equipment exhaust and architectural coatings. However, construction-related odors would be short-term in nature and cease upon a project's buildout. In addition, individual development projects under the Proposed Plan would be required to comply with the California Code of Regulations, Title 13, sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by shutting it off when not in use or by reducing the time of idling to no more than five minutes. This would reduce the detectable odors from heavy-duty equipment exhaust. Development under the Proposed Plan would also be required to comply with SCAQMD Rule 402, Nuisance to address any odors adversely affecting a number of people and industrial uses generating odors would continue to operate as required by SCAQMD permitting. Development projects under the Proposed Plan would also be required to comply with the SCAQMD Rule 1113 – Architectural Coating, which would minimize odor impacts from ROG emissions during architectural coating. Any odor impacts to existing adjacent land uses would be short-term and not substantial. As such, the Proposed Plan would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people and this impact would be less than significant.

Mitigation Measures: No mitigation measures are required.

3.3.4. Biological Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐

Less than Significant Impact. A significant impact would occur if the Proposed Plan were to lead to adverse effects on any species identified as a candidate, sensitive, or special status species according to any adopted plan, policy, or regulation. This includes effects caused by habitat modification.

The County of Los Angeles has not designated any Significant Ecological Areas (SEA) within the City limits.[28] According to the City of Bell General Plan there are five endangered species located within the City. However, the Plan Area is located within an urbanized setting, and no natural habitats are found within the City or in adjacent areas. The City of Bell's plant life is limited to non-native, introduced, and ornamental species, which are used for landscaping. The Plan Area is surrounded by established commercial and industrial development. Animal life in the Plan Area and nearby urban areas consists of domesticated species commonly found in urban settings. Therefore, there is little to no natural habitat located within the Plan Area. Thus, implementation of the Proposed Plan would not have a substantial adverse effect on any species identified as a candidate, sensitive, or special status species. Less than significant impacts would occur.

Mitigation Measures: No mitigation measures are required.

28 County of Los Angeles, Department of Regional Planning, *County of Los Angeles General Plan 2035*, Significant Ecological Areas and Coastal Resource Areas Policy Map. Available online at: https://planning.lacounty.gov/wp-content/uploads/2022/11/9.1_Chapter9_Figures.pdf, accessed May 3, 2024.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒

No Impact. Plant communities are considered sensitive biological resources if they have limited distributions, have high wildlife value that include sensitive species, or are particularly susceptible to disturbance. CDFW ranks sensitive communities as "threatened" or "very threatened." A riparian habitat is any vegetated habitat that is influenced by a river or stream or is adjacent to a lake or other water body.

The Plan Area is in a developed urban area and does not include sensitive natural plant communities. As described in the Project Description, the Plan Area contains a mix of commercial and industrial uses. No natural streams or riparian habitats are located within or adjacent to the Plan Area.[29] The channelized LA River is located one mile east of the Plan Area; further, this portion of the river is channelized and does not provide any suitable riparian habitat. Therefore, the Plan Area would not have a substantial adverse effect on riparian habitat or other sensitive natural communities as none exist on the site or in adjacent areas. No impact would occur.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c. Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒

29 United States Fish and Wildlife, "National Wetlands Inventory." Available online at: https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/. Accessed July 19, 2024.

No Impact. According to the USFWS National Wetlands Inventory Mapper, there are no mapped wetlands located within the Plan Area.[30] The channelized Los Angeles River is located approximately one mile east of the Plan Area; however, this portion of the river does not include wetlands. Although the Plan Area may include concrete-lined drainage channels, these channels are not identified on the National Wetlands Inventory Mapper and would, nonetheless, remain. As such, no impacts pertaining to state, or federally protected wetlands would occur.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐

Less than Significant with Mitigation Incorporated. As a highly urbanized and developed area within the City, the Plan Area does not function as a wildlife corridor or nursery site. Further, as an urbanized and developed environment, the Plan Area would continue to serve as barriers to migratory wildlife. In addition, there are no natural open spaces or areas of significant biological resource value within or adjacent to the Plan Area. The only potential wildlife corridor near the Plan Area is the Los Angeles River located approximately one mile to the east. However, the Proposed Plan would not alter the concrete-lined river in any way, nor allow development that could impede existing wildlife movement along its course. The existing urbanized nature of the surrounding area decreases the Plan Area's value as suitable breeding and foraging habitat, and as a migration corridor or overland dispersal habitat because the Plan Area is movement constrained, meaning the natural movement and migration of animals within the Plan Area is restricted.

Future development projects associated with the Proposed Plan would be subject to policies and regulations related to the protection of habitats for migratory fish and wildlife, such as the California Fish and Game Code (CFGC) Section 3503.5 which states that it is "unlawful to take, possess, or destroy the nest or eggs of any such bird except otherwise provided by this code or any regulation adopted pursuant thereto." In addition, fully protected species under the CFGC Section 3511 (birds), Section

30 United States Fish and Wildlife, "National Wetlands Inventory." Available online at: https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/. Accessed May 14, 2024.

4700 (mammals), Section 5515 (fish), and Section 5050 (reptiles and amphibians) are also considered special-status animal species.[31]

Future development projects associated with the Proposed Plan could involve the removal of existing trees that may serve as a potential habitat for migratory birds. As such, **Mitigation Measure MM BIO-1** requires development projects to take certain procedural steps that are consistent with the Migratory Bird Treaty Act and the CFGC. With the implementation of **Mitigation Measure MM BIO-1**, direct and indirect impacts to protected nesting birds would be reduced to less than significant levels.

Mitigation Measures:

MM BIO-1 Prior to issuance of grading permits, the following measures shall be implemented no more than seven days prior to the start of construction:

- To avoid disturbance of nesting, including raptorial species protected by the Migratory Bird Treaty Act and California Fish and Game Code, activities related to the project, including, but not limited to, vegetation removal, ground disturbance, and construction and demolition shall occur outside of the bird breeding season (February 1 through August 31). If construction must begin during the breeding season, then a pre-construction nesting bird survey shall be conducted no more than seven days prior to initiation of construction activities. The nesting bird pre-construction survey shall be conducted on-foot inside the project site, including a 100-foot buffer, and in inaccessible areas (e.g., private lands) from afar using binoculars to the extent practical. The survey shall be conducted by a biologist familiar with the identification of avian species known to occur in Southern California.

- If nests are found, an avoidance buffer shall be demarcated by a qualified biologist with bright orange construction fencing, flagging, construction lathe, or other means to mark the boundary. All construction personnel shall be notified as to the existence of the buffer zone and to avoid entering the buffer zone during the nesting season. No parking, storage of materials, or construction activities shall occur within this buffer until the biologist has confirmed that breeding/nesting is

31 California Legislative Information, Fish and Game Code. Available online at: https://leginfo.legislature.ca.gov/faces/codesTOCSelected.xhtml?tocCode=FGC&tocTitle=+Fish+and+Game+Code+-+FGC, accessed May 8, 2024.

completed, and the young have fledged the nest. Encroachment into the buffer shall occur only at the discretion of the qualified biologist.

A survey report by a qualified biologist documenting and verifying compliance with the mitigation and with applicable federal and state regulations protecting birds shall be submitted to the City. The qualified biologist shall serve as a construction monitor during those periods when construction activities would occur near active nest areas to ensure that no inadvertent impacts on these nests would occur.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐

Less than Significant Impact. Section 12.24.060 (Tree Removal) of the City of Bell Municipal Code requires property owners to file a written request for approval by the City Council and pay the appropriate fees to the City's Parks and Recreation Department for the removal of any trees within the public right of way. Future development under the Proposed Plan would be required to adhere to the City's tree ordinance and submit the appropriate forms and fees to the City. Therefore, the Proposed Plan would not conflict with this policy regarding tree protection. No other local policies or ordinances are applicable to the Plan Area, and therefore impacts will be less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

No Impact. There are no adopted habitat conservation plans, natural community conservation plans, or other approved local, regional, or state habitat conservation plans within the City.[32] Therefore, no impact would occur.

Mitigation Measures: No mitigation measures are required.

32 California Department of Fish and Wildlife, "NCCP Plan Summaries." Available online at: https://wildlife.ca.gov/conservation/planning/nccp/plans, accessed May 10, 2024.

3.3.5. Cultural Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to *CEQA Guidelines* Section 15064.5?	☐	☒	☐	☐

Less than Significant with Mitigation Incorporated. The City of Bell has a history dating back to the late 1800's. The City of Bell was officially incorporated as a City in 1892. In 1896 very little development occurred in the City. By 1898, the town's name was changed from Rancho San Antonio to Bell, in honor of the City's pioneer founder James George Bell.

Section 15064.5 of the *State CEQA Guidelines* defines a historical resource as:

1) a resource listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources;

2) a resource listed in a local register of historical resources or identified as significant in an historical resource survey meeting certain state guidelines; or

3) an object, building, structure, site, area, place, record or manuscript which a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record.

Generally, a lead agency must consider a property a historical resource under CEQA if it is eligible for listing in the California Register of Historical Resources (CRHR). The CRHR is modeled after the National Register of Historic Places (NRHP). Generally, the initial criteria for properties to be listed on either register include a minimum requirement for the building on the property to be at least 50 years old.[33]

Literature searches of the California Historical Resources Information System (CHRIS) at the South-Central Coast Informational Center (SCCIC) located at Sonoma State University were conducted on

[33] Office of Historic Preservation. Instructions for Recording Historical Resources. Available online at: https://ohp.parks.ca.gov/pages/1054/files/manual95.pdf#:~:text=The%2045%20year%20criteria%20recognizes%20that%20there,and%20the%20date%20that%20planning%20decisions%20are, accessed July 17, 2024.

July 5, 2024, for the Plan Area (see **Appendix B**, **Cultural Resources and Tribal Cultural Resources**). The searches were conducted to identify previous cultural resources studies and previously recorded cultural resources within a 1/4-mile radius of the Plan Area.

According to the City's General Plan, the following five properties located within the Plan Area are identified as "historic or potentially historic" structures: 4401 Gage Avenue, 4356 Gage Avenue, 4411 Gage Avenue, 4400 Gage Avenue, and 4460 Gage Avenue. The 4401 Gage Avenue, also known as the James George Bell House, was the original estate of James George Bell; the American settler and founder of the City of Bell. The 4411 Gage Avenue building is currently being utilized as the Bell Library, a local branch of the Los Angeles County Public Library system. The 4356 Gage Avenue building is currently being utilized as a barber shop. The 4400 Gage Avenue building currently operates as a restaurant, and the 4460 Gage Avenue building has been demolished and replaced with a public parking lot.

As stated above, the City's General Plan has identified five properties within the Plan Area as historical structures. Additionally, the records search conducted for the Proposed Plan found that there is one historic built environmental resource located within the Plan Area. The records search found that the James George Bell House is eligible for both the CRHR and the NRHP.

The Proposed Plan would change the zoning and land use designations for existing uses within the Plan Area; and identifies 24 opportunity sites for future development. Implementation of the Proposed Plan is anticipated to result in a net increase of 584 residential units and a net reduction of 34,784 square feet of non-residential uses. The types of projects that are expected to be constructed as part of the Proposed Plan include mixed use development and similar uses. Buildout is expected to occur over a period of approximately 15 years. As no historic resources would be directly affected, impacts related to loss of historic resources would be less than significant.

To ensure that future development projects within the Plan Area do not have a detrimental effect on historical resources, each project will be assessed as it is proposed, to determine the age of the properties proposed to be demolished or altered. **Mitigation Measure MM CUL-1** would ensure all potential historic resources are identified and evaluated to provide for preservation. If a future development project cannot preserve an identified historic resource, it may be subject to additional project-specific environmental review pursuant to CEQA. With the implementation of **Mitigation Measure MM CUL-1**, implementation of the Proposed Plan would not cause a substantial adverse impact to existing historical resources, and impacts would be less than significant with mitigation incorporated.

Mitigation Measures:

MM CUL-1 For future discretionary projects where demolition and significant alterations of structures greater than 50 years is proposed, prior to the issuance of any demolition permits, the applicant shall conduct a Phase I Site Survey and a historical inventory of the buildings proposed for demolition located on the project site. The project applicant, under the direction of the City, shall retain a historian or architectural historian who meets or exceeds the Secretary of Interior's Professional Qualifications Standards to document and evaluate the historical significance of the affected buildings or structures in accordance with CEQA. If such documentation and evaluation indicate that the building or structure qualifies as a significant historical resource, the resource shall be avoided, and significant features shall be preserved in place if feasible. If avoidance or preservation is not feasible, a Historical Resources Treatment Plan, or similar proposed plan, shall be prepared and implemented. Further documentation may be required and may include but is not limited to archival quality photographs, measured drawings, oral histories, interpretive signage, and/or other measures including, potentially, alteration of the resource in accordance with Secretary of the Interior's Standards or relocation of the resource.

As defined in the California Code of Regulations (CCR) Title 4(3) Section 15126.4 (b)(2), in some circumstances, documentation of a historical resource, by way of historic narrative, photographs or architectural drawings, as mitigation for the effects of demolition of the resource will not mitigate the effects to point where clearly no significant effect on the environment would occur. In these cases, the Historical Resources Treatment Plan, or comparable plan, shall also evaluate the feasibility of retaining significant buildings or structures in their original locations and rehabilitating them according to the Secretary of the Interior's Standards and Guidelines for Rehabilitating Historic Buildings.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐

Less than Significant with Mitigation Incorporated. Archaeological resources include material evidence of past human life and culture of previous ages. Section 15064.5 of the *State CEQA Guidelines* states that if an archaeological site does not meet the criteria defined in subdivision (a) but does meet the definition of a unique archeological resource in PRC Section 21083.2, the site shall be treated in accordance with the provisions of Section 21083.2. PRC Section 21083.2(g) defines a unique archeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

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

2. Has a special and particular quality such as being the oldest of its type or the best available example of its type.

3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

The Plan Area is highly developed. In addition, a Native American Heritage Commission (NAHC) Sacred Lands File (SLF) search was conducted on May 24, 2024, and the search results were negative (see **Appendix B**). The Proposed Plan has identified 24 opportunity sites that are likely to be developed over the Plan's horizon. While no specific projects or sites have been identified, the types of projects that are likely to occur (i.e., commercial, residential, mixed use) would require ground disturbing activities. Therefore, future ground-disturbing activities in those portions of the Plan Area that have not been subject to an archaeological investigation or where excavation depths exceed those previously attained have the potential to damage or destroy previously unknown prehistoric or historic period archaeological resources. Consequently, damage to or destruction of previously unknown archaeological resources could occur as a result of development in the Plan Area.

Mitigation Measure MM CUL-2 would ensure all potential archaeological resources are identified and evaluated to provide for preservation and/or recovery. If a future development project cannot preserve/recover an identified archaeological resource, it may be subject to additional project-specific environmental review pursuant to CEQA. With the implementation of **Mitigation Measure MM CUL-2**, the Proposed Plan would not cause a substantial adverse impact to existing archaeological resources, and impacts would be less than significant with mitigation incorporated.

Mitigation Measures:

MM CUL2 Prior to any approval by the City for projects that involve any demolition, grading, trenching, or other ground disturbance, a Phase 1 Cultural Resources Study conducted by a qualified archaeologist meeting the Secretary of the Interior standards in archaeology shall be required. A Phase 1 study shall include a pedestrian survey of the project site to identify potential superficial archaeological resources and sufficient background archival research and field sampling to determine whether subsurface prehistoric or historic remains may be present. If the project site is completely paved and/or developed, a pedestrian survey may not be required. Archival research should include, at minimum, a records search conducted at the South Central Coast Information Center (SCCIC) and a Sacred Lands File (SLF) search conducted with the NAHC.

Any cultural resources identified shall be avoided and preserved in place if feasible. Where preservation is not feasible, each resource shall be subject to a Phase 2 evaluation for significance and eligibility for listing in the CRHR. Phase 2 evaluation shall include any necessary archival research to identify significant historical associations as well as mapping of surface artifacts, collection of functionally or temporally diagnostic tools and debris, and excavation of a sample of the cultural deposit to characterize the nature of the sites, define the artifact and feature contents, determine horizontal boundaries and depth below surface, and retrieve representative samples of artifacts and other remains.

Cultural materials collected from the sites shall be processed and analyzed in the laboratory according to standard archaeological procedures. The age of archaeological resources shall be determined using radiocarbon dating or other appropriate procedures; lithic artifacts, faunal remains, and other cultural materials shall be identified and analyzed according to current professional standards. The significance of the sites shall be evaluated according to the criteria of the CRHR. The results of the investigations shall be presented in a technical report following the standards of the California Office of Historic Preservation publication "Archaeological Resource Management Reports: Recommended Content and Format (1990 or latest edition)". Upon completion of the work, all artifacts, other cultural remains, records, photographs, and other documentation shall be curated at an appropriate curation facility. All fieldwork, analysis, report production, and curation shall be fully funded by the applicant.

If any of the resources meet CRHR significance standards, the City shall ensure that all feasible recommendations for mitigation of impacts are incorporated into the final design and any permits issued for development. Any necessary archaeological data recovery excavation shall be carried out by a Registered Professional Archaeologist according to a research design reviewed and approved by the City prepared in advance of fieldwork and using appropriate archaeological field and laboratory methods consistent with the California Office of Historic Preservation Planning Bulletin 5 (1991), Guidelines for Archaeological Research Design, or the latest edition thereof.

As applicable, the final Phase 1 Inventory, Phase 2 Testing and Evaluation, Phase 3 Data Recovery reports shall be submitted to the City prior to final inspection of a construction permit.

Recommendations contained therein shall be implemented throughout all ground disturbance activities including, at minimum, requirements to follow for unanticipated archaeological discoveries during construction.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c. Would the project disturb any human remains, including those interred outside of formal ceremonies?	☐	☐	☒	☐

Less than Significant Impact. The Plan Area does not include any locations identified as a formal cemetery and is not known to have been used for disposal of historic or prehistoric human remains, and human remains are not expected to be encountered during construction associated with the Proposed Project. In the unlikely event that human remains are uncovered during ground-disturbing activities, there are regulatory provisions to address the handling of human remains in California Health and Safety Code § 7050.5, PRC § 5097.98, and *State CEQA Guidelines* § 15064.5(e). Pursuant to these codes, in the event that human remains are discovered, it requires that disturbance of the site shall be suspended, and the City of Bell and the Los Angeles County Coroner would be immediately notified. The coroner shall conduct an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation or to his or her authorized representative, in the manner provided in § 5097.98 of the PRC. The coroner is required to make a determination within

two working days of notification of the discovery of the human remains. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes or has reason to believe the human remains to be those of a Native American, he or she shall consult with the NAHC by telephone within 24 hours to designate a Most Likely Descendant (MLD) who shall recommend appropriate measures to the landowner regarding the treatment of the remains. If the owner does not accept the MLD's recommendations, the owner or the MLD may request mediation by the NAHC. Compliance with applicable regulations would protect unknown and previously unidentified human remains. Therefore, impacts related to human remains would be less than significant.

Mitigation Measures: No mitigation measures are required.

3.3.6. Energy

The Proposed Plan is anticipated to result in a net increase of up to 584 residential units as well as new non-residential uses (although an overall reduction in non-commercial uses would occur). The Plan identifies 24 opportunity sites where new development is expected to occur. As such, this section analyzes the potential increase in utility demand due to the net increase in residential units.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐

Less than Significant Impact. Southern California Edison (SCE) provides electricity service to most of Los Angeles County including the City of Bell. In 2022, the total electrical generation in California was 287,220 gigawatt-hours (GWh).[34] Statewide electric consumption in 2022 was estimated by the California Energy Commission (CEC) to be 287,826 GWh, with Los Angeles County responsible for consuming approximately 68,485 GWh.[35] Natural gas in the City is provided by Southern California Gas (SoCal Gas).[36] Statewide natural gas consumption in 2022 was estimated by the CEC to be 11,711 millions of therms (MMThm), with Los Angeles County responsible for consuming approximately 2,820 MMThm.[37]

Neither federal or state law nor the *State CEQA Guidelines* establish thresholds that define when energy consumption is considered wasteful, inefficient and unnecessary. In general, compliance with CCR Title 24 Energy Efficiency Standards would result in energy-efficient buildings.

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34 California Energy Commission, "2022 Total System Electric Generation". Available online at: https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2022-total-system-electric-generation, accessed July 10, 2024.

35 California Energy Commission, *Energy Consumption by County*, 2022. Available online at: http://www.ecdms.energy.ca.gov/elecbycounty.aspx, accessed July 10, 2024

36 City of Bell, *Utilities.* Available online at: https://www.cityofbell.org/?NavID=271, accessed July 5, 2024.

37 California Energy Commission, *Energy Consumption by County*, 2022. Available online at: http://www.ecdms.energy.ca.gov/gasbycounty.aspx, accessed July 10, 2024.

Construction

Construction activities would include the consumption of gasoline and diesel fuel to power construction worker vehicle trips, hauling and materials delivery truck trips, and operation of construction equipment. Energy in the form of electricity may also be consumed by some pieces of construction equipment, such as power tools, lighting, etc.; however, the amount of consumed electricity would be relatively minimal. Indirect energy use would include the energy required to make the materials and components used in construction.

Construction equipment used for construction projects occurring within the Plan Area would be maintained to applicable standards, and construction activities and associated fuel consumption and energy use would be temporary and typical of construction sites. Project applicants would use fuel-efficient equipment consistent with state and federal regulations, such as the fuel efficiency regulations outlined in Title 24, Assembly Bill 32 (AB 32), which regulates energy resources and fuel consumption and California Code of Regulations, Title 13, sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by shutting it off when not in use or by reducing the time of idling to no more than five minutes. It is also reasonable to assume contractors would avoid wasteful, inefficient, and unnecessary fuel consumption during construction to reduce construction costs. Therefore, construction activities associated with the implementation of the Proposed Plan would not involve the inefficient, wasteful, and unnecessary use of energy during construction, and the construction-phase impact related to energy consumption would be less than significant.

Operational

The Proposed Plan is anticipated to result in a net increase of 584 residential units; non-residential uses would also occur as a result of the Proposed Plan, however the total non-residential square footage in the Plan Area is expected to decrease slightly over the horizon year of the plan as new projects are constructed. The exact location and types of projects are not known at this time; however, projects are anticipated to be a mix of multifamily residential and mixed-use projects, some commercial and other non-residential projects could also occur under the Proposed Plan. Projects consistent with the Proposed Plan would be required to comply with the State's Building Energy Efficiency Standards (Cal. Code Regs., tit. 24, Part 6), which requires newly constructed buildings to meet energy performance standards set by the Energy Commission to reduce the wasteful, uneconomic, inefficient, or unnecessary consumption of energy, and to enhance the outdoor and indoor environmental quality. In addition, future development projects would be required to comply with the mandatory requirements set forth in the California Green Building Standards Code (CBSC) related to energy

efficiency, water efficiency and conservation, and material conservation and resource efficiency for new non-residential buildings.

Energy would also be consumed as a result of vehicle trips. Thus, operation associated with implementation of the Proposed Plan would result in an increase in the consumption of petroleum-based fuels related to vehicular travel to and from future project sites. The majority of the vehicle fleet would consist of light-duty automobiles and light duty trucks, which are subject to state fuel efficiency standards, such as the Low Carbon Fuel Standard (LCFS) and Low-Emission Vehicle Program Standards. The LCFS, in part, aims to reduce fuel consumption and providers of transportation fuels must demonstrate that the mix of fuels they supply for use in California meets the LCFS carbon intensity standards for each annual compliance period.

Therefore, increased energy demand associated with construction activities associated with the Proposed Plan would be temporary and typical of construction projects and would not result in wasteful use of energy resources. Operational energy use could increase overall as the Plan calls for an increase is residential square footage, However, newly constructed uses would be more energy efficient than existing uses that would be replaced and would be in conformance with the latest version of California's Building Energy Efficiency Standards and Green Building Standards Code. In addition, SCE and SoCal Gas have sufficient supplies to serve the anticipated development under the Proposed Plan. This impact would be less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Less than Significant Impact. Although future projects under the Plan are not known at this time, the Proposed Project would result in an overall increase in residential units in the Plan Area. Future development (residential and non-residential) under the Proposed Plan would not change energy efficiency policies and would comply with all state and local plans for renewable energy and energy efficiency. While the Plan does not include any specific policies related to energy efficiency and the City likewise has not adopted any local plans for renewable energy or energy efficiency; the City's Housing Element does include an Energy Conservation Program (Program 12 of the Housing Element) to promote energy conservation in housing rehabilitation and in the construction of new housing. The

Proposed Plan would be consistent with this policy by encouraging new energy efficient uses in the Plan Area. The Proposed Plan would be consistent with state or local plans, including the City's General Plan and Energy Conservation Program, for renewable energy or energy efficiency. Therefore, the Proposed Plan's impacts with respect to conflicting with a state or local plan for renewable energy or energy efficiency would be less than significant.

Mitigation Measures: No mitigation measures are required.

3.3.7. Geology and Soils

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐

Less Than Significant Impact. Fault rupture is the displacement that occurs along the surface of a fault during an earthquake. The California Geological Survey designates Alquist-Priolo Earthquake Fault Zones, which are regulatory zones around active faults. An "active fault" has exhibited surface displacement with Holocene time (within the last 11,000 years) hence constituting a potential hazard to structures that may be located across it.

The California Department of Conservation has not identified any Alquist-Priolo Earthquake Fault Zones within the City of Bell and the Plan Area.[38] The San Andreas Fault is approximately 36 miles northeast of the Plan Area and is considered the most seismically active fault in the southern California region. The nearest faults to the Plan Area include the Newport-Inglewood-Rose Canyon approximately 6 miles southwest of the Plan Area and the East Montebello Faults located approximately 7 miles northeast of the Plan Area. Other potentially active faults approximately 5 to 15 miles from the Plan Area include the Elsinore, Hollywood, Raymond, and Santa Monica Fault Zones.[39]

38 California Department of Conservation, California Geologic Survey, "Earthquake Zones of Required Investigation." Available online at: https://maps.conservation.ca.gov/cgs/EQZApp/app/, South Gate Quad, or https://filerequest.conservation.ca.gov/?q=SOUTH_GATE_EZRIM.pdf, accessed August 30, 2023.

39 California Department of Conservation, California Geologic Survey, "Earthquake Zones of Required Investigation." Available online at: https://maps.conservation.ca.gov/cgs/EQZApp/app/, ("South Gate Quad"), or https://filerequest.conservation.ca.gov/?q=SOUTH_GATE_EZRIM.pdf, accessed May, 14, 2024.

The Proposed Project would increase development within the Plan Area. The Proposed Project does not include uses such as fracking that would exacerbate geologic conditions. Therefore, the Proposed Plan would not directly result in any ground disturbing activities which have the potential to exacerbate existing geologic conditions, including fault rupture. Implementation of the Proposed Plan would result in future development that may involve ground disturbing activities such as grading, clearing, and paving, as well as construction of footings. Projects could also include features such as subterrain parking that would require excavation below previously discovered depths. However, any such activities would be required to adhere to all relevant building and safety code requirements. Therefore, a less than significant impact would occur.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
ii. Strong seismic ground shaking?	☐	☐	☒	☐

Less than Significant Impact. Southern California is an active seismic region, and moderate to strong earthquakes can occur on numerous faults. As is the case for most areas of California, the City is situated within a seismically active region. The intensity of ground shaking during a seismic event at any one location is determined by several factors, including: magnitude of the earthquake; distance from the epicenter (source); subsurface material beneath the location; and topography. Ground shaking could result in significant damage to buildings, roads, and other infrastructure, and may also result in associated safety hazards to people living and working in the vicinity. Considering the location of these faults to the City boundaries and the Plan Area, the potential impact of seismic ground shaking is considered to be low. Future development within the Plan Area would be required to adhere to development and code requirements related to seismic ground shaking. Therefore, a less than significant impact would occur.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐

Less than Significant Impact. Liquefaction is the sudden decrease in the strength of cohesionless soils due to dynamic or cyclic shaking. Saturated soils behave temporarily as a viscous fluid (liquefaction) and, consequently, lose their capacity to support the structures founded on them. The potential for liquefaction decreases with increasing clay and gravel content but increases as the ground acceleration and duration of shaking increase. According to the California Department of Conservation, the majority of the land within the City are areas with liquefaction potential.[40] However, all future projects would be required to comply with the California Building Code as adopted in Title 6 (Building Code) of the BMC, and may be amended from time to time, related to building safety to reduce potential liquefaction impacts. The Building Code includes regulations that pertain to structural stability for new buildings and infrastructure. Therefore, the Proposed Plan would not expose people or structures to seismic related ground failure including liquefaction and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
iv. Landslides?	☐	☐	☐	☒

No Impact. Landslides are movements of large masses of rock and/or soil. Landslide potential is generally the greatest for areas with steep and/or high slopes, low sheer strength, and increased water pressure. Seismically induced landslides and other slope failures are common occurrences during or soon after earthquakes. There are no identified landslide zones within the Plan Area as mapped for Earthquake Zones of Required Investigation by the California Geologic Survey.[41] As such, no impacts would occur.

Mitigation Measures: No mitigation measures are required.

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40 California Department of Conservation, California Geologic Survey, Earthquake Zones of Required Investigation. Available online at: https://maps.conservation.ca.gov/cgs/EQZApp/app/, ("South Gate Quad"), or https://filerequest.conservation.ca.gov/?q=SOUTH_GATE_EZRIM.pdf, accessed August 30, 2023.

41 California Department of Conservation, California Geologic Survey, "Earthquake Zones of Required Investigation." Available online at: https://maps.conservation.ca.gov/cgs/EQZApp/app/, ("South Gate Quad"), or https://filerequest.conservation.ca.gov/?q=SOUTH_GATE_EZRIM.pdf, accessed August 31, 2023

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b. Would the project result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐

Less than Significant Impact. Future construction activities associated with implementation of the Proposed Plan would be required to comply with the requirements outlined in the National Pollutant Elimination Discharge System (NPDES) Program. In compliance with the NPDES Program, projects involving one or more acres of site disturbance would be required to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP) and associated Best Management Practices (BMPs) in compliance with the Construction General Permit during grading and construction. Construction general permits are issued by the City of Bell Building and Safety Division. Typical BMPs include erosion prevention mats or geofabrics, silt fencing, sandbags, plastic sheeting, temporary drainage devices, and positive surface drainage to allow surface runoff to flow away from site improvements or areas susceptible to erosion. Adherence to the BMPs in the SWPPP would reduce, prevent, or minimize soil erosion from grading and construction activities. The City's Building and Safety Division is responsible for the enforcement of City and state codes including SWPP and BMP requirements. Therefore, with compliance with existing requirements, impacts related to erosion and loss of topsoil would be less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☒	☐	☐

Less than Significant with Mitigation Incorporated Impacts related to landslides and liquefaction are addressed under impact discussions Sections 7(a)(iii) and 7(a)(iv), above. Lateral spreading occurs as a result of liquefaction; accordingly, liquefaction-prone areas would also be susceptible to lateral spreading. Subsidence occurs at great depths below the surface when subsurface pressure is reduced by the withdrawal of fluids (e.g., groundwater, natural gas, or oil) resulting in sinking of the ground.

As discussed, several areas within City boundaries are areas with liquefaction potential. As such, soils in these areas are susceptible to instability due to lateral spreading. Future development projects associated with implementation of the Proposed Plan would be required to comply with all applicable regulations of the City's Building Code and **Mitigation Measure MM GEO-1,** which requires site specific geotechnical investigations. With incorporation of **MM GEO-1**, impacts would be less than significant.

Mitigation Measures: See **MM GEO-1**.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐

Less than Significant. Expansive soils are characterized by their ability to undergo significant volume changes (shrink or swell) due to variations in moisture content. Changes in soil moisture content can result from precipitation, landscape irrigation, utility leakage, roof drainage, perched groundwater, drought, or other factors and may result in unacceptable settlement or heave of structures or concrete slabs supported on grade. Depending on the extent and location below finish subgrade, expansive soils can have a detrimental effect on structures.

As stated above, the Proposed Plan would result in increased development within the Plan Area. New projects could occur on the opportunity sites and other available sites in the Plan Area. However, according to the United States Department of Agriculture (USDA), soils within the Plan Area are classified as "Urban land, Hueneme, drained-San Emigdio complex," which generally consist of medium dense to dense sands and gravels. These materials have a low potential for soil expansion.[42] Therefore, impacts from soil expansion would be less than significant.

Mitigation Measures: No mitigation measures are required.

42 United States Department of Agriculture, "Web Soil Survey." Available online at: https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx. Accessed July 22, 2024.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☒	☐

Less than Significant Impact. The Golden State Water Company provides water and wastewater services to the city of Bell. Wastewater in the City's Service Area is collected by gravity sewers and lift stations owned by the City and Los Angeles County Sanitation Districts (LACSD).[43] The wastewater is transported out of the service area through trunk sewers to LACSD's Los Coyotes Water Reclamation Plant (WRP) in Cerritos for treatment. Implementation of the Proposed Plan is anticipated to result in an increase of development in the Plan Area on the identified opportunity sites as well as other sites. As stated in **Section 3.3.19, Utilities and Service Systems,** the development in the Plan Area would be connected to the LACSD, and existing sewer infrastructure would be able to serve the Proposed Plan's anticipated development. All development would be connected to public utilities and no septic tanks are proposed to be used for new development. Thus, the Proposed Plan would result in less than significant impacts to soil supporting septic tanks or alternative wastewater systems.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant with Mitigation Incorporated. Paleontological resources are the remains of prehistoric plant and animal life and do not include human remains or artifacts. The potential for fossil remains at a location can be predicted based on whether previous fossil finds have been made in the vicinity, and the age of the geologic formations. The City of Bell is underlain by undifferentiated alluvial deposits (alluvial deposition refers to waterborne deposition) from Holocene (past 11,000

43 Tully and Young, Inc. & Zanjero, *Bell-Bell Gardens Service Area 2020 Urban Water Management Plan*. Available online at: https://www.gswater.com/sites/main/files/file-attachments/bell-bell_gardens_2020_uwmp_0.pdf?1624993808, accessed May 2, 2023.

years) times with Pleistocene (up to 3 million years ago) sedimentary deposits.[44] The Plan Area is developed and previously disturbed. As stated in the City of Bell General Plan, the City has a low sensitivity for paleontological resources and the potential for the discovery of paleontological resources is unlikely.[45] Although discovery of paleontological resources is unlikely, new development associated with the Proposed Plan could include excavation to previously undiscovered depths (for example through construction of subterrain parking). Therefore, **Mitigation Measure MM GEO-1** is required to ensure future development does not destroy a unique paleontological resource. With **Mitigation Measure MM GEO 1**, impacts would be less than significant.

Mitigation Measures:

MM GEO-1 Ground disturbing activities associated with the Project shall be monitored by a qualified paleontologist. In the event paleontological resources are discovered all work shall be halted within 50 feet of the discovery and a Paleontological Resource Mitigation Plan shall be prepared by a qualified paleontologist to address assessment and recovery of the resource. A final report documenting any found resources, their recovery, and disposition shall be prepared in consultation with the Project Applicant, and a copy of the report shall be provided to the City of Bell Planning Division.

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44 City of Bell, *2010 General Plan*, October 1996. Available online at: https://www.cityofbell.org/home/showpublisheddocument/714/634904930163130000, accessed on May 22, 2024.

45 City of Bell, *Draft Background Report for The City Of Bell 2030 General Plan*, March 2016. Available online at: https://www.cityofbell.org/home/showpublisheddocument/7543/635981307831270000, accessed July 22, 2024.

3.3.8. Greenhouse Gas Emissions

Greenhouse Gas Emissions (GHG) and Climate Change

Earth's natural warming process is known as the "greenhouse effect." The greenhouse effect compares the Earth and the atmosphere surrounding it to a greenhouse with glass panes. The glass panes in a greenhouse let heat from sunlight in and reduce the amount of heat that escapes. Certain atmospheric gases, known as greenhouse gases (GHGs), act as an insulating blanket for solar energy to keep the global average temperature in a suitable range for life support. These GHGs keep the average surface temperature of the Earth close to 60 degrees Fahrenheit (°F). Without the natural greenhouse effect, the Earth's surface would be about 61°F cooler.[46] It is normal for Earth's temperature to fluctuate over extended periods of time. Over the past one hundred years, Earth's average global temperature has generally increased by 1°F. In some regions of the world, the increase has been as much as 4°F.

Scientists studying the particularly rapid rise in global temperatures during the late 20th century believe that natural variability alone does not account for that rise. Rather, human activity spawned by the industrial revolution has likely resulted in increased emissions of carbon dioxide (CO_2) and other forms of GHGs, primarily from the burning of fossil fuels (i.e., during motorized transport, electricity generation, consumption of natural gas, industrial activity, manufacturing, etc.) and deforestation, as well as agricultural activity and the decomposition of solid waste.[47]

GHG Pollutants

The California Global Warming Solutions Act of 2006 defined GHGs to include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFC), perfluorocarbons (PFC), sulfur hexafluoride (SF_6), and nitrogen trifluoride. Black carbon also contributes to global warming, but it is a solid particle or aerosol, not a gas. CO_2 is the most abundant GHG. Other GHGs are less abundant but have higher global warming potential than CO_2. Thus, emissions of other GHGs are frequently expressed in the equivalent mass of CO_2, referred to as CO_2 equivalents and denoted as CO_2e. Forest fires, decomposition of organic material, industrial processes, landfills, and consumption of fossil fuels for power generation, transportation, heating, and cooking are the primary sources of GHG emissions.

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46 California Environmental Protection Agency, *Climate Action Team Report to Governor Schwarzenegger and the Legislature*, 2006.

47 Center for Climate and Energy Solutions, *Climate Change 101*, 2011.

Key Statewide Regulations

The California Air Resources Board (CARB), a part of the California Environmental Protection Agency (CalEPA), is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, CARB conducts research, sets the California Ambient Air Quality Standards (CAAQS), compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. CARB has primary responsibility for the development of California's State Implementation Plan (SIP), for which it works closely with the Federal Government and the local air districts. The SIP is required for the state to take over implementation of the Federal Clean Air Act. CARB also has primary responsibility for adopting regulations to meet the state's goal of reducing GHG emissions.

Assembly Bill 32

The California Global Warming Solutions Act of 2006 (AB 32) was signed into law in September 2006 after considerable study and expert testimony before the Legislature. The law instructs CARB to develop and enforce regulations for the reporting and verifying of statewide GHG emissions. AB 32 directed CARB to set a GHG emission limit based on 1990 levels to be achieved by 2020. AB 32 set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner.[48] See the Climate Change Scoping Plan subsection below.

Sustainable Communities and Climate Protection Act (Senate Bill 375). The Sustainable Communities and Climate Protection Act of 2008, or SB 375 (Chapter 728, Statutes of 2008), which establishes mechanisms for the development of regional targets for reducing passenger vehicle GHG emissions, was adopted by the state on September 30, 2008. SB 375 finds that the "transportation sector is the single largest contributor of greenhouse gases of any sector."[49] Under SB 375, CARB is required, in consultation with the Metropolitan Planning Organizations, to set regional GHG reduction targets for the passenger vehicle and light-duty truck sector for 2020 and 2035. SCAG is the Metropolitan Planning Organization in which the City of Santa Clarita is located in. CARB set targets for 2020 and 2035 for each of the 18 metropolitan planning organization regions in 2010, and updated them in 2018.[50] In March 2018, CARB updated the SB 375 targets

48 Office of Legislative Counsel of California, *The California Global Warming Solutions Act of 2006 (AB 32),* 2006.

49 State of California, *Senate Bill No. 375*, September 30, 2008.

50 CARB, "Sustainable Communities & Climate Protection Program – About." Available online at: https://ww2.arb.ca.gov/ourwork/programs/sustainable-communities-climate-protection-program/about, accessed October 2, 2023.

for the SCAG region to require an 8 percent reduction by 2020 and a 19 percent reduction by 2035 in per capita passenger vehicle GHG emissions.[51] As discussed further below, SCAG has adopted an updated Regional Transportation Plan / Sustainable Community Strategies (RTP/SCS or Connect SoCal 2024).

Senate Bill 32

In 2016, the Legislature passed Senate Bill (SB) 32 with the companion bill AB 197, which further requires California to reduce GHG emissions to 40 percent below 1990 levels by 2030. The bill targets reductions from the leading GHG emitters in the state. Transportation is the largest sector of GHG emissions in California and will be a primary subject for reductions. Through advances in technology and improved public transportation, the state plans to reduce GHG emissions from transportation sources to assist in meeting the 2030 reduction goal. AB 197, signed September 8, 2016, is a bill linked to SB 32 and signed on September 8, 2016, prioritizes efforts to cut GHG emissions in low-income or minority communities. AB 197 requires CARB to make available, and update at least annually, on its website the emissions of GHGs, criteria pollutants, and toxic air contaminants for each facility that reports to CARB and air districts. In addition, AB 197 adds two Members of the Legislature to the CARB board as ex officio, non- voting members and creates the Joint Legislative Committee on Climate Change Policies to ascertain facts and make recommendations to the Legislature and the houses of the Legislature concerning the state's programs, policies, and investments related to climate change.

AB 1279

On September 16, 2022, California signed into law AB 1279 (The California Climate Crisis Act) which establishes the policy of the state to achieve carbon neutrality as soon as possible, but no later than 2045; to maintain net negative GHG emissions thereafter; and to ensure that by 2045 statewide anthropogenic GHG emissions are reduced at least 85 percent below 1990 levels. The bill requires CARB to ensure that Scoping Plan updates (see below) identify and recommend measures to achieve carbon neutrality, and to identify and implement policies and strategies that enable CO_2 removal solutions and carbon capture, utilization, and storage (CCUS) technologies.

Climate Change Scoping Plan

The Scoping Plan is a GHG reduction roadmap developed and updated by CARB at least once every five years, as initially required by AB 32. It lays out the transformations needed across various sectors to reduce GHG emissions and reach the State's climate targets. CARB adopted the Final 2022 Scoping Plan for

51 CARB, "SB 375 Regional Greenhouse Gas Emissions Reduction Targets." Available online at: https://www.arb.ca.gov/cc/sb375/finaltargets2018.pdf, accessed July 5, 2024.

Achieving Carbon Neutrality (2022 Scoping Plan Update) in December 2022 as the third update to the initial plan that was adopted in 2008. The initial 2008 Scoping Plan laid out a path to achieve the AB 32 target of returning to 1990 levels of GHG emissions by 2020, a reduction of approximately 15 percent below business-as-usual activities.[52] The 2008 Scoping Plan included a mix of incentives, regulations, and carbon pricing, laying out the portfolio approach to addressing climate change and clearly making the case for using multiple tools to meet California's GHG targets. The 2013 Scoping Plan Update (adopted in 2014) assessed progress toward achieving the 2020 target and made the case for addressing short-lived climate pollutants (SLCPs).[53] The 2017 Scoping Plan Update,[54] shifted focus to the newer SB 32 goal of a 40 percent reduction below 1990 levels by 2030 by laying out a detailed cost-effective and technologically feasible path to this target, and also assessed progress towards achieving the AB 32 goal of returning to 1990 GHG levels by 2020. The 2020 goal was ultimately reached in 2016, four years ahead of the schedule called for under AB 32.

The 2022 Scoping Plan Update is the most comprehensive and far-reaching Scoping Plan developed to date. It identifies a technologically feasible, cost-effective, and equity-focused path to achieve new targets for carbon neutrality by 2045 and to reduce anthropogenic GHG emissions to at least percent below 1990 levels, while also assessing the progress California is making toward reducing its GHG emissions by at least 40 percent below 1990 levels by 2030, as called for in SB 32 and laid out in the 2017 Scoping Plan. The 2030 target is an interim but important stepping stone along the critical path to the broader goal of deep decarbonization by 2045. The relatively longer path assessed in the 2022 Scoping Plan Update incorporates, coordinates, and leverages many existing and ongoing efforts to reduce GHGs and air pollution, while identifying new clean technologies and energy. The 2022 Scoping Plan Update is set apart from previous iterations due to the focus on the accelerated deployment of clean technology and energy within every sector. Unlike previous Scoping Plans that separated out individual economic sectors, the 2022 Scoping Plan Update approaches decarbonization from two perspectives: (1) managing a phasedown of existing energy sources and technology and (2) ramping up, developing, and deploying alternative clean energy sources and technology over time through transportation sustainability and a reduction in vehicle miles traveled, a clean electricity grid that encourages the electrification of fleet vehicles, and sustainable manufacturing and buildings through decarbonization.[55] Given the focus on carbon neutrality, the 2022

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52 CARB, *Climate Change Scoping Plan,* 2008.

53 CARB, *First Update to the Climate Change Scoping Plan,* 2014.

54 CARB, *California's 2017 Climate Change Scoping Plan,* 2017. Available online at: https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/scoping_plan_2017.pdf, accessed July 5, 2024.

55 CARB, *2022 Scoping Plan for Achieving Carbon Neutrality,* 2022. Available online at: https://ww2.arb.ca.gov/sites/default/files/2022-12/2022-sp_1.pdf, accessed July 17, 2024.

Scoping Plan Update also includes discussion for the first time of the natural and working lands sectors as sources for both sequestration and carbon storage, and as sources of emissions as a result of wildfires.

Aligning local jurisdiction action with state-level priorities to tackle climate change and the outcomes called for in the 2022 Scoping Plan Update is identified as critical to achieving the statutory targets for 2030 and 2045. The 2022 Scoping Plan Update discusses the role of local governments in meeting the State's GHG reductions goals.[56] Local governments have the primary authority to plan, zone, approve, and permit how and where land is developed to accommodate population growth, economic growth, and the changing needs of their jurisdictions. They also make critical decisions on how and when to deploy transportation infrastructure, and can choose to support transit, walking, bicycling, and neighborhoods that do not force people into cars. Local governments also have the option to adopt building ordinances that exceed statewide building code requirements and play a critical role in facilitating the rollout of zero emission vehicle (ZEV) infrastructure. As a result, local government decisions play a critical role in supporting state-level measures to contain the growth of GHG emissions associated with the transportation system and the built environment—the two largest GHG emissions sectors over which local governments have authority.

The 2022 Scoping Plan Update also identifies multiple legal tools open to local jurisdictions to support statewide priorities, including development of a climate action plan (CAP), sustainability plan, or inclusion of a plan for reduction of GHG emissions and climate actions within a jurisdiction's general plan. The City has taken the initiative in combating climate change by developing policies identified in the City's General Plan and green building requirements through the Bell Municipal Code.

California Green Building Code (California Code of Regulations Title 24)

Although not originally aimed at reducing GHG emissions, CCR Title 24 Part 6: *California's Energy Efficiency Standards for Residential and Nonresidential Buildings* (Title 24), was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. Since then, Title 24 has been amended to recognize that energy-efficient buildings require less electricity and reduce fuel consumption, which subsequently reduces GHG emissions. The current 2022 Title 24 standards were adopted, among other reasons, to respond to the requirements of AB 32. Specifically, new development projects constructed within California after January 1, 2023, are subject to the mandatory planning and design, energy efficiency, water efficiency and conservation, material conservation and resources efficiency, and environmental quality measures of the California Green Building Standards (CALGreen) Code (CCR Title 24, Part 11).

56 CARB, *2022 Scoping Plan for Achieving Carbon Neutrality*, 2022. Available online at: https://ww2.arb.ca.gov/sites/default/files/2022-12/2022-sp_1.pdf, accessed July 5, 2024.

Title 24 standards are updated triennially; the next update is scheduled to be adopted in 2025 and will take effect on January 1, 2026.

Key Regional Regulations

SCAG Regional Transportation Plan/Sustainable Communities Strategy

To implement SB 375 and reduce GHG emissions by correlating land use and transportation planning, SCAG adopted its most recent Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal 2024) in 2024.[57] The Connect SoCal 2024 outlines a vision for a more resilient and equitable future, with investment, policies and strategies for achieving the region's shared goals of health, prosperity, accessibility, and connectedness through 2050, with a particular focus on system management, revitalization, and reuse, such as infill development and repurposing underutilized properties. Additionally, the Connect SoCal 2024 provides technical reports on active transportation, aviation, congestion management, equity and environmental justice, goods movement, highways and arterials, housing land use, and transportation conformity.

SCAQMD

The SCAQMD is responsible for air quality planning in the Air Basin and developing rules and regulations to bring the area into attainment of the ambient air quality standards. These responsibilities are accomplished through air quality monitoring, evaluation, education, implementation of control measures to reduce emissions from stationary sources, permitting and inspection of pollution sources, enforcement of air quality regulations, and by supporting and implementing measures to reduce emissions from motor vehicles.

In 2008, SCAQMD released draft guidance regarding interim CEQA GHG significance thresholds.[58] A GHG Significance Threshold Working Group was formed to further evaluate potential GHG significance thresholds.[59] The SCAQMD proposed the use of a percent emission reduction target to determine significance for commercial/residential projects that emit greater than 3,000 $MTCO_2e$ per year. Under this proposal, commercial/residential projects that emit fewer than 3,000 $MTCO_2e$ per year would be assumed

57 Southern California Association of Governments, *Connect SoCal 2024*, 2024. Available online at: https://scag.ca.gov/sites/main/files/file-attachments/23-2987-connect-socal-2024-final-complete-040424.pdf?1712261565, accessed April 17, 2024.

58 SCAQMD, Board Meeting, December 5, 2008, Agenda No. 31, available online at: http://www3.aqmd.gov/hb/2008/December/081231a.htm, accessed July 5, 2024.

59 SCAQMD, "Greenhouse Gases CEQA Significance Thresholds." Available online at: http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/ghg-significance-thresholds, accessed July 5, 2024.

to have a less than significant impact on climate change. On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold of 10,000 $MTCO_2e$ per year for stationary source/industrial projects where the SCAQMD is the lead agency. However, the SCAQMD has yet to adopt a GHG significance threshold for land use development projects (e.g., residential/commercial projects). The Working Group has been inactive since 2011, and SCAQMD has not formally adopted any GHG significance threshold, including the interim CEQA GHG significance thresholds previously discussed, for other jurisdictions.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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. GHG emissions associated with Plan construction activities would occur from off-road equipment usage, hauling vehicles, delivery, and worker trips to and from sites within the Plan Area. GHG emissions would be generated by construction of each individual project; such emissions are temporary on each site —lasting only for the duration of construction activities on each site. Maximum annual GHG emissions for potential construction under the Proposed Plan would be approximately 1,481 metric tons per year of CO_2e. Construction-related GHG emissions represent a fraction of total regional emissions when considering the emissions generated by mobile, building energy, and other sources. Implementation of the Proposed Plan would have a negligible effect on annual average construction-related GHG emissions in the context of the regional and statewide inventories.[60] Therefore, construction-related GHG emissions impacts would be less than significant.

Operations of the Proposed Plan would generate GHG emissions from the usage of mobile sources (on-road motor vehicles), area sources, energy sources, water, and generation of solid waste and wastewater. Emissions of operational GHGs are shown in **Table 3.4-3, Plan Area Greenhouse Gas Emissions.** As shown, GHG emissions would total 18,684 CO_2e MTY.

This quantified estimate of the Proposed Plan's GHG emissions satisfies Section 15064.4(a) of the *State CEQA Guidelines*, which states a lead agency shall make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of greenhouse gas emissions

60 SCAG's Connect SoCal Program EIR states that construction related emissions account for less than 0.3 percent of total annual emissions within the SCAG region.

resulting from a project. As described in GHG Checklist Question b, the significance determination is based on the Proposed Plan's consistency with the state's laws and programs to address climate change (i.e., AB 32, SB 32, AB 1279 and SB 375), regional plans to address climate change consistent with state laws and plans (i.e., CARB Scoping Plan and Connect SoCal 2024 SCS/RTP), and local plans and policies to address climate change (i.e., City of Bell General Plan). Based on the discussion under GHG Checklist Question b, the Proposed Plan would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, and this impact is less than significant.

Table 3.3-8
Proposed Plan Greenhouse Gas Emissions

Emissions Source	Metric Tons of Carbon Dioxide Equivalent (per year)
Mobile Sources	17,609
Area Sources	10
Energy Sources	864
Water Sources	66
Waste Sources	135
Refrigerants	0.55
Total GHG Emissions	**18,684**

*Source: Impact Sciences, Inc. See **Appendix A** for CalEEMod data.*

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b. Would the project conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Less than Significant. The Proposed Plan would have a significant GHG impact if it would conflict with the state's laws and programs to address climate change (i.e., AB 32, SB 32, AB 1279 and SB 375); regional plans to address climate change consistent with state laws and plans (i.e., Connect SoCal 2024 RTP/SCS); and applicable local plans and policies to address climate change (i.e., City of Bell General

Plan). As discussed in more detail below, the Proposed Plan would be consistent with AB 32, SB 32, AB 1279, SB 375, the RTP/SCS, and the City's General Plan. As such, the Proposed Plan would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gas emissions and this impact would be less than significant.

Consistency with AB 32, SB 32, AB 1279 & SB 375

The Proposed Plan would be consistent with applicable statewide regulatory programs designed to reduce GHG emissions consistent with the goals established in AB 32, SB 32, AB 1279 and SB 375.

AB 32 required CARB to adopt a scoping plan indicating how reductions in significant GHG sources will be achieved through regulations, market mechanisms, and other actions. In 2008, CARB released the Climate Change Proposed Scoping Plan that contained an outline of the proposed state strategies to achieve the 2020 greenhouse gas emission limits as outlined in AB 32. In response to SB 32, CARB adopted California's 2017 Climate Change Scoping Plan, which outlines the proposed framework of action for achieving California's SB 32 2030 GHG target: a 40 percent reduction in GHG emissions by 2030 relative to 1990 levels.[61] The 2030 target is intended to ensure that California remains on track to achieve the goal set forth by E.O. B-30-15 to reduce statewide GHG emissions by 2050 to 80 percent below 1990 levels. In response to the passage of AB 1279 and the identification of the 2045 GHG reduction target, CARB published the 2022 Scoping Plan for Achieving Carbon Neutrality. Appendix D, *Local Actions*, of the 2022 Scoping Plan Update includes "recommendations intended to build momentum for local government actions that align with the State's climate goals, with a focus on local GHG reduction strategies (commonly referred to as climate action planning) and approval of new land use development projects, including through environmental review under the California Environmental Quality Act." Appendix D, Local Actions, of the 2022 Scoping Plan Update recommends that jurisdictions that want to take meaningful climate action aligned with the State's climate goals should look to the following three priority areas:

- Transportation electrification,
- VMT reduction, and
- building decarbonization.

61 CARB, *California's 2017 Climate Change Scoping Plan*, November 2017.

To assist local jurisdictions, the 2022 Scoping Plan Update presents a non-exhaustive list of impactful GHG reduction strategies that can be implemented by local governments within these three priority areas (Priority GHG Reduction Strategies for Local Government Climate Action Priority Areas).[62]

Transportation Electrification. The applicable priority GHG reduction strategies for local government climate action related to transportation electrification are discussed below and would support the Scoping Plan action to have 100 percent of all new passenger vehicles be zero-emission by 2035. See Table 1 of the Scoping Plan, which states the following:

> *Create a jurisdiction-specific ZEV ecosystem to support deployment of ZEVs statewide (such as building standards that exceed state building codes, permit streamlining, infrastructure siting, consumer education, preferential parking policies, and ZEV readiness plans).*

The CARB approved the Advanced Clean Cars II rule codifying Executive Order N-79-20 and requiring 100 percent of new cars and light trucks sold in California be zero-emission vehicles by 2035. The state has also adopted AB 2127, which requires the CEC to analyze and examine charging needs to support California's EVs in 2030. Implementation of AB 2127 will help decision makers allocate resources to install new EV chargers where they are needed most. The state has also adopted AB 1236 and AB 970, which require cities to adopt streamline permitting procedures for EV charging stations.

Development of projects under the Proposed Plan shall provide the minimum number of automobile EV charging stations required by the California Code of Regulations Title 24 prior to issuance of a Certificate of Occupancy. In addition, all new developments shall include electrical infrastructure sufficiently sized to accommodate the potential installation of additional automobile EV charging stations in the future. As such, through individual project design, the Proposed Plan would be consistent with this Scoping Plan strategy.

VMT Reduction. The applicable priority GHG reduction strategies for local government climate action related to VMT reduction are discussed below and would support the Scoping Plan action to reduce VMT. See Table 1 of the Scoping Plan, which states the following:

- *Increase access to public transit by increasing density of development near transit, improving transit service by increasing service frequency, creating bus priority lanes, reducing or eliminating fares, microtransit, etc.*

62 California Air Resources Board, *2022 Scoping Plan Update,* Appendix D, Local Actions. Table 1. November 2022. Available online at: https://ww2.arb.ca.gov/sites/default/files/2022-11/2022-sp-appendix-d-local-actions.pdf, accessed July 9, 2025.

- *Increase public access to clean mobility options by planning for and investing in electric shuttles, bike share, car share, and walking.*

- *Amend zoning or development codes to enable mixed-use, walkable, transit-oriented, and compact infill development (such as increasing the allowable density of a neighborhood).*

- *Preserve natural and working lands by implementing land use policies that guide development toward infill areas and do not convert "greenfield' land to urban uses (e.g., greenbelts, strategic conservation easements)*

The Proposed Plan will support VMT reduction through increased residential density, mix of uses (including residential and employment uses), improved pedestrian connectivity, and proximity of living spaces to dining, entertainment, and retail uses. As discussed in **Section 3.3.11, Transportation**, the existing plus Plan scenario VMT is forecasted to be 13.0 for the Plan Area, while the existing countywide VMT per service population is currently 17.2. The City defers to using the CEQA thresholds applied by the County of Los Angeles (County) to evaluate VMT impacts of individual development projects or land use plans. The thresholds of significance are as follows: A project will be considered to have an impact if it generates VMT per capita, per employee, or per service population in excess of 16.8 percent less than the existing VMT per capita, per employee, or per service population for the County of Los Angeles. As such, 16.8 percent below existing countywide VMT per service population is 14.3. Therefore, the existing plus Plan Area VMT is not expected to exceed the County's threshold. The goals of the Proposed Plan would achieve this reduction in VMT through redevelopment opportunities within the City's two most important corridors, Atlantic Avenue and Gage Avenue. The implementation of new housing and commercial uses will consolidate and reduce VMT from single passenger vehicles and encourage the use of public transit and other alternatives mode of transportation, such as walking and bicycling. Furthermore, as previously stated, the 260 Metro bus line traverses the Plan Area along Atlantic Avenue, the 110 Metro bus line traverses the Plan Area along Gage Avenue, and bus route 111 travels through Florence Avenue; with numerous bus stops along the route. Atlantic Avenue and Gage Avenue are identified as High Quality Transit Corridors, and the Plan Area is identified as a Transit Priority Area since the Plan Area is located within one half-mile of a well-served transit stop or a transit corridor with 15-minute or better service frequency during peak commute hours.[63] Because the Proposed Plan would reduce VMT per service population, the Proposed Plan would reduce GHG emissions associated with transportation in a manner consistent with the objectives of this Scoping Plan strategy.

63 Southern California Association of Governments, "Data Map Book for the City of Bell." Available online at: https://scag.ca.gov/sites/main/files/file-attachments/bell_0.pdf?1700068252, accessed on July 17, 2024.

Building Decarbonization. The priority GHG reduction strategy for local government climate action related to building decarbonization applicable to the Proposed Plan is discussed below and would support the Scoping Plan actions regarding meeting increased demand for electrification without new fossil gas-fire resources and all electric appliances. See Table 1 of the Scoping Plan, which states the following:.

- *Adopt all-electric new construction reach codes for residential and commercial uses.*
- *Adopt policies and incentive programs to implement energy efficiency retrofits for existing buildings, such as weatherization, lighting upgrades, and replacing energy-intensive appliances and equipment with more efficient systems (such as Energy Star-rated equipment and equipment controllers)*

California's transition away from fossil fuel–based energy sources will bring GHG emissions associated with building energy use down to zero as the electric supply becomes 100 percent carbon free. California has committed to achieving this goal by 2045 through SB 100, the 100 Percent Clean Energy Act of 2018. SB 100 strengthened the State's RPS by requiring that 60 percent of all electricity provided to retail users in California come from renewable sources by 2030 and that 100 percent come from carbon-free sources by 2045. The land use sector will benefit from RPS because the electricity used in buildings will be increasingly carbon-free, but implementation does not depend (directly, at least) on how buildings are designed and built.

While the electricity sector is using fewer fossil fuels due to the increase in the implementation of renewable energy, existing fossil fuel generation will continue to play a critical role in grid reliability while more clean, dispatchable alternatives are developed. Decarbonization is a crucial pillar of the Scoping Plan; it is dependent on both using energy more efficiently and replacing the generation of fossil fuels with renewable and zero carbon resources such as solar, wind, and energy storage. The Proposed Plan would support the expansion of clean electricity through the implementation of electric vehicle charging as well as through consistency with the CALGreen Building Standards and energy efficiency standards established in the California Energy Code. While no specific development projects have been proposed as part of the Proposed Plan, all future development within the Plan Area would be built to meet or exceed California Energy Code and CALGreen standards. These regulations require projects to comply with specific standards related to building energy efficiency and green building. Future commercial uses implemented under the Proposed Plan would replace commercial uses built prior to the implementation of modern energy efficiency standards, resulting in cleaner buildings that operate more efficiently. Because the Proposed Plan would be developed to be consistent with the standards established in the CALGreen Building Code as well as the California Energy Code, the

Proposed Plan would support the efforts of decarbonization established in the Scoping Plan. As such, the Proposed Plan would be consistent with this Scoping Plan strategy.

Consistency with SCAG Connect SoCal 2024 RTP/SCS

The State of California has adopted plans and policies designed to reduce regional and local GHG emissions. SB 375 requires that each metropolitan planning organization (MPO) prepare an SCS in the RTP that demonstrates how the region will meet greenhouse gas emissions targets. SB 375 establishes a collaborative relationship between MPOs and CARB to establish GHG emissions targets for each region in the state. Under the guidance of the goals and objectives adopted by SCAG's Regional Council, Connect SoCal 2024 was developed to provide a blueprint to integrate land use and transportation strategies to help achieve a coordinated and balanced regional transportation system. Connect SoCal represents the culmination of several years of work involving dozens of public agencies, 191 cities, hundreds of local, county, regional and state officials, the business community, environmental groups, as well as various nonprofit organizations.

The primary goal of the SCS is to provide a vision for future growth in southern California that will decrease per capita GHG emissions from passenger vehicles. However, the strategies contained in the SCS will produce benefits for the region far beyond simply reducing GHG emissions. The SCS integrates the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. The regional vision of the SCS maximizes current voluntary local efforts that support the goals of SB 375. The SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas on existing main streets, in downtowns, and on commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. The Connect SoCal 2024 outlines a vision for a more resilient and equitable future, with investment, policies and strategies for achieving the region's shared goals of health, prosperity, accessibility, and connectedness through 2050, with a particular focus on system management, revitalization, and reuse, such as infill development and repurposing underutilized properties.

The adoption of the Proposed Plan would transform the central portions of the City's two most important corridors, Atlantic Avenue and Gage Avenue into the City's primary gathering place for urban living, dining, and shopping. Land use and zone changes with the Proposed Plan would allow for future mixed-use development to occur within the Plan Area. These changes are intended to provide regulatory standards to meet the community's desire for integrating housing together with commercial uses in the Plan Area while also promoting walking, biking, and public space over vehicular traffic movement.

As discussed in **Section 3.3.3, Air Quality**, the Proposed Plan's growth projections would not be considered substantial or inconsistent with regional projections despite not being accounted for in documents such as the SCAG Connect SoCal 2024 RTP/SCS. Objectives of the Proposed Plan are consistent with the goals of the Connect SoCal 2024 RTP/SCS since the Plan will develop underutilized housing sites, forge a district that promotes alternative transportation to single passenger vehicles, and introduce mixed use development. The Proposed Plan's growth projections would not be considered substantial and the Plan would be consistent with the goals of the Connect SoCal 2024 RTP/SCS.

Consistency with the City of Bell General Plan Land Use and Sustainability Element

The City's Land Use and Sustainability Element of the General Plan indicates the general location and distribution of existing and permitted land uses in the City. This Element also includes standards for population density and development intensity for each category of land use. Furthermore, the Land Use and Sustainability Element considers issues related to urban design and economic development. In addition to guiding the City in the management of future growth, improving the City's physical appearance, and minimizing land use conflicts, the Land Use and Sustainability Element also emphasizes sustainable development by coordinating growth and new development in a comprehensive manner and new development.[64] Implementation of the Plan would introduce redevelopment opportunities along Atlantic Avenue and Gage Avenue. The Plan focuses on development of underutilized sites for housing and the revitalization of existing commercial uses in the Plan Area to encourage mixed-use development and desirable amenities such as dining, entertainment, pedestrian friendly retail, and open space. These Plan features would reduce GHG emissions and be consistent with the relevant issues and subsequent policies highlighted in the Land Use and Sustainability Element.

As demonstrated above, the Proposed Plan would be consistent with AB 32, SB 32, and AB 1279 (through demonstration of conformance with 2022 Scoping Plan), SB 375 (through demonstration of conformance with Connect SoCal 2024), and local plans and policies to address climate change (City of Bell General Plan). Therefore, impacts with respect to GHG emissions would be less than significant.

Mitigation Measures: No mitigation measures are required.

64 City of Bell, *City of Bell 2030 General Plan*, 2018. Available online at: https://www.cityofbell.org/home/showpublisheddocument/14770/637490821578330000, accessed July 18, 2024.

3.3.9. Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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. Exposure of the public or the environment to hazardous materials typically occurs with the improper handling or use of hazardous materials or hazardous wastes. Specifically, this could occur by untrained personnel, a transportation accident, environmentally inappropriate methods of disposal, fire, explosion, or other emergencies. The severity of potential effects varies with the activity conducted, the concentration and type of hazardous material or wastes present, and the proximity of sensitive receptors.

Construction activities related to the Proposed Plan would involve the use of potentially hazardous materials, including vehicle fuels, oils, and fluids. All hazardous materials would be transported, contained, stored, used, and disposed of in accordance with manufacturers' instructions and would be handled in compliance with all applicable standards and regulations. Construction related hazardous materials use would be temporary, and does not constitute routine transport, use, or disposal. Compliance with applicable standards and regulations would ensure that construction and remediation activities would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Additionally, development throughout the Plan Area may require consultation with the Department of Toxic Substances Control, California Highway Patrol, Los Angeles County Fire Department, and Los Angeles County Department of Public Health to ensure compliance with the applicable state and regional regulatory programs. Compliance with all applicable federal, state, and local regulations regarding hazards and hazardous materials would ensure that impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐

Less than Significant Impact with Mitigation. In addition to new construction, implementation of the Proposed Plan could facilitate redevelopment of existing buildings within the Plan Area. Structures built before the 1970s typically contained Asbestos-Containing Materials. Redevelopment of these structures could result in health hazard impacts to workers if not remediated prior to construction activities. Therefore, construction activities would be required to adhere to SCAQMD Rule 1403, which establishes Survey Requirements, notification, and work practice requirements to prevent asbestos emissions from emanating during building renovation and demolition activities and California Occupational Safety and Health Administration (CalOSHA) regulations regarding lead-based materials. The California Code of Regulations, Section 1532.1, requires testing, monitoring, containment, and disposal of lead-based materials, such that exposure levels do not exceed CalOSHA standards.

The use of Best Management Practices (BMPs) during construction implemented as part of a Stormwater Pollution Prevention Plan (SWPPP) as required by the National Pollution Discharge Elimination System General Construction Permit would minimize potential adverse effects to the general public and the environment. Construction contract specifications would include strict on-site handling rules to keep construction and maintenance materials out of groundwater and soils. BMPs include, but are not limited to:

- Establishing a dedicated area for fuel storage and refueling activities that includes secondary containment protection measures and spill control supplies;
- Following manufacturers' recommendations on the use, storage, and disposal of chemical products used in construction;
- Avoiding overtopping construction equipment fuel tanks;
- Properly containing and removing grease and oils during routine maintenance of equipment; and
- Properly disposing of discarded containers of fuels and other chemicals.

In addition, grading and excavation of future development projects associated with implementation of the Proposed Plan may expose construction workers and the public to potentially unknown hazardous substances present in the soil. If any unidentified sources of contamination are encountered during grading or excavation, the handling and removal activities required could pose health and safety risks to workers and the public. Soil, water, or air contamination could cause various short-term or long-term adverse health effects in persons exposed to the hazardous substances.

Due to the long history of urban uses within the Plan Area, it is also possible that old underground storage tanks (USTs) that were in use prior to permitting and record keeping requirements may be present within the Plan Area. If an unidentified UST were to be uncovered or disturbed during construction activities, it could pose both health and safety risks, such as the exposure of workers, tank handling personnel, and the public to tank contents or vapors. Potential risks, if any, posed by USTs would be minimized by managing any uncovered tank pursuant to existing Los Angeles County standards as enforced and monitored by the County Department of Public Health/Environmental Health Division and the Department of Toxic Substances Control (DTSC), which would reduce potential hazards impacts related to unknown contamination or USTs to a less-than-significant level.

Overall, should construction activities be proposed for a site that may be contaminated due to previous uses, a site study and specific remediation and cleanup activities, would be required, if necessary, by the existing federal and state regulations, under the supervision of the fire department or DTSC before construction activities could begin. Construction activities resulting from the Proposed Plan would be done in compliance with existing agency regulations related to hazardous materials. Further, implementation of **Mitigation Measure MM HAZ-1** would require future development projects to conduct Phase I and II surveys prior to construction activities onsite assess if there are any reasons to suspect that hazardous materials could be present and determine the appropriate measures. These surveys would be required to be prepared in accordance with DTSC regulations. As a result, potential impacts related to the reasonably foreseeable upset or accident conditions involving release of hazardous materials into the environment would be less than significant.

In general, risks from hazards and hazardous materials would be adequately addressed through compliance with existing federal, state, and local regulations. Development under the Proposed Plan will primarily be in the form of residential uses, however, non-residential uses such as commercial could also occur. These uses may include the use of and storage of common hazardous materials such as paints, solvents, and cleaning products. Additionally, building mechanical systems and grounds and landscape maintenance could also use a variety of products formulated with hazardous materials, including fuels, cleaners, lubricants, adhesives, sealers, and pesticides/herbicides. The environmental and health effects of different chemicals are unique to each chemical and depend on the extent to which

an individual is exposed. The extent and exposure of individuals to hazardous materials would be limited by the relatively small quantities of these materials that would be stored and used on individual project sites throughout the Plan Area. Any business or facility which uses, generates, processes, produces, packages, treats, stores, emits, discharges, or disposes a hazardous material (or waste) is a handler and would require a hazardous materials handler permit and would be required to provide regular reporting to the California Environmental Reporting System (CERS).

Through future development under the Proposed Plan, hazardous materials could be stored within the Plan Area; however, the materials would generally be in the form of routinely used common chemicals. All hazardous materials would be used and stored in accordance with applicable regulations and such uses would be required to comply with federal and state laws to reduce the potential consequences of hazardous materials accidents. As a result, implementation of the Proposed Plan would not result in 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, and impacts would be less than significant.

Mitigation Measures:

MM HAZ-1: Prior to construction activities onsite, a Phase I investigation shall be conducted to assess if there are any reasons to suspect that hazardous materials could be present. If current or past use of contaminants of potential concern are discovered through the Phase I investigation, or if the property has ever contained a gas station, dry cleaners or hazardous chemical storage tanks, a Phase II would be required. The Phase II investigation shall be conducted in accordance with guidelines developed by DTSC and U.S. EPA for site assessments. The Phase II investigation shall estimate the potential threat to public health and the environment if concentrations of pesticides are encountered using methods outlined in DTSC's Preliminary Endangerment Assessment Guidance Manual and DTSC's Screening Level Human Health Risk Assessment guidance for implementing screening level risk analysis. The Phase II investigation shall be submitted to the City of Bell for review and approval by an independent third-party reviewer. If the Phase II testing reveals concentrations of contaminants above health-based screening levels for residential exposure, remediation of the site shall be required to address residual contamination above health-based level of concern. Remediation may include excavation and disposal of impacted soil or capping elevated areas beneath paved areas. The Construction Contractor shall implement the recommendations outlined in the Phase II.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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. The Proposed Plan would involve the development and redevelopment of various land uses in the Plan Area. As discussed in **Section 3.3.15, Public Services**, the closest schools to the Plan Area include Nueva Vista Elementary School and Bell High School, both of which are adjacent to the Plan Area boundaries. Currently, no new schools are proposed within or immediately adjacent to the Plan Area.[65]

Common hazardous materials would likely be used in the construction and operation of new development in the Plan Area, including use of standard construction materials (e.g., paints, solvents, and adhesives), cleaning and other maintenance products, diesel and other fuels (used in construction and maintenance equipment and vehicles), and pesticides associated with landscaping around new developments. Routine use, transport, and disposal of hazardous materials would occur with implementation of the Proposed Plan; however, the types of uses that would emit or release hazardous or acutely hazardous materials into the environment are typically industrial manufacturing facilities, which are not proposed within the Proposed Plan. As such, new development would not release hazardous materials within ¼ mile of an existing or proposed schools.

While the Proposed Plan would not propose the use of hazardous materials, all future businesses that handle or transport hazardous materials (such as dry cleaners or automotive repair shops) would be required to comply with the provisions of the state and federal regulations for hazardous wastes, as described previously. The laws and regulations related to the generation of hazardous emissions and handling hazardous materials are intended to minimize potential health risks associated with their use or the accidental release of such substances. Compliance with existing regulations would minimize the risks associated with the exposure of sensitive receptors, including schools, to hazardous materials to a less than significant level. Therefore, future development under the Proposed Plan would result in a

66 Department of Toxic Substances Control, Envirostor, available at: https://www.envirostor.dtsc.ca.gov/public/search?CMD=search&city=Bell&zip=&county=&case_number=&business_name=&FEDERAL_SUPERFUND=True&STATE_RESPONSE=True&VOLUNTARY_CLEANUP=True&SCHOOL_CLEANUP=True&CORRECTIVE_ACTION=True&tiered_permit=True&evaluation=True&operating=True&post_closure=True&non_operating=True&inspections=True&inspectionsother=True

less than significant impact related to the emissions or handling of hazardous materials within the vicinity of schools.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d. Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☒	☐	☐

Less than Significant Impact with Mitigation Incorporated. According to DTSC's Envirostor there are two listed cleanup sites within and near the Plan Area, neither of which are identified as an opportunity site. Of these cleanup sites, no active evaluation cases were identified.[66] See **Table 3.3-9, Clean-up Sites within the Plan Area**.

Table 3.3-9
Clean-up Sites within the Plan Area

Name	Address	Status
City of Bell - Redevelopment Agency	6399 S. Atlantic Avenue	Refer to Regional Water Control Board as of 8/15/1995
Former Midas Mufflers	4406 E. Florence Avenue	No Action Required

DTSC, Envirostor, 2024

Although the listed sites are not identified as opportunity sites, it is still possible that they could be redeveloped as other projects and policies in the Proposed Plan are implemented. Development on identified cleanup sites would be subject to compliance with the applicable laws and regulations for investigation and remediation, such as the Comprehensive Environmental Response, Compensation,

66 Department of Toxic Substances Control, Envirostor, available at: https://www.envirostor.dtsc.ca.gov/public/search?CMD=search&city=Bell&zip=&county=&case_number=&business_name=&FEDERAL_SUPERFUND=True&STATE_RESPONSE=True&VOLUNTARY_CLEANUP=True&SCHOOL_CLEANUP=True&CORRECTIVE_ACTION=True&tiered_permit=True&evaluation=True&operating=True&post_closure=True&non_operating=True&inspections=True&inspectionsother=True

and Liability Act (CERCLA), Resource Conservation and Recovery Act (RCRA), California Code of Regulations Title 22, and related requirements.

State Water Resources Control Board (SWRCB) identified six closed cases within the Plan Area involving LUSTs cases. Additionally, two open LUST cases located within the Plan Area at 6326 Pine Avenue and 4575 Gage Avenue that resulted in groundwater contamination.[67] As such, groundwater contamination may exist within the Plan Area and construction activity that disturbs soil or groundwater could have the potential to result in the release of hazardous materials, which could adversely affect construction workers and/or neighboring properties and occupants.

Implementation of **Mitigation Measure MM HAZ-1** would address such possible concerns, by requiring Phase I ESAs to be conducted prior to excavation and construction activity for development on sites previously identified as contaminated. These Phase I ESAs would identify Recognized Environmental Conditions (RECs) associated with soil and groundwater contamination. If contaminated sites are identified through a Phase I or Phase II assessment, specific remediation and cleanup activities, would be required, if necessary, by the existing federal and state regulations under the supervision of the DTSC. As a result, potential impacts related to a project being located on a list of hazardous materials sites pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment would be less than significant.

Mitigation Measures: Refer to **Mitigation Measure MM HAZ-1**.

67 State Water Resources Control Board, Geotracker. Available online at: https://geotracker.waterboards.ca.gov/search?page=2&cmd=search&business_name=&main_street_name=&city=BELL&zip=90201&county=&status=&branch=&site_type=LUFT%2C+UST&npl=&funding=&reporttitle=PROJECT+SEARCH+RESULTS&reporttype=&federal_superfund=&state_response=&voluntary_cleanup=&school_cleanup=&permitted=&corrective_action=&spec_prog=&national_priority_list=&senate=&assembly=&critical_pol=&business_type=&case_type=&searchtype=&hwmp_site_type=&cleanup_type=&watershed=&gwbasin=&excludenc=False&orderby=business%5Fname

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒

No Impact. The Plan Area is located approximately 11.2 miles northeast of Compton/Woodley Airport. The Compton/Woodley Airport does not have an adopted airport land use plan (ALUP), and, therefore, is part of the Los Angeles County ALUP. The Proposed Plan would not conflict with the Los Angeles County ALUP and is not located within the airport's noise contour map.[68] Therefore, the Proposed Plan would not expose residents in the Plan Area to excessive airport-related noise levels. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐

Less than Significant Impact. Implementation of the Proposed Plan would occur over a period of 25 years in various locations within the Plan Area. Although temporary lane and sidewalk closures immediately adjacent to site-specific development projects may be necessary for short durations, adequate emergency vehicle access throughout the Plan Area would be maintained at all times as required.

As part of the review and approval of site-specific development projects within the Plan Area, development plans would be reviewed by the City of Bell Police Department prior to construction to

68 Los Angeles County, Airport Land Use Commission, *Airport Land Use Plan*, Revised December 1, 2004. Available online at: https://planning.lacounty.gov/wp-content/uploads/2022/10/Los-Angeles-County-Airport-Land-Use-Plan.pdf, accessed July 10, 2025.

ensure that alternative route planning to facilitate the passage of people and vehicles through/around any temporary required road closures occurs and is implemented, if needed. Included in such plans would be provisions for any needed signage for detours, training of flagmen, and provision for staging areas for emergency vehicles responding to a call, as required by the City's police and fire agencies. Thus, emergency access in and out of construction sites, including evacuation routes for construction workers, would remain during the construction process.

According to the *City of Bell 2030 General Plan Health and Safety Element*, evacuation routes through the City include the major arterials in the City: Atlantic Avenue, Florence Avenue, Gage Avenue, and Eastern Avenue; Atlantic Avenue, Florence Avenue, and Gage Avenue are located within the Plan Area. As stated, future development projects would be reviewed by the City of Bell Police Department prior to construction to ensure that emergency evacuation standards are upheld. As such, implementation of the Proposed Plan would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

No Impact. California Department of Forestry and Fire Protection (Cal Fire) identifies, and maps areas of significant fire hazard based on fuels, terrain, and other relevant factors. Wildfire risks in State Responsibility Areas (SRA) are called Fire Hazard Severity Zones and are grouped into unzoned, moderate, high, and very high zones.[69] According to CAL Fire, the Plan Area is not located in a Fire Hazard Severity Zone.[70] Therefore, implementation of the Proposed Plan would not directly or indirectly be subject to any wildfire risks. No impact would occur.

Mitigation Measures: No mitigation measures are required.

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69 See Cal. Code Regs., tit. 24, § 702A for a definition of "fire hazard severity zones."

70 CAL FIRE, *Los Angeles County-State Responsibility Area Fire Hazard Severity Zones*, September 29, 2023. Available online at: https://osfm.fire.ca.gov/media/svjjf2kl/fhsz_county_sra_11x17_2022_losangeles_3.pdf, accessed November 1, 2023.

3.3.10. Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐

Less than Significant Impact. The City of Bell is located in the South Coast Hydrologic Region. This region covers approximately 10,600 square miles (6.78 million acres) and includes all of Orange County; the majority of Ventura, Los Angeles, and San Diego counties; portions of San Bernardino and Riverside counties; and a small portion of Santa Barbara and Kern counties. The City of Bell is located within the Los Angeles Regional Water Quality Control Board (LARWQCB) region. The LARWQCB is authorized to administer a municipal stormwater permitting program as part of the National Pollutant Discharge Elimination System (NPDES) authority granted under the federal Clean Water Act (CWA). Under the NPDES program, development projects that disturb more than one acre of land must apply for a General Construction Permit (CGP) prior to the initiation of construction activities. The CGP would require prospective applicants to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP) that would minimize the incidence of construction-related pollutants entering the stormwater system. Among the items required in a SWPPP are pollution prevention and Best Management Practices (BMP) that must be implemented in development projects.

The City of Bell is a co-permittee in the Los Angeles County Municipal Separate Storm Sewer System (MS4) permit, Order No. R4-2012-0175 (NPDES No. CAS004001), as amended. The MS4 permit requires the implementation of a Standard Urban Storm Water Mitigation Plan (SUSMP) for projects that fall into one of nine categories, including development projects equal to one acre or greater of disturbed area that adds more than 10,000 square feet of impervious surface area. The SUSMP typically contains a list of minimum required BMPs that must be used for a project; additional BMPs may be required by ordinance or code adopted by the City and applied generally or on a case-by-case basis. These requirements are intended to protect water quality and support the attainment of water quality standards in downstream receiving water bodies. The MS4 permit requirements would reduce or avoid water quality impacts associated with the implementation of the Proposed Plan by reducing the discharge of pollutants to the maximum extent practicable.

The City is underlain by the Central Subbasin of the Coastal Plain of the Los Angeles Groundwater Basin (Central Basin). The Central Basin underlies the City and Plan Area.[71] 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.

The Proposed Plan identifies 49 parcels within the Plan Area as opportunity sites, that is sites where development is most likely to occur. Although these opportunity sites are identified as sites with the potential for development or redevelopment they do not represent a commitment to any specific project. Of these sites, four opportunity sites are greater than one acre. Thus, future development projects located at these opportunity sites would require a CGP and the preparation of an SWPPP. The SWPPP must outline the BMPs that would be implemented to prevent runoff and pollution during project construction. Additionally, all construction activities in the City, including those less than one acre, must adhere to the pollution control measures and urban runoff requirements that outlined in Chapter 13.08 (Stormwater and Urban Runoff Control) of the City's Municipal Code.

Implementation of the Proposed Plan would support new infill development. Pollutants associated with the operations of future development projects generally include sediments, trash, petroleum products, metals, and chemicals that could potentially discharge into surface waters by storm drains either directly or during stormwater runoff events. As such, future development projects associated with the Proposed Plan would be required to implement a SUSMP that lists the required Source Control and Treatment Control BMPs used for each project to reduce the discharge of pollutants to the maximum extent practicable. BMPs would be implemented on a per-site basis depending upon the size of the site and the types of potential pollutants that are related to the operation of the new land uses.

In conclusion, implementation of the applicable BMPs in accordance with the NPDES program standards and the County's SUSMP and the City's Municipal Code would reduce the potential pollutants from runoff and would not contribute additional pollutant loads into receiving waters. Therefore, future development projects under the Proposed Plan would not result in adverse impacts to water quality through violation of water quality standards or waste discharge requirements, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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71 The Metropolitan Water District of Southern California, *2020 Urban Water Management Plan*, June 2021. Available online at: https://www.mwdh2o.com/media/21641/2020-urban-water-management-plan-june-2021.pdf, accessed July 19, 2024.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐

Less than Significant Impact. Although the Proposed Plan would increase development within the Plan Area, the vast majority of the Plan Area is developed and comprised of impervious surface, (e.g., buildings, road, and parking lots) that interfere with groundwater recharge. Further, due to stringent City and County requirements related to hydrology and groundwater, any new development occurring during the lifetime of the Proposed Plan, whether more intense than existing conditions or not, would be unlikely to result in a substantial increase in impervious surface. Further, due to Proposed Plan requirements related to open space and the addition of additional greenspace in the form of parks and other green features, future development has the potential to increase the permeable surface. Further, implementation of the Proposed Plan may provide some benefits to groundwater recharge by replacing older development with development that would be subject to open space, landscaping, and stormwater BMP requirements that would increase pervious surfaces in the Plan Area.

As such, implementation of the Proposed Plan would not deplete the groundwater supply or interfere substantially with groundwater recharge. Compliance with applicable water quality and stormwater regulations as well as Specific Plan open space requirements, would ensure that impacts related to groundwater would be less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner, which would:	☐	☐	☒	☐

i. Result in substantial erosion or siltation on-or off-site?

Less than Significant Impact. Grading, excavation, and other construction activities associated with future development under the Proposed Plan could adversely affect water quality due to erosion resulting from exposed soils and the generation of water pollutants, including trash, construction materials, and equipment fluids.

As stated above, associated construction activities would be required to comply with NPDES requirements and obtain a CGP. Construction site operators would be responsible for preparing and implementing a SWPPP that outlines project specific BMPs to control erosion, sediment release, and otherwise reduce the potential for discharge of pollutants in stormwater, consistent with the requirements of the CGP. Typical BMPs could include, but are not limited to temporary de-silting basins, controls for construction vehicle maintenance in staging areas, and installing silt fences and/or erosion control fences.

Implementation of the Proposed Plan is not anticipated to substantially change the drainage patterns within the Plan Area. Future development projects would be developed with buildings, landscaped areas, roads, and other hardscape improvements on mostly impervious surfaces; no bare areas of soil would be left vulnerable to erosion. As such, the future buildout of the Proposed Plan would have similar, if not a reduced amount of impervious surfaces within the Plan Area compared to existing conditions. As stated above, future development projects under the Proposed Plan would be required to include applicable BMPs in their SUSMP. These BMPs could include infiltration and bio-infiltration techniques to slow and treat surface water runoff prior to existing the development site. Future development projects associated with the Proposed Plan would also be required to comply with Chapter 13.08 of the Municipal Code and implement the appropriate BMPs to minimize impacts to stormwater that may affect the City's existing drainage pattern. Therefore, impacts to the existing stormwater drainage system would be less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
ii. Result in flooding on-or off-site?	☐	☐	☒	☐

Less than Significant Impact. According to the Federal Emergency Management Agency (FEMA), Flood Insurance Rate Maps (FIRM) for the Plan Area are 06037C1805F and 06037C1810F, which shows that the Plan Area is located outside of a 100-year flood hazard area.[72] Future development projects associated with the Proposed Plan would collect and drain on-site stormwater runoff into the City's existing storm drainage system in accordance with LARWQCB's SUSMP as a means to reduce the potential for on-site flooding. Further, future development projects under the Proposed Plan would be required to comply with the flooding and stormwater management requirements outlined in Chapter 13.08 of the City's Municipal Code. Thus, implementation of the Proposed Plan would not increase surface runoff in a manner that would result in on- or off-site flooding and impacts are anticipated to be less than significant

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
iii. Create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐

Less than Significant Impact. As stated above, future development associated with the Proposed Plan would collect, filter, and dispose of stormwater into the City's existing stormwater drainage system per SUSMP requirements. Further, future development projects would be required to comply with the County MS4 Permit and the City's regulations and implement BMPs that would

72 Federal Emergency Management Agency (FEMA), "FEMA's National Flood Hazard Layer (NFHL) Viewer." Available online at: https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd, accessed July 10, 2025.

minimize the amount of stormwater runoff from entering the City's existing stormwater drainage system. Further, future development projects would also be required to comply with Chapter 13.08 of the Municipal Code to minimize the stormwater runoff that would impact the City's stormwater drainage systems. Thus, adherence to regional and local requirements would ensure that the implementation of the Proposed Plan would not create or contribute runoff water that exceeds the capacity of the City's storm drainage system, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
iv. Impede or redirect flood flows?	☐	☐	☒	☐

Less than Significant Impact. As stated above, the City is located outside of a 100-year flood hazard area and is located within an area identified as having little chance of flooding. Anticipated future development would be expected to occur as redevelopment of existing sites and would utilize the existing drainage pattern. In addition, future development projects under the Proposed Plan would be required to implement Source Control and Treatment Control BMPs to ensure that the project would not impede or redirect flood flows. Furthermore, future development projects would be required to comply with Chapter 13.08 of the City's Municipal code to reduce impacts to the City's stormwater drainage system. As such, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?	☐	☐	☒	☐

Less than Significant Impact. The Plan Area is located approximately 15.2 miles inland from the Pacific Ocean and is not located near any bodies of water that could create tsunami or seiche. However, existing infrastructure, buildings, and landscaping intervene the distance between the Plan Area and the Los Angeles River. Therefore, no impact related to tsunami would occur

As stated above, the Plan Area is located outside of a 100-year flood hazard area. However, the Plan Area is located within the Hansen Dam Inundation Area[73] and the potential for a flood event exists within the Plan Area in the form of El Niño Storm Hazards and dam inundation. Future development projects associated with the Proposed Plan could be at risk of flooding hazards resulting from El Niño storms and dam inundations. Therefore, future development projects under the Proposed Plan would be required to adhere to the design guidelines for development in general flood hazard areas as outlined in Appendix G (Flood-Resistant Construction) of the California Building Code (CBC). Project applicants would be required to coordinate with the Los Angeles County Sheriff's Department (LACSD) and the United States Army Corps of Engineers (USACE) to implement necessary evacuation routes. Additionally, future development would be required to comply with the development guidelines of the USACE's Safety Program to ensure building stability in the event of failure of the Hansen Dam. Therefore, impacts related to flooding would be less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

No Impact. Future development projects associated with the Proposed Plan would be required to comply with the Coastal Watersheds of Los Angeles and Ventura Counties Basin Plan (Basin Plan). The Basin Plan establishes the water quality regulations and programs to implement the regulations for the counties of Los Angeles and Ventura. The Basin Plan identifies beneficial uses for surface and ground waters, identifies narrative and numerical water quality objectives for regional attainment, and describes implementation programs and other necessary actions to achieve water quality objectives.

As stated above, future development would be required to implement site-specific source control and treatment control BMPs in accordance with the County's SUSMP standards. These BMPs would adhere to the Basin Plan's requirements for BMPs. Furthermore, future development projects would be required to comply with Chapter 13.08 of the City's Municipal code to reduce impacts related to water

73 City of Bell, *Draft Environmental Impact Report City of Bell 2030 Comprehensive General Plan Update &Bicycle Master Plan*, Exhibit 3-5, Potential Dam Inundation Areas in the City of Bell, November 2017. Available online at: https://www.cityofbell.org/home/showpublisheddocument/10125/636522145820770000, accessed June 5, 2024.

quality. As such, future development under the Proposed Plan would not conflict or obstruct implementation of a water quality control plan, and no impacts would occur.

Mitigation Measures: No mitigation measures are required.

3.3.11. Land Use and Planning

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project physically divide an established community?	☐	☐	☒	☐

Less Than Significant Impact. The anticipated development under the Proposed Plan (approximately 597 residential units as well as non-residential uses) is directed towards two new zoning districts. These zones are detailed as follows:

- **Main Street Zoning District (MU-3 Zone)** – This district is concentrated along the intersection of Atlantic Avenue and Gage Avenue; and will be the primary focus area for dining, entertainment, pedestrian-friendly retail, open space, and public investment. Key components of this district include:
  - New streetscape treatment and trees on Atlantic Avenue;
  - New streetscape treatment and trees on Gage Avenue;
  - Redevelopment of Shoe City site (Opportunity Site 19) into central public plaza, retail/restaurant center, district parking garage and residential development;
  - New destination drive-through restaurant at Western Auto site;
  - Linkage of brewery and food hall through a public plaza/temporary closure of Pine Avenue at Gage Avenue;
  - Repositioning publicly-owned Bell House and library (Opportunity Site 8) into more activated civic/commercial/residential sites;
  - Connecting the Civic Center to Downtown through a linear park along Pine Avenue;
  - Establishing a new/stronger connection between the Civic Center and Treder Park, Atlantic/Palm Plaza driveway node, and neighborhoods through Bell Palm Plaza;

  - Linking the energy from residential development at the used car dealership (Opportunity Site 4)/WSS site (Opportunity Site 10) to Downtown by creating a key commercial corner at Atlantic Avenue / Minnewa Lane extension; and

  - Upgrading and opening of Treder Park to surroundings by removing fences and introducing more active, residential-supportive programming.

- **Mixed-Use Zoning District (MU-2 Zone)** – This district is located predominantly along Atlantic Avenue, north and south of the Main Street Zoning District. This district will provide a more flexible combination of uses including shopping centers, mixed-use developments, multifamily residential buildings and convenience retail. Key components of this district include:

  - Streetscape improvements and design standards will be implemented to improve pedestrian-friendliness;

  - Redevelopment of Jack's Car Wash (Opportunity Site 18) for drive-through or other convenience retail and electric vehicle charging; and

  - Redevelopment of the used car dealership (Opportunity Site 1) at the southeast corner of Atlantic Avenue and Randolph Street for multi-family residential.

The Proposed Plan would allow for future development that would result in higher density housing, employment opportunities, and mixed-use development consistent with its location in a TPA. The Proposed Plan does not propose any development or infrastructure that could physically divide a community such as major roadways, utility transmission lines, or storm channels.

Development under the Proposed Plan would involve an increase, over time, of infill development utilizing the established roadway network. The increase in development capacity that would occur through implementation of the Proposed Project is intended primarily to allow intensified development and a mix of land uses.

Overall, implementation of the Proposed Plan would increase the density and intensity of development as well as the presence of pedestrians throughout the Plan Area. The Plan Area currently consists of the only commercial corridor (i.e., Atlantic Avenue) in the City that does not permit residential uses. The Proposed Plan would allow for additional residential uses to occur along Atlantic Avenue as well as related commercial and employment development. Further, implementation of the Proposed Plan would improve connectivity within the existing community and transit network by introducing new uses to the Plan Area and would not result in the division of an established community. Conversely,

the Proposed Plan would establish a more integrated network of community land uses and mobility. Thus, impacts related to the physical division of an established community would be less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

Less than Significant Impact. The SCAG's Connect SoCal 2024 RTP/SCS is a long-range regional transportation and land use network plan that provides a vision of the region's future mobility and housing needs with economic, environmental and public health goals. Similarly, the City's General Plan serves as a blueprint for the City's planning efforts and vision for the future.

Table 3.3-10, Proposed Plan Consistency with SCAG's Connect SoCal Land Use Policies, demonstrates the Proposed Plan's consistency with relevant Connect SoCal's goals. Policies that call for City actions independent of review and approval or denial of the Proposed Plan are omitted. The ultimate determination of whether the Proposed Plan is consistent with applicable general plans lies with the City of Bell's decision-making bodies, specifically the City Council.

Table 3.3-10
Proposed Plan Consistency with SCAG's Connect SoCal Land Use Policies

Connect SoCal 2024 RTP/SCS Goals	Discussion
Mobility: Build and maintain an integrated multimodal transportation network	**Consistent.** The Proposed Plan would not significantly alter the existing local multimodal transportation network within the Plan Area. The proposed transportation improvements would make nominal changes to Gage Avenue, such as removing one right-turn lane, to improve overall traffic safety. New Class I and III bikeways and supporting pedestrian facilities will be incorporated into the existing local roadway network within the Plan Area to improve and increase active transportation within the City. Further, the Proposed Plan would support by the existing transit network by developing more residential uses within a transit priority area (TPA).
Communities: Develop, connect and sustain livable and thriving communities	**Consistent.** The Proposed Plan would allow for the creation of neighborhoods focused on housing, local and regional commercial services, and community resources in proximity to established transit.

Source: Southern California Association of Governments. SCAG 2024 RTP/SCS. Available online at: https://scag.ca.gov/sites/main/files/file-attachments/23-2987-connect-socal-2024-final-complete-040424.pdf?1714175547, accessed July 5, 2024.

Implementation of the Proposed Plan would establish development standards and regulations in the Plan Area. By adopting the Proposed Plan, the City of Bell would also be adopting the anticipated development associated with the Proposed Plan. Thus, development under the Proposed Plan would be consistent with the City of Bell General Plan. **Table 3.3-11**, **Proposed Plan Consistency with the Land Use and Housing Element of the City's General Plan,** shows that the Proposed Plan would be consistent with the applicable goals and policies outlined in the Land Use Element and Housing Element of the City's *General Plan*.

Table 3.3-11
Proposed Plan Consistency with the Land Use and Housing Element of the City's General Plan

General Plan Goal/Policy	Discussion
Land Use and Sustainability Element	
Goal 1: To promote orderly development within the City while, at the same time, ensuring that sustainability is the cornerstone of this future development.	
Land Use and Sustainability Element Policy 3. The City of Bell shall prevent incompatibility among land uses for the health and safety of occupants and the protection of property values. The City shall ensure all new development conforms with surrounding properties as a means to protect the health and safety of occupants and maintain property values.	**Consistent.** The Proposed Plan would not introduce incompatible land uses within the Plan Area. The proposed land uses and zoning districts under the Proposed Plan would allow for the creation of neighborhoods focused on housing, local and regional commercial services, and community resources.

General Plan Goal/Policy	Discussion
Goal 2: To promote quality design in new and rehabilitated development throughout the City.	
Land Use and Sustainability Element Policy 6. The City of Bell shall promote design and development strategies (landscaping, shared parking, mixed-use development, etc.) to address the strip commercial development found along arterial roadways. The City shall ensure that new development is compatible with style and design of the surrounding environment through new development standards and design guidelines.	**Consistent**. The Proposed Plan would introduce specific design and development standards for uses within the Plan Area. The design standards included as a part of the Specific Plan place emphasis on achieving active, pedestrian oriented, and human-scaled commercial and mixed-use development. For MU-3 designated sites, this is intended to be achieved through the creation of a continuous line of shopfronts along Atlantic and Gage Avenues that fit within the character of the district. MU-2 designated sites will also include building designs that facilitate a pedestrian-friendly environment through the large variety of existing and anticipated development types including storefronts, residential uses, large auto-oriented shopping centers, and drive-throughs (only where the Drive-Through Overlay is applied). These design standards and guidelines surpass the general standards and guidelines presently implemented in the City.
Issue: To promote sustainability in the planning, design, and construction of new and rehabilitated development throughout the City.	
Land Use and Sustainability Element Policy 9. The City of Bell shall require ongoing and future land uses to employ sustainable practices to conserve water, waste, energy, and other resources. As part of this policy, new development must conform to current low-impact development requirements and Leadership in Energy and Environmental Design protocols.	**Consistent.** Projects under the Specific Plan would be designed and built to be meet or exceed the most current CALGreen Building Standards, Energy Code (Title 24, Part 6), and LEED protocols. Additionally, projects must conform with low impact development requirements and best management practices.
Housing Element	
Goal 2: Diverse housing solutions that provide affordable options for all income groups while avoiding displacement of low-income households.	
Housing Element Policy 2.1. The City of Bell shall encourage the development of affordable and attainable housing in the City.	**Consistent.** The Proposed Plan would introduce up to 584 net new housing units within the Plan Area, some of which are intended to be affordable housing. As indicated in the Specific Plan, Housing Element Overlay Sites shall permit the by right development of housing projects that have designated at least 20 percent of the units as affordable to low-income households. Density bonuses will encourage the inclusion of affordable housing in projects throughout. Further, multiple existing structures are proposed for redevelopment to include more substantial percentages of affordable housing, such as the BHCA Gage/Pine sites and Futsal Park as well as the Library. New housing units would contribute to the City's Regional Housing Needs Allocation (RHNA) of 229 housing units.

Source: Southern California Association of Governments. SCAG 2024 RTP/SCS. Available online at: https://scag.ca.gov/sites/main/files/file-attachments/23-2987-connect-socal-2024-final-complete-040424.pdf?1714175547, accessed July 5, 2024.

The Proposed Plan includes the creation of two new zoning districts and associated General Plan Amendments for the Plan Area. Adoption of the zoning changes and General Plan Amendments

would ensure there are no conflicts with the Municipal Code. As a result, the impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

3.3.12. Mineral Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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. According to the California Department of Conservation (DOC) Division of Mine Reclamation, the Plan Area has no active mines.[74] Further, the Plan Area is located in a MRZ-1 zone, which is an area where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.[75] Implementation of the Proposed Plan would therefore have no impact on the availability of a known mineral resource that would be of value to the region and residents of the state.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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. According to the DOC, there are no active mines identified within the Plan Area.[76] Additionally, there are no mineral resource deposit areas in the Plan Area. Therefore, implementation of the Proposed Plan would not result in a loss of availability of locally important mineral resources. No impact would occur.

Mitigation Measures: No mitigation measures are required.

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74 California Department of Conservation, "Mines Online." Available online at: https://maps.conservation.ca.gov/mol/index.html. Accessed on December 6, 2023.

75 *Ibid.*

76 *Ibid.*

3.3.13. Noise

All noise level or sound level values presented herein are expressed in terms of decibels (dB), with A-weighting (dBA) to approximate the hearing sensitivity of humans. All references to dB in this analysis will be A-weighted unless noted otherwise. Time-averaged noise levels are expressed by the symbol Leq, with a specified duration. The Community Noise Equivalent Level (CNEL) is a 24-hour average, where noise levels during the evening hours of 7:00 P.M. to 10:00 P.M. have an added 5 dB weighting, and noise levels during the nighttime hours of 10:00 P.M. to 7:00 A.M. have an added 10 dB weighting. This is similar to the Day Night sound level (L_{dn}), which is a 24-hour average with an added 10 dB weighting on the same nighttime hours but no added weighting on the evening hours. These metrics are used to express noise levels for both measurement and municipal regulations, as well as for land use guidelines and enforcement of noise ordinances.

Regulatory Framework

Title 24, California Code of Regulations

The California Noise Insulation Standards of 1988 (California Code of Regulations Title 24, Section 3501 et seq.) require that interior noise levels from the exterior sources not exceed 45 dBA Ldn/community noise equivalent level (CNEL)[77] in any habitable room of a multi-residential use facility (e.g., hotels, motels, dormitories, long-term care facilities, and apartment houses and other dwellings, except detached single-family dwellings) with doors and windows closed. Where exterior noise levels exceed 60 dBA CNEL/Ldn, an acoustical analysis is required to show that the building construction achieves an interior noise level of 45 dBA CNEL/Ldn or less.

Caltrans Vibration/Groundborne Noise Standards

The State of California has not adopted Statewide standards or regulations for evaluating vibration or groundborne noise impacts from land use development projects such as the Proposed Plan. Although the state has not adopted any vibration standard, Caltrans in its Transportation and Construction Vibration Guidance Manual (Caltrans 2020) recommends the following vibration thresholds that are more practical than those provided by the FTA.

The state noise and vibration guidelines are to be used as guidance with respect to planning for noise, not standards and/or regulations to which the City must adhere.

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77 Measurements are based on Ldn or CNEL.

Table 3.3-12
Guideline Vibration Damage Potential Threshold Criteria

Structure and Condition	Maximum PPV (inch/sec)	
	Transient Sources[1]	Continuous/Frequent Intermittent Sources[2]
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.20	0.10
Historic and some old buildings	0.50	0.25
Older residential structures	0.50	0.30
New residential structures	1.00	0.50
Modern industrial/commercial buildings	2.00	0.50

Source: Table 19, Transportation and Construction Vibration Guidance Manual (Caltrans 2020).
1 Transient sources create a single, isolated vibration event, such as blasting or drop balls.
2 Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

City of Bell General Plan Health and Safety Element

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

The applicable policies include:

HSE Policy 18. The City of Bell shall consider planning guidelines which include noise control for all new residential developments and condominium conversion projects. The City shall promote design measures that will be effective in reducing noise reduction in the review of new development projects.

HSE Policy 19. The City of Bell shall require that future development projects and existing land uses reduce unnecessary noise near noise-sensitive areas such as residences, parks,

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

HSE Policy 20. The City of Bell shall encourage the reduction of noise throughout the City in the review of new development. New development projects will undergo review to ensure that noise impacts from such developments are reduced as much as possible.

HSE Policy 21. The City of Bell shall promote the development of a compatible noise environment throughout the City. The City shall consider noise and land use compatibility is the review of new development project. Issue: To minimize the impact of noise on local noise sensitive land uses.

HSE Policy 22. The City shall implement noise regulations that will lower excessive and intrusive noise to levels that conform to acceptable standards. The City shall ensure Code Enforcement and the Police Department will continue to enforce noise control regulations.

HSE Policy 23. The City of Bell shall cooperate with all public agencies so as to minimize transportation related noise. Applicable City, state, and federal noise control regulations shall be enforced.

HSE Policy 24. The City of Bell shall strive to ensure that public buildings (schools, libraries, etc.) are sufficiently noise insulated to permit their intended function to be uninterrupted by exterior noise. The City shall ensure that appropriate noise attenuation is provided during the development review process.

City of Bell Municipal Code

Chapter 8.28 of the Bell Municipal Code establishes regulations to control unnecessary, excessive and annoying noise in the city. Specifically, Section 8.28.040 states:

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

Environmental Setting

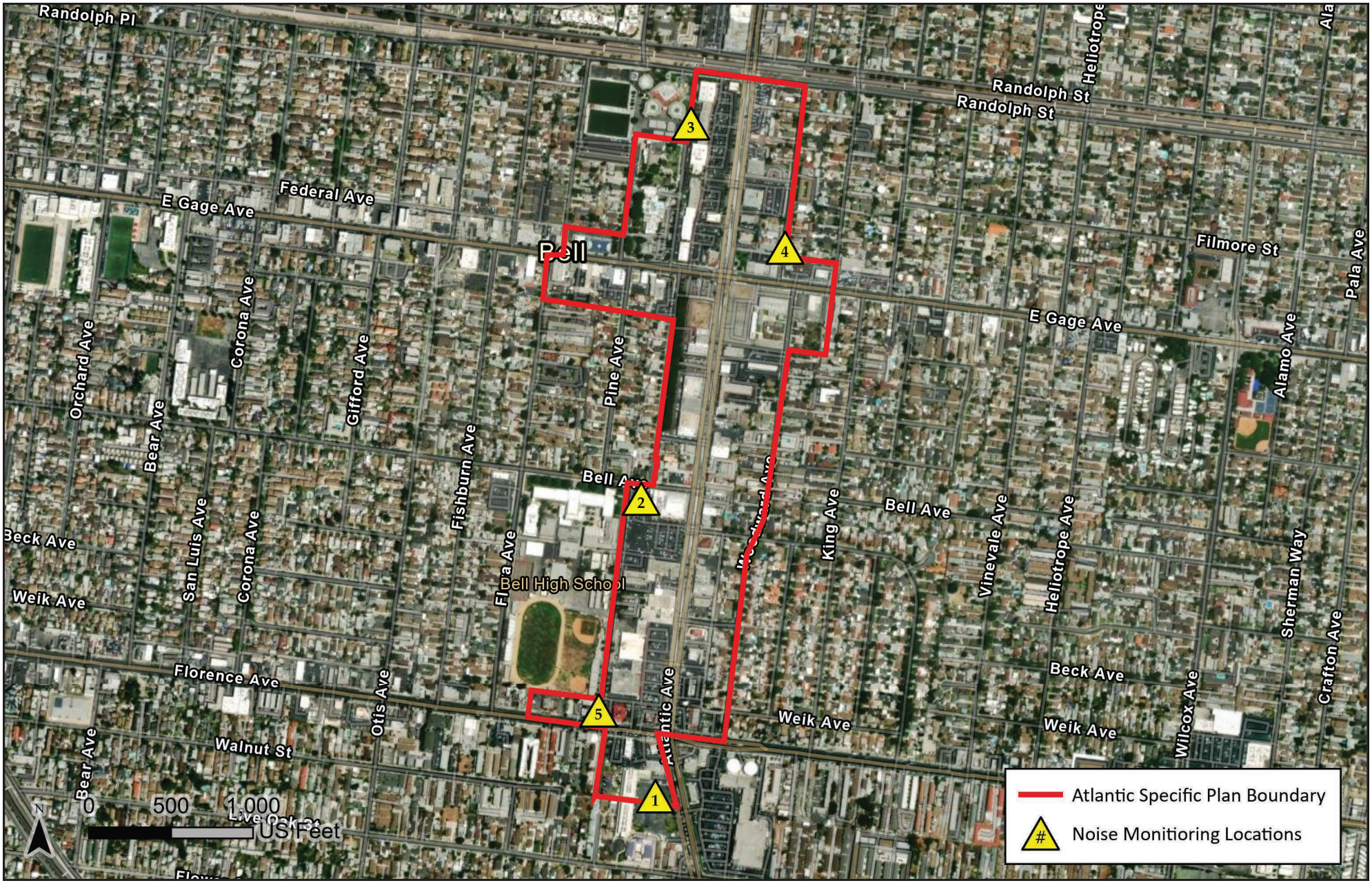
Measured Ambient Noise Levels

To establish baseline noise conditions, existing noise levels were monitored at five locations in the vicinity of the Plan Area. The locations of where the noise measurements were taken are depicted in **Figure 8, Noise Monitoring Location Map**. The noise survey was conducted in May 2024 using the Larson Davis SoundTrack LxT (Type 1) sound level meter, which conforms to industry standards set forth in ANSI S1.4-1983 (R2006) – Specification for Sound Level Meters/Type 1 and is consistent with the sound level meter definition established in the BMC. At the measurement sites, the microphone was placed at a height of approximately five feet above grade. The results of the measurements are summarized in **Table 3.3-13, Existing Noise Levels in the Vicinity of the Plan Area**. As shown in **Table 3.3-13**, the ambient noise levels ranged from 59.2 dBA Leq to 61.7 dBA Leq in the vicinity of the Plan Area.

Table 3.3-13
Existing Noise Levels in the Vicinity of the Plan Area

Noise Monitoring Locations	Primary Noise Sources	Noise Levels [dB(A)]		
		Leq	Lmin	Lmax
1. West of Atlantic Avenue	Vehicle Traffic, Airplanes	61.6	50.8	73.2
2. Northgate Gonzalez Market	Construction, Vehicle Traffic, Airplanes	60.4	47.9	78.6
3. Clarkson Ave	School Activity, Vehicle Traffic, Heavy Duty Trucks, Airplanes	59.2	46.3	75.1
4. Federal Ave and Woodward Ave Intersection	Vehicle Traffic, Airplanes, Auto shop operational noise	60.6	45.5	73.5
5. Pine Avenue, north of Florence Avenue	Airplanes, Vehicle Traffic	61.7	51.8	76.9

Source: Impact Sciences, Inc., May 2024. See Appendix B, Noise and Vibration Technical Data.



SOURCE: Esri, 2024

FIGURE **8**

IMPACT SCIENCES

Noise Monitoring Location Map

1335.008•07/24

Impact Analysis

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Will the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐

Less Than Significant with Mitigation Incorporated.

Construction Noise

Construction associated with potential future development projects under the Proposed Plan would require the use of heavy equipment for demolition, grading/site preparation, installation of utilities, building fabrication, and finishing. Construction activities would also involve the use of smaller power tools, generators, and other sources of noise. During each stage of construction, several types of equipment potentially could be operating concurrently, and noise levels would vary based on the amount of equipment in operation and the location of the activity. As shown in **Table 3.3-14**, the Federal Highway Administration's (FHWA) Roadway Construction Noise Model (RCNM) has compiled data regarding the noise-generating characteristics of specific types of construction equipment.

Table 3.3-14
Outdoor Construction Equipment Noise Levels

Construction Equipment	Noise Level at 50 Feet (dBA, L_{max})
Auger Drill Rig	84
Backhoe	78
Compactor (ground)	83
Compressor (air)	78
Concrete Mixer Truck	79
Concrete Pump Truck	81
Concrete Saw	90
Crane	81
Dozer	82
Drill Rig Truck	84

Construction Equipment	Noise Level at 50 Feet (dBA, L_{max})
Drum Mixer	80
Dump Truck	76
Excavator	81
Flat Bed Truck	74
Front End Loader	79
Generator	81
Gradall	83
Grader	85
Jackhammer	89
Man Lift	75
Mounted Impact Hammer (hoe ram)	90
Paver	77
Pneumatic Tools	85
Pump	81
Roller	80
Scraper	84
Trenching Machine	80
Tractor	84
Vacuum Street Sweeper	82
Welders	74

Source: FHWA Roadway Construction Noise Model User's Guide, 2006.

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Additional land uses such as parks, historic sites, cemeteries, and recreation areas are considered sensitive to increases in exterior noise levels. Schools, churches, hotels, libraries, and other places where low interior noise levels are essential are also considered noise-sensitive land uses. Construction activities associated with potential development projects under the Proposed Plan would result in temporary increases in ambient noise in the Plan Area on an intermittent basis and, as such, would expose nearby sensitive receivers both in and adjacent to the Plan Area to increased noise levels. The increase in noise at off-site receivers during construction would be temporary in nature and would not generate continuously high noise levels, although occasional single-event disturbances from construction would occur. Construction noise would typically be higher during the heavier periods of initial construction (i.e., demolition and grading work) and reduced in the later construction phases (i.e., interior building construction) because the physical structure of the building would break line-of-sight noise transmission from the construction area to the nearby sensitive receivers. Noise levels would fluctuate

depending on the construction phase, equipment type and duration of use, distance between the noise source and receivers, and presence or absence of intervening structures, terrain, or other noise attenuation barriers.

One method of assessing construction noise impacts on sensitive receptors is considered a general assessment as published in FTA guidance.[78] As stated therein, a general assessment of construction noise is warranted for projects in an early assessment stage when the equipment roster and schedule are undefined and only a rough estimate of construction noise levels is practical. Since details regarding potential future projects under the Proposed Plan are not available, this analysis utilizes the FTA's general assessment guidance and relies on a representative construction scenario. The FTA's general construction noise assessment calls for a focused analysis of the two loudest pieces of equipment operating at the center of a construction site. This analysis is based on potential construction noise at Opportunity Site No. 3, the smallest of the opportunity sites, which means that when the equipment is located at the center of the site, it would be the nearest distance to an off-site receptor located along a site boundary. This represents a worst-case analysis under the methodology established for general assessment.

With these assumptions and the use of the RCNM as detailed in **Appendix B** to this IS/MND, construction noise levels were forecasted for sensitive receptors located immediately adjacent to Opportunity Site No. 3 (see **Table 3.3-15, Estimated Exterior Construction Noise at Sensitive Receptors**). Noise levels would diminish notably with distance from the construction site at a rate of 6 dBA per doubling of distance (noise from stationary or point sources is reduced by about 6 dBA for every doubling of distance at acoustically hard locations). For example, a noise level of 86 dBA L_{eq} measured at 50 feet from the noise source to the receptor would decline to 80 dBA L_{eq} at 100 feet from the source to the receptor and fall by another 6 dBA L_{eq} to 74 dBA L_{eq} at 200 feet from the source to the receptor. These noise attenuation rates assume a flat and unobstructed distance between the noise generator and the receptor. Intervening structures and vegetation would further attenuate (reduce) the noise.

78 Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, page 77 (Option A: General Assessment), September 2018.

Table 3.3-15
Estimated Exterior Construction Noise at Sensitive Receptor

Sensitive Land Uses	Distance to Construction Site (feet)	Estimated Peak Construction Noise Levels (dBA 1-Hour Leq)[a]	Exceed FTA 90 dBA 1-Hour Leq Criteria?[b]
1. Adjacent Residences	Adjacent (37 feet from boundary to center of site)	87.1	No

[a] *See **Appendix C** to this IS/MND for details associated with equipment and distance assumptions.*
[b] *FTA, Transit Noise and Vibration Impact Assessment Manual, Table 7-2 (General Assessment Construction Noise Criteria), September 2018.Source: Impact Sciences, Inc., July 2024.*

While construction activity would increase noise levels in the vicinity of potential future development sites within the Plan Area, construction activities at the worst-case opportunity site (i.e., when sensitive receptors are located 37 feet from the center of the site) would not exceed the FTA's general construction noise criteria of 90 dBA Leq (1-hour).

If future development projects result in a scenario where sensitive receptors are located closer than 37 feet to the center of a construction site, project-specific mitigation would be considered on a case-by-case basis to ensure construction noise levels would not exceed the 90 dBA Leq (1-hour) threshold (see **Mitigation Measure NOI-1**). Therefore, temporary construction noise impacts would be less than significant with mitigation.

Mitigation Measures:

NOI-1: During case-by-case review of individual projects, the City shall consider the application of the following strategy to reduce construction noise levels to the maximum extent feasible:

Temporary Sound Barriers. For construction activities located directly adjacent to sensitive receivers (e.g., residences and schools), temporary sound barriers shall be installed and maintained by the construction contractor between the construction site and adjacent receivers during the demolition, site preparation, grading phases, and building phases of construction. Temporary sound barriers shall consist of sound blankets, plywood, or other sound barriers/techniques such as acoustic padding or acoustic walls placed near adjacent residential buildings that have been field-tested to reduce noise. Barriers shall be placed such that the line-of-sight between noise-

generating construction equipment and adjacent sensitive land uses is blocked and shall be placed as close to the source equipment as feasible. As an alternative, applicants may prepare a Noise Study that demonstrates construction noise would not exceed the 90 dBA Leq (1-hour) threshold at sensitive receptors. If needed, the Noise Study shall incorporate best management practices and other noise reduction measures to reduce noise levels to below the threshold of significance.

Operational Noise

Traffic Noise

Full buildout under the Proposed Plan would increase the number of vehicle trips within the Plan Area which would increase traffic noise on roadways in the vicinity. Additionally, the Specific Plan includes increased landscaping along the major corridors of Atlantic Avenue and Gage Avenue. The addition of street trees and other landscaping features would also help to reduce traffic noise on nearby residential uses. Further, new residential development on Atlantic would be set back a minimum of 15 feet in the MU-3 zone, further reducing noise impacts on sensitive receptors along Atlantic Avenue. To determine whether the Proposed Plan would create traffic noise resulting in a significant noise increase, existing and potential future noise levels were modeled using the FHWA Traffic Noise Model based on the City of Bell New Bell District Specific Plan Trip Generation Analysis conducted by Iteris.

Roadway noise impacts were assessed on primary roadway segments within the Plan Area. The noise increases between the Existing, Future Without Plan, and Future with Plan scenarios are shown in **Table 3.3-16**, **Proposed Plan Traffic Noise**.

Table 3.3-16
Proposed Plan Traffic Noise

Roadway	Roadway Segment	dBA CNEL				
		Existing [1]	Future Without Plan [2]	Future With Plan [3]	Plan Increase [3] – [2]	Cumulative Increase [3] – [1]
Atlantic Ave	North of Randolph Street	67.4	67.5	67.9	0.4	0.5
	Between Randolph St and Gage Ave	67.7	67.8	68.1	0.3	0.4
	Between Gage Ave and Florence Ave	68.0	68.2	68.4	0.2	0.4
	South of Florence Ave	67.9	68.0	68.1	0..1	0.2
Randolph St North	West of Atlantic Ave	56.5	56.6	56.8	0.2	0.3
	East of Atlantic Ave	57.2	57.3	57.4	0.1	0.2
Randolph St South	West of Atlantic Ave	60.4	60.5	60.6	0.1	0.2
	East of Atlantic Ave	59.1	59.3	59.4	0.1	0.3
Gage Ave	West of Atlantic Ave	67.2	67.3	67.4	0.1	0.2
	East of Atlantic Ave	67.9	68.1	68.1	0	0.2
Florence Ave	West of Atlantic Ave	68.7	68.8	68.9	0.1	0.2
	East of Atlantic Ave	68.9	69.0	69.1	0.1	0.2

*Sources: Traffic count information from Iteris, New Bell District Specific Plan Trip Generation Analysis, 2024. See **Appendix C** for noise calculations.*

As shown in **Table 3.3-16**, **Proposed Plan Traffic Noise**, the future noise levels with implementation of the Proposed Plan would increase local traffic noise levels by a maximum of 0.4 dBA CNEL along Atlantic Avenue north of Randolph Street compared to future without plan conditions (i.e., Proposed Plan-level increase). Future cumulative noise levels with implementation of the Proposed Plan would increase local traffic noise levels by a maximum of 0.5 dBA CNEL along Atlantic Avenue north of Randolph Street compared to existing conditions (i.e., cumulative increase). It should be noted that no credit was taken for the increased landscaping along the major corridors. Operational noise level increases would be potentially significant if ambient noise levels increase by 3 dBA CNEL or 5 dBA CNEL, depending on the total noise level and associated land use compatibility shown in **Table 3.3-17, State of California Noise/Land Use Compatibility Matrix.**

Table 3.3-17
State of California Noise/Land Use Compatibility Matrix

Land Use Category	Community Noise Exposure (dB, L_{dn} or CNEL)						
	55	60	65	70	75	80	
Residential - Low Density Single-Family, Duplex, Mobile Homes							
Residential - Multi-Family							
Transient Lodging - Motels Hotels							
Schools, Libraries, Churches, Hospitals, Nursing Homes							
Auditoriums, Concert Halls, Amphitheaters							
Sports Arena, Outdoor Spectator Sports							
Playgrounds, Neighborhood Parks							
Golf Courses, Riding Stables, Water Recreation, Cemeteries							
Office Buildings, Business Commercial and Professional							
Industrial, Manufacturing, Utilities, Agriculture							

Normally Acceptable - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

Conditionally Acceptable - New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply system or air conditioning will normally suffice.

Normally Unacceptable - New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

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

Source: California Office of Planning and Research.

As shown in **Table 3.3-17**, normally acceptable noise levels for commercial land uses can reach up to 70 dBA CNEL. The total noise levels for Atlantic Avenue, Randolph Street, Florence Avenue and Gage Avenue would reach a maximum of 69.1 dBA CNEL, which would be considered normally acceptable. Thus, the applicable threshold would be an increase of 5 dBA CNEL. Therefore, because the noise level increases along Atlantic Avenue, Randolph Street, Florence Avenue and Gage Avenue are less than 5 dBA CNEL, this impact would be less than significant. All other segments would not experience noise level increases that exceed either the 3 dBA CNEL threshold or 5 dBA CNEL threshold. Thus, traffic noise levels would not exceed the applicable thresholds of significance and this impact would be less than significant. No mitigation measures are required.

On-Site Noise

The operation of the Proposed Plan would generate on-site noise from HVAC equipment, delivery trucks, trash hauling trucks, and typical noise associated with urban environments. Noise from HVAC equipment serving new development in the Plan Area would typically generate noise in the range of 60 to 70 dBA Leq at a reference distance of 15 feet from the source.[79] Noise-sensitive receivers would typically be located at least 50 feet from the nearest HVAC equipment, and noise from HVAC equipment would attenuate at a rate of approximately 6 dBA per doubling of distance from the source (i.e., 50 to 60 dBA Leq at 50 feet). As shown in **Table 3.3-13**, ambient noise levels in the Plan Area were measured at up to 61.7 dBA Leq. Based on estimated noise levels between 50 to 60 dBA Leq at 50 feet for HVAC equipment, noise levels from such equipment in the Plan Area would not exceed BMC noise standards. Furthermore, HVAC units are traditionally rooftop-mounted, enclosed in mechanical rooms, or are shielded from surrounding land uses, blocking line-of-sight to sensitive receivers which further attenuates any noise levels. Therefore, operational noise impacts associated with HVAC equipment would be less than significant.

Other operational noise sources associated with on-site vehicle circulation include delivery trucks and trash-hauling trucks. However, noise associated with commercial and trash-hauling trucks would be intermittent and currently occur in the Plan Area and surrounding environment due to existing industrial and commercial uses that make up much of the developed urban area. Operational noise impacts associated with delivery and trash-hauling trucks would be less than significant.

Noise associated with future outdoor noise sources under the Proposed Plan would generally consist of conversations, music, and light recreation. However, all land uses would be required to comply with

79 Illingworth & Rodkin. *Environmental Noise Assessment for Wal-Mart Expansion, Williamson Ranch Plaza – Antioch, California*. Available at: https://www.antiochca.gov/fc/community-development/planning/Walmart/DEIR-VOLII-APPENDICES-C-H/Appendix%20G%20Noise%20Assessment.pdf, accessed July 5, 2024.

BMC which sets noise standards in the City. These BMC regulations would apply to all operational noise sources associated with outdoor gathering spaces and passive recreational spaces which could occur as a result of the Proposed Plan. Operational noise impacts associated with outdoor noise sources in the Plan Area would be less than significant.

Parking areas/garages are the other potential source of vehicular noise. Typical noise sources associated with parking lots include tire squealing, door slamming, car alarms, horns, and engine start-ups. **Table 3.3-18, Maximum Noise Levels from Parking Activity,** shows typical sound levels at this distance from various noise sources on parking lots.

Table 3.3-18
Maximum Noise Levels from Parking Activity

Noise Source	Noise Level at 50 Feet (dBA, L_{eq})
Automobiles at 14 miles per hour	50.0
Car Alarm Signal	69.0
Car Alarm Chirp	54.0
Car Horns	69.0
Door Slams or Radios	64.0
Talking	36.0
Tire Squeals	66.0

Note: Estimates are based on actual measurements taken at various parking lots.
Source: Atkins. Collier Park Renovations Project Technical Report. 2012.

Subterranean and enclosed parking garages would not generate noise at the street level and would not audibly increase noise levels at adjacent sensitive land uses. All parking facilities would be built in accordance with the vehicular access and parking standards outlined in the Specific Plan, which outlines maximum surface parking lot frontages, vehicular access hierarchy, limitations on the location of parking, driveways and curb cuts, screening, and driveway width. These vehicular access and parking standards build on standards found within the Commercial and Mixed-Use Zoning Districts chapter of the City's Municipal Code.

Off-street parking spaces would be located to the rear of buildings whenever possible, with above ground parking not being located within 40 feet of the property line along a primary street. Nonresidential parking areas abutting residentially zoned/used parcels would have a 6-foot high solid, architecturally treated, masonry wall to properly screen the parking area.

Parking structure and surface parking lot noise would be greater than subterranean parking facilities, however, they would not present an unusual noise source within the urban environment. Because parking lot/garage design and placement would be required to comply with the standards and requirements outlined in the Specific Plan, impacts would be less than significant.

In conclusion, operational noise impacts would be less than significant, and no mitigation measures are required.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b. Would the project generate excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐

Less than Significant Impact with Mitigation Incorporated. Impacts associated with historical resources are discussed in **Section 3.3.5, Cultural Resources**. Due to their age and structural integrity, historic buildings are sometimes classified as extremely fragile, indicating their increased susceptibility to potential building damage from elevated vibration levels. Construction activities in the Plan Area would intermittently generate vibration in and near the Plan Area boundaries when it reaches building walls and floors of sensitive receptors. Vibration-generating equipment could include bulldozers and loaded trucks to move materials and debris, jackhammers to break apart concrete, and caisson drills to install shoring. **Table 3.3-19**, **Vibration Source Levels for Construction Equipment**, identifies vibration velocity levels at various distances from the source.

Table 3.3-19
Vibration Source Levels for Construction Equipment

	Approximate PPV (in/sec)					Approximate RMS (VdB)				
Equipment	**25 Feet**	**50 Feet**	**60 Feet**	**75 Feet**	**100 Feet**	**25 Feet**	**50 Feet**	**60 Feet**	**75 Feet**	**100 Feet**
Large Bulldozer	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Caisson Drilling	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Loaded Trucks	0.076	0.027	0.020	0.015	0.010	86	77	75	72	68
Jackhammer	0.035	0.012	0.009	0.007	0.004	79	70	68	65	61
Small Bulldozer	0.003	0.001	0.0008	0.0006	0.0004	58	49	47	44	40

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, 2018.

With respect to building damage, the Caltrans guidelines consider 0.08 inch/sec PPV to be the potential threshold criteria for extremely fragile historic buildings, 0.10 inch/sec PPV for fragile buildings, 0.25 inch/sec PPV for historic and some old buildings, 0.30 inch/sec PPV for older residential structures, and 0.50 inch/sec PPV for new residential buildings and modern industrial or commercial buildings.

Based on **Table 3.3-19**, construction equipment would reach a maximum of 0.089 PPV (in/sec) at 25 feet. These vibration levels would exceed the most conservative 0.08 inch/sec PPV threshold for extremely fragile historic buildings. Since the exact location of future development projects, distances to nearby buildings, and the architectural integrities of nearby buildings are all unknown at this time, it is possible for individual development projects to generate construction vibration levels that could result in damage to extremely fragile buildings located on site or within 25 feet of potential construction activities. Thus, **Mitigation Measure NOI-2** would be required. With implementation of **Mitigation Measure NOI-2**, construction related vibration impacts would be less than significant.

Mitigation Measure:

NOI-2 Prior to any grading or construction activity within 25 feet of an extremely fragile building (as defined in Caltrans' *Transportation and Construction Vibration Guidance Manual*, April 2020) or any construction activity associated with the rehabilitation of an extremely fragile building, applicants shall prepare a Vibration Control Plan. The Vibration Control Plan shall be prepared by a qualified structural engineer and shall include methods to minimize vibration, including but not limited to:

- Use of drilled piles or the use of a sonic vibratory pile driver rather than impact pile driving
- Use of rubber-tired equipment rather than metal-tracked equipment
- Avoiding the use of vibrating equipment when allowed by best engineering practices

The Vibration Control Plan shall include a pre-construction survey letter establishing baseline conditions at potentially affected buildings. The survey letter shall provide a shoring design to protect the buildings from potential damage. Structural engineers may recommend alternative procedures that produce lower vibration levels, such as sonic pile driving or caisson drilling instead of impact pile driving. Development projects shall implement the structural engineer's recommendations.

A Statement of Compliance signed by the Applicant and Owner is required to be submitted to Building and Safety at plan check and prior to the issuance of any permit. The Vibration Control Plan, prepared as outlined above, shall be documented by a qualified structural engineer, and shall be provided to the City upon request.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

No Impact. The City is not within the vicinity of a public airport or private airstrip, or within an airport land use plan or within two miles of a public airport or public use airport. The closest airport to the City is the Compton/Woodley Airport, located approximately 8.5 miles southwest of the Plan Area in the City of Compton. Therefore, no impacts would occur.

Mitigation Measures: No mitigation measures are required

3.3.14. Population and Housing

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐

Less than Significant Impact. The City of Bell currently has an estimated population of 33,858 people and 9,298 housing units.[80,81] The SCAG forecasts the City's population to reach 34,072 persons by the year 2040, representing a total increase of 214 persons compared to existing conditions (2024).[82, 83]

The Proposed Plan does not represent a commitment to any one project; rather the Proposed Plan includes policies and land use designations to establish the basis for where, how, and what type of development can occur in the Plan Area through 2040. The Proposed Plan includes zones as provided in the Project Description to accommodate new residential development and replacement of non-residential uses in some cases. The Proposed Plan land uses would accommodate the anticipated population growth and housing and employment demand projected through the year 2040 in the SCAG RTP/SCS. A significant impact could occur if the Proposed Plan would induce unplanned growth. The projected growth under the Proposed Plan is not a significant impact if it can be accommodated by existing or planned facilities and services and would not require construction of new facilities resulting in physical impacts, and is consistent with the City's General Plan, as well as state and regional policies and regulations. This threshold recognizes that it is not a significant adverse impact for the City to introduce more growth into the City than projected by SCAG. The SCAG forecasts are expressly not mandates to local agencies and are not made based upon a local agency's capacity to provide services. The City's 6th Cycle Housing Element establishes housing policies for the City to meet the RHNA developed by SCAG. Specifically, the RHNA calls for 229 housing units to be

80 California Department of Finance, Demographic Research Unit, "E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2021-2022, with 2020 Benchmark." May 2023.

81 SCAG, *Connect SoCal 2024 Demographics and Growth Forecast Technical Report*, Table 12. September 21, 2023.

82 SCAG, *Connect SoCal 2024 Demographics and Growth Forecast Technical Report,* Table 14. September 21, 2023.

83 Please note that the 2024 and 2040 population projections were interpolated with the available data provided by SCAG's Regional Data Platform 2024.

added to the City during the 2021-2029 planning period. The identified housing needs represent targets to be met and do not establish development caps.

The Proposed Plan would reduce the building envelope of non-residential uses within the Plan Area by potentially removing some existing commercial, hotel and civic uses. Although new non-residential uses could still occur as a result of the Proposed Plan, the overall non-residential square footage is expected to be reduced. The Proposed Plan would introduce a net increase of up to 584 new residential units to the Plan Area. Based on the City's average household size of 3.50 persons per housing unit, implementation of the Proposed Plan could generate approximately 2,044 persons within the Plan Area.[84] Thus, the number of persons generated by the Proposed Plan would exceed SCAG's projected population increase of the City by approximately 1,830 persons. While the Proposed Plan would accommodate more growth than forecasted by SCAG, this growth would not be unplanned. The City has the discretion to refine its growth forecast based on the City's knowledge of the Plan Area. The Proposed Plan would be consistent with the following General Plan Land Use Element objectives:

- Promote an orderly pattern of quality future development to achieve a complete and controlled balance of growth among land uses
- Provide for a variety of housing opportunities for all residents of the City of Bell
- Ensure the availability of adequate public services and facilities

In addition, the Proposed Plan would be consistent with following policies from the SCAG RTP/SCS:

- Policy 35: Encourage housing development in areas with access to important resources and amenities (economic, educational, health, social and similar) to further fair housing access and equity across the region
- Policy 36: Encourage housing development in transit-supportive and walkable areas to create more interconnected and resilient communities
- Policy 37: Support local, regional, state and federal efforts to produce and preserve affordable housing while meeting additional housing needs across the region
- Policy 42: Promote 15-minute communities as places with a mix of complementary land uses and accessible mobility options that align with and support the diversity of places (or communities)

84 California Department of Finance, Demographic Research Unit, "E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2021-2024, with 2020 Benchmark," May 2024.

across the region. These are communities where residents can either access their most basic, day-to-day needs within a 15-minute walk, bike ride or roll from their home or as places that result in fewer and shorter trips because of the proximity of complementary land uses.

The Proposed Plan would not introduce new infrastructure or the extension of roads, but instead would plan for growth in a more sustainable manner by creating housing opportunities in close proximity to transit and other local amenities. The Proposed Plan would not induce substantial unplanned growth in population through employment-generating uses and would be consistent with State, regional, and local policies to locate new development close to transit. While the Proposed Plan is anticipated to exceed SCAG's forecast, the overall development under the Proposed Plan would not induce population growth that exceeds the capacity of the existing infrastructure. Further, as discussed in **Section 3.3.15, Utilities and Service Systems**, the Plan Area has sufficient infrastructure to accommodate the development potential under the Proposed Plan. As a result, future development associated with the Proposed Plan would be consistent with SCAG's citywide growth projections, and with City, regional, and state policies for housing, economic development, and sustainability, as well as other adopted housing growth policies and would not exceed planned City growth. Therefore, impacts related to inducing substantial unplanned growth under the Proposed Plans would be less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

Less than Significant Impact. The Plan Area currently includes 373 housing units, which is less than four percent of the existing housing units within the City. Although implementation of the Proposed Plan would remove 13 existing housing units within the Plan Area, the Proposed Plan would create more housing opportunities by introducing up to 597 housing units to the Plan Area for a net increase of 584 units. The Proposed Plan would contribute to the City's RHNA requirements of 229 units. Impacts related to displacement would be less than significant, as implementation of the Proposed Plan would not directly result in physical changes that would cause the displacement of any people or

housing, necessitating the construction of replacement housing elsewhere. The Proposed Plan will introduce 597 new units in the Plan Area. This impact would be less than significant.

Mitigation Measures: No mitigation measures are required.

3.3.15. Public Services

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	☐	☐	☒	☐

i. Fire Protection?

Less than Significant Impact. Fire protection for the City is provided by the Los Angeles County Fire Department (LACFD). The LACFD operates more than 30 fire stations throughout Los Angeles County, with one station located within the City of Bell at 6320 Pine Avenue. Implementation of the Proposed Plan would result in a net increase of 584 residential units and would change the mix of non-residential uses, potentially resulting in approximately 2,044 additional residents by 2040. The increase in land use intensity and residential density in the Proposed Plan could cause roadway congestion in areas used by fire protection vehicles to access emergency sites. In addition, construction activities associated with the implementation of the Proposed Plan could result in temporary road closures. This may impact service standards. Temporary lane closures would require a permit issued by the City's Director of Community Services (Director). The Director shall issue the permit, as requested if the activity will not cause any unreasonable interference with the public's use of the highway; the activity is reasonably necessary and is consistent with the public interest; the activity can be conducted without the possibility of injury to persons or property; and all fees and charges established by the resolution of the City Council and/or deposits required have been paid or deposited. The ability of emergency medical services (EMS) and fire protection services to respond to calls in a timely manner depends primarily on the distance of the station to the incident and the speed at which the emergency vehicles are able to navigate intervening roadways. While the Proposed Plan would result in higher overall traffic volumes in the Plan Area, this would not impede emergency response, since California State law requires that drivers yield the right-of-way to emergency vehicles and remain stopped until the emergency vehicle has passed. As discussed in **Section 3.3.17, Transportation,** the Proposed Plan would have a less than

significant impact in regard to emergency access. Therefore, EMS and fire protection service response times generally would not change substantially.

The increased growth within the Plan Area would cause an increase in demand for fire protection services. The Plan Area is an existing urbanized area and the increase in demand over time may create a need to construct new or expanded fire stations. In the event it is determined that a new or expanded fire station is necessary to serve the Plan Area, construction of a new fire facility or expansion of an existing facility would likely qualify for an infill exemption or result in less–than significant impacts with standard regulatory compliance measures and design features. New facilities would also be required to comply with applicable federal, State, and local regulations, such as: NPDES permit requirements, the City's Tree Ordinance (Section 12.24.060 of the City's Municipal Code) and Noise Ordinance, and the California Building Code, including CALGreen requirements. To the extent that any significant impacts could result from the unique characteristics of a specific site, those impacts would be speculative at this time. Therefore, the Proposed Plan would result in less than significant impacts to fire protection and emergency services.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
ii. Police protection?	☐	☐	☒	☐

Less than Significant Impact. The City operates the Bell Police Department (BPD). The BPD has one police station located at 6326 Pine Avenue. Implementation of the Proposed Plan would result in a net increase of 584 residential units, potentially resulting in approximately 2,044 additional residents by 2040. Construction activities associated with implementation of the Proposed Plan could result in temporary road closures that may impede the ability of police vehicles to efficiently move along roadways to their destinations and may impact response time. Temporary lane closures would require a permit issued by the City's Director. The Director shall issue the permit, as requested if the activity will not cause any unreasonable interference with the public's use of the highway; the activity is reasonably necessary and is consistent with the public interest; the activity can be conducted without the possibility of injury to persons or property; and all fees and charges established by the resolution of the City Council and/or deposits required have been paid or deposited. The City's review and approval process would ensure that emergency access would be maintained during construction activities. As discussed in **Section 3.3.17, Transportation**, the Proposed Plan would have a less than

significant impact in regard to emergency access. Therefore, police protection service response times generally would not change substantially.

The increased growth within the Plan Area would cause an increase in demand for police protection services. The Plan Area is an existing urbanized area and the increase in demand over time may create a need to construct new or expanded police stations. In the event it is determined that a new or expanded police station is necessary to serve the Plan Area, construction of a new police facility or expansion of an existing facility would likely qualify for an infill exemption or result in less–than significant impacts with standard regulatory compliance measures and design features. New facilities would also be required to comply with applicable federal, State, and local regulations, such as: NPDES permit requirements, the City's Tree Ordinances and Noise Ordinance, and the California Building Code, including CALGreen requirements. To the extent that any significant impacts could result from the unique characteristics of a specific site, those impacts would be speculative at this time. Therefore, the Proposed Plan would result in less than significant impacts to police protection services.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
iii. Schools?	☐	☐	☒	☐

Less than Significant Impact. Schools in the City are provided by the Los Angeles Unified School District. The City has four elementary schools, four intermediate schools, and one high school. There are two elementary schools that are adjacent to the Plan Area.

Implementation of the Proposed Plan would result in a net increase of 584 residential units, potentially resulting in approximately 2,044 additional residents by 2040. It is reasonable to assume that a portion of the 2,044 residents would include school-aged children and therefore result in an increase in demand on school facilities. The student generation factor identifies the number of students per housing unit and provides a link between residential construction projects and projections of enrollment. The State-wide factor used by the Office of Public School Construction is 0.23 elementary students, 0.06 junior high students, and 0.13 high school students per household.[85] Based on the these metrics, student generation for the addition of 584 residential units would result in an increase of approximately 134

85 Los Angeles Unified School District, *2020 Developer Fee Justification Study*, March 2020. Available online at: https://achieve.lausd.net/cms/lib/CA01000043/Centricity/Domain/921/LAUSD%20Dev%20Fee%20Study%202020_Final.pdf, accessed on July 5, 2024.

elementary school, 32 junior high school, and 69 high school students; for a total of 235 students.[86] Buildout of the Proposed Plan would occur over a 15-year period, thus the projected student growth would be gradual. As students may attend any District school with available capacity, the projected number of students would not result in the District's schools operating above design capacity. Additionally, future development projects associated with the Proposed Plan would be subject to Government Code Section 65996, which requires new developments to pay school impact fees to mitigate any impacts of the development on school services. Thus, impacts to schools would be less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
iv. Parks?	☐	☐	☒	☐

Less than Significant Impact. The City has seven parks that provide a variety of recreation opportunities; three of which are located within the Plan Area. The General Plan includes an Open Space/Parks designation applied to areas that are public parks or private land reserved for open spaces. The parks located within the Plan Area include Treder Park located at 6250 Pine Avenue, Biancini Park located at 4501 Gage Avenue, and the City of Bell Skate Park located at 4357 Gage Avenue. Biancini Park is currently not well utilized and is exposed to a busy intersection; as a part of the Plan, it will be redeveloped into a central plaza, retail/restaurant center, district parking garage and residential development.

Implementation of the Proposed Plan would result in a net increase of 584 residential units, potentially resulting in 2,044 additional residents by 2040. The National Recreation and Parks Association recommends five acres of parkland for every 1,000 residents. However, the Quimby Act enables cities in California with standards of three acres per 1,000 residents to assess new developments with an impact fee for park development. Implementation of the Proposed Plan would result in an approximate increase in population of 2,044 residents, this would mean the City would need to provide an additional 6 acres of park space per the Quimby Act. The City of Bell Recreation Department (Department) is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. Future development projects are expected to meet the currently adopted requirements of the BMC through the provision of park space, on-site improvements, and/or the

86 *See also* Table 3 of 2020 Developer Fee Justification Study, March 2020.

payment of in-lieu fees. The City has determined these fees are adequate to offset the impact of residential units on existing parks. The fees collected would be used for acquisition, development, and improvement of public parks and recreation facilities throughout the City. Developers would be required to dedicate three acres of open space per 1,000 residents. Through the adherence of City of Bell General Plan Resource Management Element Policy 8 "The City of Bell shall require new residential multiple-family developments to provide sufficient open space (including pedestrian and bicycle linkages) to meet the local need through the use of innovative site planning techniques in the planning of such developments" new developments would be required to comply with the Quimby Act.

The Proposed Plan includes development standards requiring common open space for residential developments that would offset impacts to existing park facilities. Therefore, implementation of the Proposed Plan would result in an increase in the amount of open space available and decrease the demand for offsite open space. Therefore, the Proposed Plan would result in less than significant impacts related to parks.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
v. Other public facilities?	☐	☐	☒	☐

Less than Significant Impact. The City has one public library, operated by Los Angeles County, located at 4411 Gage Avenue. In addition, there are other libraries within close proximity to the Plan Area. The Specific Plan proposes upgrading the library and adjacent Civic Center parking lot into a mixed-use building with ground-floor library and commercial use, and upper floor affordable housing.

Implementation of the Proposed Plan would result in a net increase of 584 residential units, potentially resulting in approximately 2,044 additional residents by 2040. The new residents could result in an increase in demand for library services within the Plan Area. However, this growth is incremental and would be distributed over a 15-year period. Therefore, the Proposed Plan would not create substantial capacity or service level problems that would require the provision of new or expanded library facilities. Therefore, the Proposed Plan would result in less than significant impacts.

Mitigation Measures: No mitigation measures are required.

3.3.16. Recreation

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐

Less than Significant Impact. The National Recreation and Parks Association recommends five acres of parkland for every 1,000 residents. However, the Quimby Act enables cities in California with standards of three acres per 1,000 residents to assess new developments with an impact fee for park development. As stated above, implementation of the Proposed Plan would increase the City's population by approximately 2,044 residents. Accordingly, the City would need to provide an additional 6 acres of park space per the Quimby Act. The City of Bell Recreation Department (Department) is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. The parks located within the Plan Area include Treder Park located at 6250 Pine Avenue, Biancini Park located at 4501 Gage Avenue, and the City of Bell Skate Park located at 4357 Gage Avenue. Biancini Park is currently not well utilized and is exposed to a busy intersection; as a part of the Plan, it will be redeveloped into a central plaza, retail/restaurant center, district parking garage and residential development. Future development projects are expected to meet the currently adopted requirements of the BMC through the provision of park space, on-site improvements, and/or the payment of in-lieu fees. The City has determined these fees are adequate to offset the impact of residential units on existing parks. The fees collected would be used for acquisition, development, and improvement of public parks and recreation facilities throughout the City. Developers would be required to dedicate open space within their site plans as outlined in Chapter 15 Building Code and Chapter 17 Zoning Code in the BMC based on lot size and development type.

The Proposed Plan includes development standards requiring common open space for residential developments that would offset impacts to existing park facilities. Therefore, implementation of the Proposed Plan would result in an increase in the amount of open space available and decrease the demand for offsite open space. As such, implementation of the Proposed Plan would result in less than significant impacts related to the substantial physical deterioration of recreational facilities or otherwise cause the acceleration of deterioration.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☒	☐

Less than Significant Impact. The Proposed Plan does not include physical improvements, nor any recreational facilities or site-specific developments that would require the expansion of recreational facilities. Due to an increase in population as a result of new residential developments in the Plan Area, all future development would be required to comply with the Quimby Act to ensure sufficient open space. Through the adherence to City of Bell General Plan Resource Management Element Policy 8 "The City of Bell shall require new residential multiple-family developments to provide sufficient open space (including pedestrian and bicycle linkages) to meet the local need through the use of innovative site planning techniques in the planning of such developments" new developments would comply with the Quimby Act through planning for sufficient open space within the City. The recreation development includes the upgrading and opening of Treder Park to surroundings by removing fences and introducing more active, residential-supportive programming.

In addition, the Proposed Plan includes development standards requiring common open space for residential developments that would offset impacts to existing park facilities. Construction and operation of additional park and recreation facilities could impact aesthetics (including night lighting), air quality, cultural resources, geology, land use, noise, transportation, utilities, and other environmental issues. It is anticipated that the Proposed Plan would result in the demand for new park and recreation facilities and that such facilities would have the potential to physically affect the surrounding environment. The environmental effects that could result from the construction of future recreational facilities (including impacts to adjacent properties and exposure of sensitive receptors to pollutant concentrations) would be reduced to less than significant levels through construction-related mitigation measures identified in this IS/MND in **Section 3.3.1, Air Quality, and Section 3.3.13, Noise**, and measures identified in the Proposed Plan. Therefore, the Proposed Plan would not result in adverse physical effects on the environment from construction or expansion of additional recreational facilities.

Mitigation Measures: No mitigation measures are required.

3.3.17. Transportation

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐

Less than Significant Impact. The Plan Area is currently served by a system of arterial and collector roadways. The Plan Area is also served by LA Metro bus routes that travel through Atlantic Avenue and Gage Avenue. Additionally, the Plan Area is located within a Transit Priority Area (TPA).

The Proposed Plan does not include specific projects. However, future improvements as a result of the Proposed Plan may include the development of new residential or non-residential uses that may directly or indirectly increase those utilizing the circulation system with the Proposed Plan.

The *City of Bell General Plan* includes the following relevant circulation policies:

- **Policy 7:** The City of Bell shall require new developments to include design features to mitigate adverse impacts upon the local circulation system. All new development projects must promote and facilitate walkable streets, bus transit, bicycling, parking, efficient goods movement, and other components of the transportation system. Transit-related improvements shall be identified as part of the conditions of approval through the design and environmental review processes.

- **Mobility and Circulation Element Policy 12:** City of Bell shall explore the feasibility of parking districts as an option to address parking needs. The City shall survey vacant lots where there may be a potential for new parking. This survey will focus on properties that are owned by the City.

- **Mobility and Circulation Element Policy 13:** City of Bell shall explore new and innovative ways to enhance the utility of surface parking lots and parking structures. For example, new parking structures may be signed so that the ground levels could be occupied by retail or commercial establishments.

- **Mobility and Circulation Element Policy 21:** The City of Bell shall install pedestrian crosswalks complete with flashing lights and signs within segments of Gage Avenue, Atlantic Avenue, and Florence Avenue that lack intersections and/or crosswalks.

The City's General Plan Mobility and Circulation Element designates Atlantic Avenue, Florence Avenue, and Gage Avenue as arterial roadways. Other roadways within the Plan Area are designated as collectors, including Gage Avenue. The Proposed Plan does not contemplate adding new roadways; however, the Proposed Plan may enhance existing pedestrian and transit facilities and improve the roadways within the Plan Area. Although Level of Service is no longer the standard for evaluating roadway impacts, it is City policy to ensure acceptable LOS standards are maintained. As such future development associated with the Proposed Plan would be required to comply with City requirements related to transportation assessments. Implementation of the Proposed Plan would result in policies that would allow for additional parking in the Plan Area and include the development of a public parking garage (Policy 12 and 13). Furthermore, the Proposed Plan would implement policies and standards that would improve the existing pedestrian facilities (Policy 21). The Proposed Plan would be required to be consistent with Policies 7, 12, 13, and 21 of the Mobility and Circulation Element.

Further, implementation of the Proposed Plan would include new bicycle facilities along Gage Avenue and Pine Avenue that will be design in compliance with the City of Bell Bicycle Master Plan. Therefore, the Proposed Plan would not conflict with an applicable plan, ordinance, or policy addressing the circulation system, and less than significant impacts would occur.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b. Would the project conflict or be inconsistent with *CEQA Guidelines* section 15064.3, subdivision (b)?	☐	☐	☒	☐

Less than Significant Impact. *State CEQA Guidelines* section 15064.3 (b)(2) requires the use vehicle miles traveled (VMT) to evaluate a project's transportation impacts. VMT analyzes the number of trips and miles traveled by motor vehicles associated with a development program or project. The City of Bell has not adopted a local VMT threshold. However, the County of Los Angeles has adopted guidance in accordance with the Governor's Office of Planning and Research (OPR) to evaluate the VMT impacts of individual development projects and land use plans. The threshold of significance is as follows:

- A project will be considered to have an impact if it generates VMT per capita, per employee, or per service population in excess of 16.8 percent less than the existing VMT per capita, per employee, or per service population for the County of Los Angeles.

To determine the Proposed Plan's impacts, a VMT Impact Analysis was prepared for the Proposed Plan (see **Appendix D, Transportation Impact Analysis**). According to **Appendix D,** the above threshold was applied to evaluate the potential transportation impacts of the Proposed Plan. As identified in Table 2, Specific Plan VMT Summary (versus regional average) of **Appendix D**, the Existing Plus Project VMT per service population for the Plan Area is forecasted to be 13.0, while the Existing Countywide VMT per service population is currently 17.2. As such, 16.8 percent below the Existing Countywide VMT per service population would be 14.3. Therefore, the Existing Plus Project (Plan Area) VMT per service population is not forecasted to exceed the described CEQA threshold. In addition, the Future Year 2040 Plus Project VMT per service population for the Plan Area is forecasted to be 12.0, while the Future Year 2040 Countywide VMT per service population is currently 15.5. As such, 16.8 percent below the Future Year 2040 Countywide VMT per service population would be 12.8. Therefore, the Future Year 2040 Plus Project (Plan Area) VMT per service population is not forecasted to exceed the described CEQA threshold. Thus, this impact is considered less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐

Less than Significant Impact.

The Proposed Plan is not anticipated to substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or result in inadequate emergency access.

The Proposed Plan would implement streetscape and roadway improvements along arterial and collector roadways, such as Atlantic Avenue, Gage Avenue, and Pine Avenue. These improvements include converting Pine Avenue immediately south of Gage Avenue into a temporary plaza that is open to through-traffic every day (with the exception of special events/weekend nights). Although this improvement will limit access to Pine Avenue residents when the roadway is closed, an alternative access point will be provided for residents. The Proposed Plan would also remove an existing eastbound right turn lane on Gage Avenue onto southbound Atlantic Avenue and reduce on-street

parking on the east side of Atlantic Avenue south of Gage Avenue. These improvements are intended to improve the overall traffic safety of both roadways. While the construction phase of both improvements will require on-street construction work, partial and full lane closure are not anticipated. Additionally, as stated in **Appendix D,** any proposed roadway modifications included in the Proposed Plan will be designed to City and state engineering design standards to meet sight distance requirements, including visibility for pedestrians and bicyclists.

As discussed above, Policies 6 and 7 of the City's General Plan would ensure efficient circulation and adequate access are provided in the City. Future development associated with the Proposed Plan, as part of the City's development project approval process, would be required to comply with existing regulations, including any General Plan policies and other applicable local regulations that have been established to minimize impacts related to design features and emergency access. The City, throughout the lengthy multi-year buildout period of the Proposed Plan, would ensure relevant coordination with local emergency response providers. Adherence to state and City requirements, combined with compliance with the City's General Plan and zoning regulations, would ensure that the adoption and implementation of the Proposed Plan would result in less-than- significant impacts with respect to geometric design hazards.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d. Would the project result in inadequate emergency access?	☐	☐	☒	☐

Less than Significant Impact. As discussed above, the Proposed Plan would include alternative routes for Pine Avenue residents in the event that the roadway is closed for special event or during weekend nights. These alternative routes would also be accessible by emergency vehicles.

The General Plan Mobility and Circulation Element includes policies that would ensure that adequate emergency access be provided. There are currently no applicable City regulations that enforce adequate emergency vehicle access points for new development. Additionally, as stated in **Appendix D,** the Proposed Plan does not include elements that would impede emergency vehicle access. However, future development associated with the Proposed Plan would be required to be consistent with any future City regulations that would minimize impacts related to emergency access. Although temporary lane and sidewalk closures immediately adjacent to future development projects may be necessary for

short durations, adequate emergency vehicle access throughout the Plan Area would be maintained at all times as required. In addition, future development projects associated with the Proposed Plan would be subject to LACFD review of site plans, site construction, and the actual structures prior to occupancy to ensure that required fire protection safety features, including building sprinklers and emergency access, are implemented. Adherence to regional and local requirements, combined by compliance with the City's General Plan and zoning regulations, would ensure that the adoption of the Proposed Plan would result in less-than-significant impacts with respect to emergency access.

Mitigation Measures: No mitigation measures are required.

3.3.18. Tribal Cultural Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	☐	☒	☐	☐
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?				

Less Than Significant with Mitigation Incorporated. Impacts related to historical resources are evaluated in **Section 3.3.5, Cultural Resources**. Information obtained from the NAHC indicated that no known tribal cultural resources are located within the Plan Area. The City, in accordance with AB 52, undertook consultation with known tribes associated with the area (see **Appendix B**, **Cultural Resources and Tribal Cultural Resources**).

As of the date of this draft, no tribes have requested consultation on the Proposed Plan. Although no known Tribal Cultural Resources are located within the Plan Area, because the Proposed Plan includes the potential for development at previously undisturbed depths, the potential for discovery of previously unidentified Tribal Cultural Resources exists. **Mitigation Measure MM TCR-1** would require steps to identify resources and prepare a mitigation plan on a project-by-project basis. Implementation **of Mitigation Measure MM TCR-1** would reduce impacts to less than significant levels.

Mitigation Measures:

MM TCR-1 For future discretionary projects within the Plan Area, in the event that a cultural resource of Native American origin is identified during project-related ground

disturbance, the City of Bell, as Lead Agency, shall consult with local Native American tribes who have requested notification of projects under AB 52. If the City, in consultation with the local Native American tribe(s), determines that the resource is a tribal cultural resource and thus significant under CEQA, a mitigation plan shall be prepared and implemented in accordance with state guidelines and in consultation with representatives of the Native American tribe(s). The mitigation plan may include but would not be limited to avoidance, capping in place, excavation and removal of the resource, interpretive displays, sensitive area signage, or other mutually agreed upon measures.

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

Less than Significant with Mitigation Incorporated.

As discussed in **Section 3.3.5**, **Cultural Resources**, the City is largely developed and has been determined to have a low potential for archaeological resource discovery in the area. However, future development associated with the Proposed Plan may involve ground disturbance which has the potential to impact previously unidentified tribal cultural resources (TCRs). As of the date of this draft, AB 52 consultation has not identified any specific TCRs in the Plan Area. However, new TCRs may be identified or established over the course of the Proposed Plan. Implementation of **Mitigation Measures MM TCR-1** provides a plan for handling TCRs in the event of accidental discovery.

Mitigation Measures: See **MM TCR-1**.

3.3.19. Utilities and Service Systems

The Proposed Plan does not include any site-specific designs or proposals, nor grant any entitlements for development. The Proposed Plan would not introduce new land uses into the Plan Area. Rather, implementation of the Proposed Plan would result in a net decrease in the square footage of non-residential use and an increase in residential square footage. Implementation of the Proposed Plan has the potential to result in a total of 957 residential units within the Plan Area, a 584 unit net increase in residential units compared to existing conditions. Although the Proposed Plan may allow for a future buildout of diverse non-residential uses in the Plan Area with different demands in utility uses, this difference is anticipated to be nominal. As such, this section analyzes the potential increase in utility demand due to the net increase in residential units.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐

Less than Significant Impact.

Water

Potable water is predominantly provided in the Plan Area by the Golden State Water Company (GSWC).[87] The GSWC provides potable water through the Metropolitan Water District of Southern California (MWD), which provides potable water and groundwater services to several municipalities in Los Angeles County, as well as several other areas within the Southern California region. The MWD derives potable water primarily from imported water supplies (i.e., the Colorado River and the State Water Project), recycled water, and various local groundwater basins within the Southern California

87 City of Bell, "Utility Providers." Available online at: https://www.cityofbell.org/?NavID=271, accessed July 5, 2024.

region.[88] Specifically, the City is located within the Central Basin Municipal Water District (CBMWD), as a member agency of the MWD. The CBMWD regulates groundwater pumping rights in the basin. The CBMWD charges a fee for water in excess of pumping rights, and water companies may buy or lease additional water from the CBMWD. The CBMWD's reclaimed water line extends through the City of Bell along Otis Avenue.

According to the 2020 Urban Water Management Plan (2020 UWMP), the MWD is projected to have an approximate 1,2264,000-acre feet (AF) surplus of water supply of potable water for its service area for the year 2040 in normal, single dry years, and five consecutive dry year conditions. According to **Appendix A**, **Air Quality Data**, the net increase in residential units resulting from the Proposed Plan would result in an increase in the demand for potable water within the Plan Area at a rate of approximately 21,767,899 gallons per year, or 81 AF per year by 2040.[89] This would represent less than one percent of the MWD's anticipated surplus in supply of potable water in 2040. In addition, future development projects associated with the Proposed Plan would be subject to review by the City's Public Works Department to ensure that adequate water line connections to the site-specific projects would be provided. As such, the implementation of the Proposed Plan is not expected to measurably reduce the MWD's supply projections, and as such, no new or expanded water treatment facilities would be required. Therefore, with respect to water treatment facilities, impacts would be less than significant.

Wastewater

The City of Bell owns its own sewage collection system, which consists of 37 miles of gravity sewer mains with 8,611 lateral connections. Sewage generated by the City is handled by the Los Angeles County Sanitation District (LACSD). The sewer lateral lines are owned and maintained by the City and the three trunk lines located in the City are maintained by the LACSD. LACSD is a public agency created under state law to manage wastewater and solid waste on a regional scale. LACSD consists of 24 independent special districts across the County of Los Angeles. The Plan Area is located primarily in LACSD District No. 1. This District is a participant of a Joint Outfall Agreement, which provides for the operations and maintenance of an interconnected Joint Outfall System (JOS).

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88 The Metropolitan Water District of Southern California, *2020 Urban Water Management Plan,* June 2021. Available online at: https://www.mwdh2o.com/media/21641/2020-urban-water-management-plan-june-2021.pdf, accessed July 5, 2024.

89 Please note that the estimated demand for potable water for the future buildout of the Proposed Plan is considered to be 120 percent of the calculated Operational Water and Wastewater Consumption (see **Section 5.12** of **Appendix A**).

Wastewater collected by the LACSD is conveyed to the A.K. Warren Water Resource Facility (AKWRF). The AKWRF provides primary and secondary treatment for approximately 260 million gallons per day (mgd) and has a total permitted capacity of 400 mgd. Thus, a remaining capacity of 140 mgd is available for future development in the region.[90, 91]

Implementation of the Proposed Plan would result in a net increase of 584 residential units. Therefore, implementation of the Proposed Plan would result in an increase in wastewater generation from residential uses. Currently, the AKWRF has a total permitted capacity to treat approximately 400 mgd of wastewater. Under the Proposed Plan, the net increase of 584 residential units is estimated to generate approximately 102,784 gallons per day.[92] The future buildout of the Proposed Plan would represent less than one percent of the permitted capacity of the AKWRF. Furthermore, all future developments would be subject to review by the City's Public Works Department to ensure that adequate wastewater connections to the future project would be provided. As such, the implementation of the Proposed Plan is not expected to require new or expanded water treatment facilities. Therefore, with respect to wastewater treatment facilities, impacts would be less than significant.

Stormwater

The City's stormwater system is designed to prevent flooding on streets and sidewalks by capturing flows and conveying them to the nearest storm drain. The City's stormwater system is operated and maintained by the City of Bell.[93]

The vast majority of the Plan Area is developed and impervious. Therefore, implementation of the Proposed Plan would result in new infill and redevelopment projects. Any new development occurring during the lifetime of the Proposed Plan, whether more intense than existing conditions or not, would not result in a substantial increase in impervious surfaces. Further, future development associated with the Proposed Plan has the potential to increase the permeable surface as new projects will be required to provide a certain amount of lot amenity space designed with a minimum amount of permeable surface. Implementation of the Proposed Plan may provide some benefits to groundwater recharge by replacing older development with new development that would be subject to open space, landscaping,

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90 Los Angeles County Sanitation District (LACSD), "Facilities." Available online at: https://www.app.lacsd.org/facilities/?tab=2&number=1, accessed July 5, 2024.

91 Please note that the AKWRF was formerly known as the Joint Water Pollution Control Plant.

92 Los Angeles County Sanitation District, County Sanitation District No. 1 Service Charge Report For Fiscal Year 2024-25. Available online at: https://www.lacsd.org/home/showpublisheddocument/8651/638560195631117788, accessed July 8, 2024.

93 City of Bell, "Public Works." Available online at: https://www.cityofbell.org/?NavID=113, accessed July 5, 2024.

and stormwater BMP requirements that would increase pervious surfaces associated with development. In addition, future development projects would be required to comply with Chapter 13.08 of the Municipal Code and implement the appropriate BMPs to impacts to surface runoff and the drainage system by requiring project designs to accommodate stormwater collection and conveyance, as necessary. Furthermore, all future development projects would be subject to review by the City's Public Works department to ensure that there is adequate support for stormwater runoff. As such, impacts related to stormwater drainage facilities would be less than significant.

Electrical, Natural Gas, and Telecommunication Services

Southern California Edison (SCE) provides electricity, and the Southern California Gas Company (SoCal Gas) provides gas service within the City.[94] Telecommunication services are provided by a variety of service providers, such as Time Warner Cable, Frontier, AT&T, DIRECTTV, and HughesNet.

With regard to dry utility (electrical, natural gas, and telecommunication) services and facilities, the level of demand for these services would depend on the type of future development proposed and would be analyzed on a project-by-project basis. Future development projects would be subject to site-specific design plan review by the City prior to development to ensure that there is an adequate dry utility service. As such, impacts related to dry utility services and facilities would be less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐

Less than Significant Impact. As stated above, the 2020 UWMP service would adequately supply the City and other municipalities serviced by the MWD. The MWD is projected to provide a surplus of 1,2264,000 AF of water by 2040 in normal, single dry years, and five consecutive dry year conditions. Implementation of the Proposed Plan would result in an increase in demand for potable water that would represent less than one percent of the project surplus in supply by 2040 normal, single dry years,

94 City of Bell, "Utilities." Available online at: https://www.cityofbell.org/?NavID=271, accessed July 5, 2024.

and five consecutive dry year conditions. As such, the Proposed Plan would have a less than significant impact related to water supplies.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c. Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐

Less than Significant Impact.

As discussed above, the Proposed Plan would not require the relocation or construction of new or expanded wastewater treatment facilities. Implementation of the Proposed Plan would result in new infill and redevelopment projects with a net increase of 584 residential units. Therefore, the Proposed Plan would result in an increase in demand for wastewater treatment from compared to existing conditions. However, future residential development is not anticipated to be a substantial source of wastewater. Based on available data, it is anticipated that the AKWRF has adequate capacity to serve the projected demand for wastewater treatment resulting from the Proposed Plan. Therefore, the Proposed Plan's impacts to wastewater treatment would be less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐

Less than Significant Impact. Trash collection in the City of Bell is provided by the Consolidated Disposal Service and other private haulers for disposal into the Commerce Incinerator or in area landfills. Most solid waste from the City are disposed of in the Sunshine Canyon City/County Landfill, located in the City of Sylmar.[95, 96]

More than half of the City's solid waste (54 percent) is disposed of at the Sunshine Canyon City/County Landfill which currently has a total permitted capacity of 140,900,000 cubic yards (CY), with a remaining capacity of approximately 77,900,000 CY.[97]

Although the Proposed Plan would not directly introduce new uses in the Plan Area, future buildout of the Proposed Plan would result in an overall increase in development intensity. Accordingly, implementation of the Proposed Plan would result in an increase in solid waste generation. According to **Appendix A**, **Air Quality Data**, the future buildout of the Proposed Plan would generate approximately 432 tons per year (or 1.52 CY per year) or approximately 0.004 CY per day. This solid waste generation would represent less than one percent of the maximum throughput capacity, permitted capacity, and remaining capacity of Sunshine Canyon City/County Landfill. Therefore, the Project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure. Less than significant impacts would occur.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Less than Significant Impact. As stated above, implementation of the Proposed Plan would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure. Furthermore, future development projects associated with the Proposed Plan would be required to demonstrate compliance with the California Integrated Waste Management Act of 1989

95 California Department of Resources Recycling and Recovery (CalRecycle), "Jurisdiction Disposal by Facility: Bell 2019." Available online at: https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Destination/DisposalByFacility, accessed July 5, 2024.

96 CalRecycle, "SWIS Facility/Site Summary- Sunshine Canyon City/County Landfill." Available online at: https://www2.calrecycle.ca.gov/SolidWaste/Site/Summary/4702, accessed July 5, 2024.

97 *Ibid.*

(Assembly Bill [AB] 939), which requires all California cities to "reduce, recycle, and re-use solid waste generated in the state to the maximum extent feasible." AB 939 requires that at least 50 percent of waste produced is recycled, reduced, or composted. Future development projects associated with the Proposed Plan would also comply with the 2022 CALGreen Code, which includes design and construction measures that help reduce construction-related waste through material conservation and other construction-related efficiency measures. Thus, less than significant impacts would occur.

Mitigation Measures: No mitigation measures are required.

3.3.20. Wildfire

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐

Less than Significant Impact. According to CAL Fire, the City of Bell is not located in a Fire Hazard Severity Zone (FHSZ).[98] According to the Safety Element of the City's General Plan the City is not located within a FHSZ and there are no open grass areas in or around the City which present brush fire or wildfire hazards, therefore the risk of wildland fires in the City of Bell is low. In addition, the City of Bell is located within the Los Angeles County Operational Area and maintains mutual aid agreements for emergency situations. The County's Emergency Response Plan, adopted in 2012, establishes a coordinated emergency management system, which includes prevention, protection, response, recovery, and mitigation within the Operational Area.[99]

The Plan Area is surrounded by existing infrastructure. Although temporary lane and sidewalk closures immediately adjacent to future development projects may be necessary for short durations, adequate emergency vehicle access throughout the Plan Area would be maintained at all times as required. As part of the review and approval of future development projects within the Plan Area, development plans will be reviewed by the City's police department and the LACFD prior to construction to ensure that alternative route planning to facilitate the passage of people and vehicles through/around any temporary required road closures occurs and is implemented, if needed. As such, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

98 CAL FIRE, *Los Angeles County-State Responsibility Area Fire Hazard Severity Zones*, September 29, 2023. Available online at: https://osfm.fire.ca.gov/media/svjjf2kl/fhsz_county_sra_11x17_2022_losangeles_3.pdf, accessed November 1, 2023.

99 County of Los Angeles, *Los Angeles County Operational Area Emergency Response Plan*. Available online at: https://ceo.lacounty.gov/wp-content/uploads/2019/12/OAERP-Approved-Adopted-Version-6-19-2012.pdf, accessed September 21, 2023.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b. Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒

No Impact. Wildfires have the potential to occur not only in fire-prone undeveloped areas, but also in developed areas where existing transmission lines, lightning strikes, lawn equipment operated over dry grass, fireworks, and even arson may ignite a wildfire. Wildfires pose a significant public health risk due to their air quality impacts, particularly with regard to smoke and particulate matter exposure. This risk persists even after a wildfire is extinguished because particulate matter from fire ash can be picked up by winds.

The Plan Area is located within a predominately urbanized and developed area of the City. According to CAL Fire, the Plan Area is not located within an identified Fire Hazard Severity Zone[100] nor does the Plan Area contain vegetation that could contribute to the uncontrolled spread of wildfire. Implementation of the Proposed Plan will result in additional housing within the Plan Area and would not contain any uses that could contribute to wildfire risk. Therefore, implementation of the Proposed Plan does not include any features that would exacerbate wildfire risk; and no impact would occur.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c. Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒

100 California Department of Forestry and Fire Protection (CAL FIRE), "Fire Hazard Severity Zone Viewer." Available online at: https://egis.fire.ca.gov/FHSZ/, accessed on January 17, 2023.

No Impact. The Plan Area is urbanized and does not include wildlands or high fire terrain. The Plan Area is surrounded by existing infrastructure and would not require the installation or maintenance of roads, fuel breaks, emergency water or other sources that could exacerbate fire risk. During construction of future development projects under the Proposed Plan, temporary power would likely be required from existing power lines. However, maintenance of these temporary power sources would be in accordance with the LACFD requirements. As such, in the unlikely event of a fire in the Plan Area during construction, accepted protocols would be followed to minimize risk to surrounding areas. Due to the urbanized nature of the area, it is unlikely any fire would spread. As such, no impacts would occur.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d. Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

No Impact. In Southern California, rainfall may occur during the winter months, creating natural flooding events when the ground is saturated and water levels are high. This has the potential for flooding issues, and fire hazards may exacerbate such flooding and debris flows along waterways. Since debris flows may occur quickly and without warning, such flows can damage structures, block drainage or even sweep away vegetation resulting in tenuous post-fire slope stability. Fast moving debris flows can be one of the most dangerous post-fire hazards. The Plan Area is generally flat and urbanized, is not in an area of wildfire risk, and would not be subject to any post-fire slope instability or landslides. Therefore, there would be no impacts.

Mitigation Measures: No mitigation measures are required.

3.3.21. Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐

Less Than Significant with Mitigation Incorporated. As described in **Section 3.3.4**, **Biological Resources**, future development projects associated with the Proposed Plan could remove existing trees that serve as potential habitat for migratory birds. However, implementation of **Mitigation Measure MM BIO-1** would require development projects to take certain procedural steps that are consistent with the Migratory Bird Treaty Act and the California Fish and Game Code.

As discussed in **Section 3.3.5**, **Cultural Resources,** and **Section 3.3.7**, **Geology and Soils**, the implementation of the Proposed Plan may result in potentially significant impacts to cultural resources because future development projects associated with the Proposed Plan may have a detrimental effect on historical resources. Implementation of **Mitigation Measure MM CUL-1** would reduce impacts on historical resources to a less-than-significant level. As discussed in **Section 3.3.5** and **Section 3.3.7**, **Geology and Soils**, future development projects associated with the Proposed Plan may also result in potentially significant impacts to previously unknown archaeological resources and paleontological through ground-disturbing activities. Implementation of **Mitigation Measure MM CUL-2** would reduce impacts to archaeological resources on a on a project-by-project basis to a less-than-significant level. Additionally, **Mitigation Measure MM GEO-1** would be required to ensure future development does not destroy a unique paleontological resource.

As discussed in **Section 3.3.18, Tribal Cultural Resources**, future development projects associated with the Proposed Plan may involve ground disturbance which has the potential to impact previously

unidentified tribal cultural resources. **Mitigation Measures MM TCR-1** would require consultation with local Native American tribes per AB 52 requirements.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐

Less Than Significant with Mitigation Incorporated. The Proposed Plan is inclusive of proposed development within the Plan Area though 2040 and therefore would not contribute to potential cumulatively considerable impacts. As indicated in the above analysis, with implementation of the required mitigation measures, the Proposed Plan would not result in any unmitigated significant adverse impacts. Specifically, **Mitigation Measures MM BIO-1, MM CUL-1, MM CUL-2, MM GEO-2, MM HAZ-1, MM NOI-1, MM NOI-2,** and **MM TCR-1**, would reduce potentially significant impacts to less than significant levels. Although incremental changes in certain environmental topics can be expected as a result of future development projects associated with the Proposed Plan, all foreseeable potential environmental impacts would be considered less than significant or would be reduced to a less than significant level through implementation of the mitigation measures recommended in this IS/MND. This would also ensure that any contribution to cumulative impacts would be less than cumulatively considerable.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Less Than Significant with Mitigation Incorporated. Construction of future development projects associated with the Proposed Plan would have the potential to cause adverse environmental impacts related to temporary construction noise. Although the Proposed Plan itself does not include specific development and construction, it would provide a guide to future development in the Plan Area. This IS/MND mandates compliance with all required regulations and laws that would reduce potential impacts to temporary construction noise. Further, the **Mitigation Measures NOI-1** and **NOI-2** included in this IS/MND require specific measures to be implemented during construction to ensure that the temporary construction noise of future development projects would be minimized to less than significant levels. This would ensure minimization of substantial adverse effects on human beings. Therefore, with the incorporation of the identified mitigation measures, the Proposed Plan would not result in environmental effects that would cause substantial direct or indirect adverse effects on human beings.

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APPENDIX A

Air Quality Data

Atlantic - Regional Construction Custom Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Atlantic - Regional Construction
Construction Start Date	1/2/2025
Lead Agency	—
Land Use Scale	Plan/community
Analysis Level for Defaults	County
Windspeed (m/s)	0.50
Precipitation (days)	18.4
Location	33.975236, -118.187424
County	Los Angeles-South Coast
City	Bell
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4129
EDFZ	7
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.25

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Mid Rise	597	Dwelling Unit	15.7	592,365	0.00	—	1,767	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	60.9	60.1	52.4	76.9	0.14	1.78	11.8	13.6	1.63	3.44	5.07	—	23,801	23,801	1.07	1.60	43.5	24,348
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	60.9	60.1	53.0	72.2	0.14	1.78	11.8	13.6	1.63	3.44	5.07	—	23,481	23,481	1.08	1.61	1.13	23,988
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	12.4	12.0	18.3	30.7	0.05	0.60	4.75	5.36	0.55	1.22	1.77	—	8,768	8,768	0.39	0.54	8.11	8,947
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.25	2.19	3.34	5.61	0.01	0.11	0.87	0.98	0.10	0.22	0.32	—	1,452	1,452	0.07	0.09	1.34	1,481

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

2025	7.96	6.41	52.4	76.9	0.14	1.78	11.8	13.6	1.63	3.44	5.07	—	23,801	23,801	1.07	1.60	43.5	24,348
2026	60.9	60.1	22.1	59.4	0.05	0.75	7.48	8.23	0.68	1.78	2.46	—	13,223	13,223	0.55	0.57	29.7	13,435
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	7.93	6.39	53.0	72.2	0.14	1.78	11.8	13.6	1.63	3.44	5.07	—	23,481	23,481	1.08	1.61	1.13	23,988
2026	60.9	60.1	22.4	54.4	0.05	0.75	7.48	8.23	0.68	1.78	2.46	—	12,850	12,850	0.56	0.57	0.77	13,034
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	3.09	2.54	18.3	30.7	0.05	0.60	4.75	5.36	0.55	1.22	1.77	—	8,768	8,768	0.39	0.54	8.11	8,947
2026	12.4	12.0	10.1	26.5	0.03	0.31	3.91	4.22	0.28	0.93	1.20	—	6,557	6,557	0.28	0.32	6.90	6,665
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.56	0.46	3.34	5.61	0.01	0.11	0.87	0.98	0.10	0.22	0.32	—	1,452	1,452	0.07	0.09	1.34	1,481
2026	2.25	2.19	1.84	4.83	< 0.005	0.06	0.71	0.77	0.05	0.17	0.22	—	1,086	1,086	0.05	0.05	1.14	1,103

3. Construction Emissions Details

3.1. Demolition (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.86	2.40	22.2	19.9	0.03	0.92	—	0.92	0.84	—	0.84	—	3,425	3,425	0.14	0.03	—	3,437

Demolition	—	—	—	—	—	—	2.55	2.55	—	0.39	0.39	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.34	0.29	2.68	2.40	< 0.005	0.11	—	0.11	0.10	—	0.10	—	413	413	0.02	< 0.005	—	414
Demolition	—	—	—	—	—	—	0.31	0.31	—	0.05	0.05	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.05	0.49	0.44	< 0.005	0.02	—	0.02	0.02	—	0.02	—	68.4	68.4	< 0.005	< 0.005	—	68.6
Demolition	—	—	—	—	—	—	0.06	0.06	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.07	0.88	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	197	197	0.01	0.01	0.02	199
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.26	0.05	4.30	1.63	0.02	0.04	0.90	0.95	0.04	0.25	0.29	—	3,372	3,372	0.18	0.53	0.20	3,535
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.11	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	24.0	24.0	< 0.005	< 0.005	0.04	24.4
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.03	0.01	0.52	0.19	< 0.005	0.01	0.11	0.11	0.01	0.03	0.03	—	406	406	0.02	0.06	0.41	426
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.98	3.98	< 0.005	< 0.005	0.01	4.04
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	< 0.005	0.10	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	67.3	67.3	< 0.005	0.01	0.07	70.6

3.3. Grading (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.80	3.20	29.7	28.3	0.06	1.23	—	1.23	1.14	—	1.14	—	6,599	6,599	0.27	0.05	—	6,622
Dust From Material Movemen	—	—	—	—	—	—	3.59	3.59	—	1.43	1.43	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.80	3.20	29.7	28.3	0.06	1.23	—	1.23	1.14	—	1.14	—	6,599	6,599	0.27	0.05	—	6,622
Dust From Material Movemen	—	—	—	—	—	—	3.59	3.59	—	1.43	1.43	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.69	0.58	5.37	5.12	0.01	0.22	—	0.22	0.21	—	0.21	—	1,193	1,193	0.05	0.01	—	1,197
Dust From Material Movement	—	—	—	—	—	—	0.65	0.65	—	0.26	0.26	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.11	0.98	0.93	< 0.005	0.04	—	0.04	0.04	—	0.04	—	198	198	0.01	< 0.005	—	198
Dust From Material Movement	—	—	—	—	—	—	0.12	0.12	—	0.05	0.05	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.09	0.09	1.39	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	277	277	0.01	0.01	1.01	281
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.51	0.10	8.05	3.13	0.04	0.08	1.76	1.84	0.08	0.48	0.56	—	6,560	6,560	0.36	1.03	15.2	6,891
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.10	1.18	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	262	262	0.01	0.01	0.03	265
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.50	0.10	8.37	3.16	0.04	0.08	1.76	1.84	0.08	0.48	0.56	—	6,563	6,563	0.36	1.03	0.39	6,879

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.22	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	48.1	48.1	< 0.005	< 0.005	0.08	48.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.09	0.02	1.53	0.57	0.01	0.02	0.31	0.33	0.02	0.09	0.10	—	1,186	1,186	0.06	0.19	1.19	1,245
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.96	7.96	< 0.005	< 0.005	0.01	8.07
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.02	< 0.005	0.28	0.10	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	—	196	196	0.01	0.03	0.20	206

3.5. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.35	1.13	10.4	13.0	0.02	0.43	—	0.43	0.40	—	0.40	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.35	1.13	10.4	13.0	0.02	0.43	—	0.43	0.40	—	0.40	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.73	0.61	5.66	7.07	0.01	0.23	—	0.23	0.22	—	0.22	—	1,300	1,300	0.05	0.01	—	1,304
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.11	1.03	1.29	< 0.005	0.04	—	0.04	0.04	—	0.04	—	215	215	0.01	< 0.005	—	216
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.06	1.84	1.86	29.9	0.00	0.00	5.62	5.62	0.00	1.32	1.32	—	5,943	5,943	0.25	0.20	21.8	6,032
Vendor	0.15	0.06	2.30	1.13	0.01	0.03	0.55	0.57	0.01	0.15	0.17	—	2,025	2,025	0.08	0.28	5.54	2,117
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.04	1.82	2.07	25.4	0.00	0.00	5.62	5.62	0.00	1.32	1.32	—	5,633	5,633	0.26	0.21	0.56	5,704
Vendor	0.14	0.06	2.40	1.14	0.01	0.03	0.55	0.57	0.01	0.15	0.17	—	2,026	2,026	0.08	0.28	0.14	2,113
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.10	0.98	1.21	14.4	0.00	0.00	3.01	3.01	0.00	0.70	0.70	—	3,099	3,099	0.14	0.11	5.10	3,141
Vendor	0.08	0.03	1.31	0.61	0.01	0.02	0.29	0.31	0.01	0.08	0.09	—	1,098	1,098	0.05	0.15	1.30	1,146
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.20	0.18	0.22	2.63	0.00	0.00	0.55	0.55	0.00	0.13	0.13	—	513	513	0.02	0.02	0.84	520
Vendor	0.01	0.01	0.24	0.11	< 0.005	< 0.005	0.05	0.06	< 0.005	0.01	0.02	—	182	182	0.01	0.03	0.22	190
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.28	1.07	9.85	13.0	0.02	0.38	—	0.38	0.35	—	0.35	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.28	1.07	9.85	13.0	0.02	0.38	—	0.38	0.35	—	0.35	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.77	0.65	5.94	7.82	0.01	0.23	—	0.23	0.21	—	0.21	—	1,445	1,445	0.06	0.01	—	1,450
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.12	1.08	1.43	< 0.005	0.04	—	0.04	0.04	—	0.04	—	239	239	0.01	< 0.005	—	240
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.79	1.58	1.67	27.8	0.00	0.00	5.62	5.62	0.00	1.32	1.32	—	5,824	5,824	0.24	0.20	19.7	5,910
Vendor	0.14	0.06	2.19	1.06	0.01	0.03	0.55	0.57	0.01	0.15	0.17	—	1,990	1,990	0.08	0.28	5.38	2,082
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.79	1.57	1.87	23.7	0.00	0.00	5.62	5.62	0.00	1.32	1.32	—	5,521	5,521	0.25	0.20	0.51	5,588
Vendor	0.14	0.06	2.29	1.09	0.01	0.03	0.55	0.57	0.01	0.15	0.17	—	1,991	1,991	0.08	0.28	0.14	2,078
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.07	0.94	1.23	14.9	0.00	0.00	3.35	3.35	0.00	0.78	0.78	—	3,377	3,377	0.15	0.12	5.14	3,422
Vendor	0.09	0.04	1.39	0.65	0.01	0.02	0.33	0.34	0.01	0.09	0.10	—	1,200	1,200	0.05	0.17	1.40	1,253
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.20	0.17	0.22	2.73	0.00	0.00	0.61	0.61	0.00	0.14	0.14	—	559	559	0.03	0.02	0.85	567
Vendor	0.02	0.01	0.25	0.12	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	—	199	199	0.01	0.03	0.23	207
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Paving (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.91	0.76	7.12	9.94	0.01	0.32	—	0.32	0.29	—	0.29	—	1,511	1,511	0.06	0.01	—	1,516
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.91	0.76	7.12	9.94	0.01	0.32	—	0.32	0.29	—	0.29	—	1,511	1,511	0.06	0.01	—	1,516
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.16	0.14	1.29	1.80	< 0.005	0.06	—	0.06	0.05	—	0.05	—	273	273	0.01	< 0.005	—	274
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.23	0.33	< 0.005	0.01	—	0.01	0.01	—	0.01	—	45.2	45.2	< 0.005	< 0.005	—	45.4
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.06	0.97	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	203	203	0.01	0.01	0.69	206
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.07	0.83	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	193	193	0.01	0.01	0.02	195
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.16	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	35.4	35.4	< 0.005	< 0.005	0.05	35.8
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.85	5.85	< 0.005	< 0.005	0.01	5.93
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Architectural Coating (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	56.2	56.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	56.2	56.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.02	0.15	0.20	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	24.1	24.1	< 0.005	< 0.005	—	24.2
Architectural Coatings	10.2	10.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.03	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.00	4.00	< 0.005	< 0.005	—	4.01
Architectural Coatings	1.85	1.85	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.36	0.32	0.33	5.55	0.00	0.00	1.12	1.12	0.00	0.26	0.26	—	1,165	1,165	0.05	0.04	3.94	1,182

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.36	0.31	0.37	4.74	0.00	0.00	1.12	1.12	0.00	0.26	0.26	—	1,104	1,104	0.05	0.04	0.10	1,118
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.07	0.90	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	203	203	0.01	0.01	0.31	205
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.16	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	33.5	33.5	< 0.005	< 0.005	0.05	34.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Sequest	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	1/2/2025	3/4/2025	5.00	44.0	—
Grading	Grading	3/5/2025	6/4/2025	5.00	66.0	—
Building Construction	Building Construction	3/30/2025	11/4/2026	5.00	418	—
Paving	Paving	8/5/2026	11/4/2026	5.00	66.0	—
Architectural Coating	Architectural Coating	8/5/2026	11/4/2026	5.00	66.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Rubber Tired Dozers	Diesel	Average	2.00	8.00	367	0.40
Demolition	Excavators	Diesel	Average	3.00	8.00	36.0	0.38
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Excavators	Diesel	Average	2.00	8.00	36.0	0.38
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Grading	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29

Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	15.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	48.7	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	20.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	94.7	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	430	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	63.8	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—

Paving	Worker	15.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	86.0	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	1,199,539	399,846	0.00	0.00	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (Building Square Footage)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	186,124	—
Grading	—	50,000	198	0.00	—
Paving	0.00	0.00	0.00	0.00	—

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Apartments Mid Rise	—	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2025	0.00	532	0.03	< 0.005
2026	0.00	532	0.03	< 0.005

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

8. User Changes to Default Data

Screen	Justification
Land Use	The Plan proposes to develop 597 net new dwelling units, totaling 592,365 sq ft.
Construction: Construction Phases	This analysis conservatively assesses a scenario in which all proposed dwelling units would be built in the span of two years. Paving and architectural coatings are assumed to take place concurrently with the final three months of building construction.
Operations: Hearths	No fireplaces or wood stoves assumed to be implemented in new development.

Atlantic - Localized Construction Custom Report

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5.18.2. Sequestration

5.18.2.1. Unmitigated

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Atlantic - Localized Construction
Construction Start Date	1/2/2025
Lead Agency	—
Land Use Scale	Plan/community
Analysis Level for Defaults	County
Windspeed (m/s)	0.50
Precipitation (days)	18.4
Location	33.975236, -118.187424
County	Los Angeles-South Coast
City	Bell
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4129
EDFZ	7
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.25

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Mid Rise	72.0	Dwelling Unit	0.86	57,000	0.00	—	213	—

Enclosed Parking with Elevator	140	Space	0.10	52,272	0.00	—	—	—
Fast Food Restaurant w/o Drive Thru	4.20	1000sqft	0.07	4,200	0.00	—	—	—
Free-Standing Discount store	9.80	1000sqft	0.17	9,800	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	24.6	24.2	14.9	24.8	0.03	0.51	1.56	2.06	0.46	0.37	0.83	—	4,953	4,953	0.20	0.16	6.47	5,012
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.54	1.69	25.8	19.5	0.08	0.76	5.34	6.10	0.71	2.04	2.74	—	11,734	11,734	0.60	1.46	0.56	12,184
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.89	1.79	8.43	11.2	0.02	0.28	1.09	1.37	0.26	0.30	0.56	—	2,960	2,960	0.13	0.18	2.07	3,019
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.34	0.33	1.54	2.04	< 0.005	0.05	0.20	0.25	0.05	0.06	0.10	—	490	490	0.02	0.03	0.34	500

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.70	1.42	9.96	15.8	0.02	0.34	1.19	1.52	0.31	0.28	0.59	—	3,478	3,478	0.14	0.13	5.60	3,527
2026	24.6	24.2	14.9	24.8	0.03	0.51	1.56	2.06	0.46	0.37	0.83	—	4,953	4,953	0.20	0.16	6.47	5,012
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	2.54	1.69	25.8	19.5	0.08	0.76	5.34	6.10	0.71	2.04	2.74	—	11,734	11,734	0.60	1.46	0.56	12,184
2026	1.59	1.32	9.58	14.6	0.02	0.30	1.19	1.49	0.27	0.28	0.56	—	3,391	3,391	0.14	0.13	0.13	3,434
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.27	1.03	8.43	11.2	0.02	0.28	1.09	1.37	0.26	0.30	0.56	—	2,960	2,960	0.13	0.18	2.07	3,019
2026	1.89	1.79	3.34	5.19	0.01	0.11	0.39	0.50	0.10	0.09	0.19	—	1,156	1,156	0.05	0.04	0.73	1,171
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.23	0.19	1.54	2.04	< 0.005	0.05	0.20	0.25	0.05	0.06	0.10	—	490	490	0.02	0.03	0.34	500
2026	0.34	0.33	0.61	0.95	< 0.005	0.02	0.07	0.09	0.02	0.02	0.03	—	191	191	0.01	0.01	0.12	194

3. Construction Emissions Details

3.1. Demolition (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.75	1.47	13.9	15.1	0.02	0.57	—	0.57	0.52	—	0.52	—	2,494	2,494	0.10	0.02	—	2,502
Demolition	—	—	—	—	—	—	0.77	0.77	—	0.12	0.12	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.84	0.91	< 0.005	0.03	—	0.03	0.03	—	0.03	—	150	150	0.01	< 0.005	—	151
Demolition	—	—	—	—	—	—	0.05	0.05	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.15	0.17	< 0.005	0.01	—	0.01	0.01	—	0.01	—	24.9	24.9	< 0.005	< 0.005	—	25.0
Demolition	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.06	0.05	0.06	0.74	0.00	0.00	0.16	0.16	0.00	0.04	0.04	—	164	164	0.01	0.01	0.02	166
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.08	0.01	1.30	0.49	0.01	0.01	0.27	0.29	0.01	0.07	0.09	—	1,021	1,021	0.06	0.16	0.06	1,070
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.0	10.0	< 0.005	< 0.005	0.02	10.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.08	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	61.5	61.5	< 0.005	0.01	0.06	64.5
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.66	1.66	< 0.005	< 0.005	< 0.005	1.68
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	10.2	10.2	< 0.005	< 0.005	0.01	10.7

3.3. Grading (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.80	1.51	14.1	14.5	0.02	0.64	—	0.64	0.59	—	0.59	—	2,455	2,455	0.10	0.02	—	2,463
Dust From Material Movement	—	—	—	—	—	—	2.76	2.76	—	1.34	1.34	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.85	0.87	< 0.005	0.04	—	0.04	0.04	—	0.04	—	148	148	0.01	< 0.005	—	148
Dust From Material Movemen	—	—	—	—	—	—	0.17	0.17	—	0.08	0.08	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.15	0.16	< 0.005	0.01	—	0.01	0.01	—	0.01	—	24.5	24.5	< 0.005	< 0.005	—	24.6
Dust From Material Movemen	—	—	—	—	—	—	0.03	0.03	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.05	0.59	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	131	131	0.01	< 0.005	0.01	133
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.70	0.13	11.7	4.41	0.06	0.12	2.45	2.56	0.12	0.67	0.79	—	9,148	9,148	0.50	1.43	0.55	9,589
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.02	8.02	< 0.005	< 0.005	0.01	8.12
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.04	0.01	0.71	0.26	< 0.005	0.01	0.15	0.15	0.01	0.04	0.05	—	551	551	0.03	0.09	0.55	578
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.33	1.33	< 0.005	< 0.005	< 0.005	1.35
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	< 0.005	0.13	0.05	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	91.3	91.3	< 0.005	0.01	0.09	95.8

3.5. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.28	1.07	8.95	10.0	0.02	0.33	—	0.33	0.30	—	0.30	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.28	1.07	8.95	10.0	0.02	0.33	—	0.33	0.30	—	0.30	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.76	0.63	5.29	5.93	0.01	0.19	—	0.19	0.18	—	0.18	—	1,065	1,065	0.04	0.01	—	1,068
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.14	0.11	0.96	1.08	< 0.005	0.04	—	0.04	0.03	—	0.03	—	176	176	0.01	< 0.005	—	177
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.38	0.34	0.34	5.48	0.00	0.00	1.03	1.03	0.00	0.24	0.24	—	1,088	1,088	0.05	0.04	3.98	1,104
Vendor	0.04	0.02	0.67	0.33	< 0.005	0.01	0.16	0.17	< 0.005	0.04	0.05	—	589	589	0.02	0.08	1.61	616
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.37	0.33	0.38	4.64	0.00	0.00	1.03	1.03	0.00	0.24	0.24	—	1,031	1,031	0.05	0.04	0.10	1,044
Vendor	0.04	0.02	0.70	0.33	< 0.005	0.01	0.16	0.17	< 0.005	0.04	0.05	—	589	589	0.02	0.08	0.04	614
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.22	0.20	0.24	2.88	0.00	0.00	0.60	0.60	0.00	0.14	0.14	—	619	619	0.03	0.02	1.02	627
Vendor	0.02	0.01	0.41	0.19	< 0.005	< 0.005	0.09	0.10	< 0.005	0.03	0.03	—	348	348	0.01	0.05	0.41	363
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.04	0.53	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	102	102	< 0.005	< 0.005	0.17	104
Vendor	< 0.005	< 0.005	0.08	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	57.6	57.6	< 0.005	0.01	0.07	60.2
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.22	1.01	8.57	9.96	0.02	0.29	—	0.29	0.27	—	0.27	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.22	1.01	8.57	9.96	0.02	0.29	—	0.29	0.27	—	0.27	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.38	0.32	2.68	3.12	0.01	0.09	—	0.09	0.08	—	0.08	—	564	564	0.02	< 0.005	—	566
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.06	0.49	0.57	< 0.005	0.02	—	0.02	0.02	—	0.02	—	93.4	93.4	< 0.005	< 0.005	—	93.7
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.33	0.29	0.31	5.08	0.00	0.00	1.03	1.03	0.00	0.24	0.24	—	1,066	1,066	0.04	0.04	3.61	1,082
Vendor	0.04	0.02	0.64	0.31	< 0.005	0.01	0.16	0.17	< 0.005	0.04	0.05	—	579	579	0.02	0.08	1.56	605
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.33	0.29	0.34	4.34	0.00	0.00	1.03	1.03	0.00	0.24	0.24	—	1,011	1,011	0.05	0.04	0.09	1,023
Vendor	0.04	0.02	0.67	0.32	< 0.005	0.01	0.16	0.17	< 0.005	0.04	0.05	—	579	579	0.02	0.08	0.04	604
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.09	0.12	1.42	0.00	0.00	0.32	0.32	0.00	0.07	0.07	—	321	321	0.01	0.01	0.49	325
Vendor	0.01	0.01	0.21	0.10	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.01	—	181	181	0.01	0.03	0.21	189
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.26	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	53.2	53.2	< 0.005	< 0.005	0.08	53.9
Vendor	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	30.0	30.0	< 0.005	< 0.005	0.03	31.3
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Paving (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.56	0.47	4.41	6.48	0.01	0.18	—	0.18	0.17	—	0.17	—	991	991	0.04	0.01	—	995
Paving	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.27	0.39	< 0.005	0.01	—	0.01	0.01	—	0.01	—	59.8	59.8	< 0.005	< 0.005	—	60.0
Paving	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.05	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	9.89	9.89	< 0.005	< 0.005	—	9.93
Paving	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.05	0.81	0.00	0.00	0.16	0.16	0.00	0.04	0.04	—	169	169	0.01	0.01	0.57	172
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	9.82	9.82	< 0.005	< 0.005	0.01	9.95
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.63	1.63	< 0.005	< 0.005	< 0.005	1.65
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Architectural Coating (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	22.2	22.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.05	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.05	8.05	< 0.005	< 0.005	—	8.07
Architectural Coatings	1.34	1.34	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.33	1.33	< 0.005	< 0.005	—	1.34
Architectural Coatings	0.24	0.24	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.06	1.02	0.00	0.00	0.21	0.21	0.00	0.05	0.05	—	213	213	0.01	0.01	0.72	216
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	12.4	12.4	< 0.005	< 0.005	0.02	12.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.05	2.05	< 0.005	< 0.005	< 0.005	2.07
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Sequest	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	1/2/2025	1/31/2025	5.00	22.0	—
Grading	Grading	2/3/2025	3/4/2025	5.00	22.0	—
Building Construction	Building Construction	3/5/2025	6/9/2026	5.00	330	—
Paving	Paving	5/11/2026	6/9/2026	5.00	22.0	—
Architectural Coating	Architectural Coating	5/11/2026	6/9/2026	5.00	22.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	3.00	8.00	84.0	0.37
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40

Grading	Tractors/Loaders/Backh	Diesel	Average	2.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	6.00	367	0.29
Building Construction	Forklifts	Diesel	Average	1.00	6.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	1.00	6.00	84.0	0.37
Building Construction	Welders	Diesel	Average	3.00	8.00	46.0	0.45
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Paving	Pavers	Diesel	Average	1.00	6.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	1.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	1.00	7.00	36.0	0.38
Paving	Cement and Mortar Mixers	Diesel	Average	1.00	6.00	10.0	0.56
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	12.5	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	14.7	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	10.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT

Grading	Hauling	132	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	78.7	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	18.6	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	12.5	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	15.7	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	115,425	38,475	21,196	7,022	261

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (Building Square Footage)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	28,170	—
Grading	—	23,232	22.0	0.00	—
Paving	0.00	0.00	0.00	0.00	0.10

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Apartments Mid Rise	—	0%
Enclosed Parking with Elevator	0.10	100%
Fast Food Restaurant w/o Drive Thru	0.00	0%
Free-Standing Discount store	0.00	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2025	0.00	532	0.03	< 0.005
2026	0.00	532	0.03	< 0.005

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

8. User Changes to Default Data

Screen	Justification
Land Use	This example opportunity site buildout scenario represents the development of a 1.2 acre site with 72 dwelling units and 14,000 sq ft of commercial uses (70% retail, 30% fast food) as well as a subterranean parking lot.
Construction: Construction Phases	Demo assumed to take place over one month, site prep and grading to take place over one month, building construction to take place over 15 months with paving and architectural coating occurring during the final month of construction.
Operations: Hearths	New development is assumed to not include hearts or wood stoves.

Atlantic - Operational 2027 Custom Report

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5.18.1.1. Unmitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Atlantic - Operational 2027
Operational Year	2027
Lead Agency	—
Land Use Scale	Plan/community
Analysis Level for Defaults	County
Windspeed (m/s)	0.50
Precipitation (days)	18.4
Location	33.978088, -118.187067
County	Los Angeles-South Coast
City	Bell
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4130
EDFZ	7
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.25

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Mid Rise	584	Dwelling Unit	15.4	467,200	0.00	—	1,729	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	29.4	24.9	29.0	394	1.07	0.75	102	103	0.71	25.9	26.7	275	114,023	114,298	31.0	3.39	344	116,427
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	26.2	21.9	31.4	308	1.03	0.74	102	103	0.70	25.9	26.6	275	109,270	109,544	31.0	3.55	12.2	111,387
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	28.3	23.9	32.2	345	1.04	0.75	101	102	0.70	25.6	26.3	275	110,587	110,861	31.0	3.58	151	112,852
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	5.17	4.36	5.88	62.9	0.19	0.14	18.4	18.6	0.13	4.68	4.81	45.4	18,309	18,354	5.13	0.59	24.9	18,684

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Mobile	15.3	11.1	27.1	360	1.06	0.61	102	103	0.56	25.9	26.5	—	108,520	108,520	3.06	3.26	341	109,908
Area	13.9	13.7	0.32	33.2	< 0.005	0.02	—	0.02	0.01	—	0.01	—	88.6	88.6	< 0.005	< 0.005	—	88.9
Energy	0.19	0.10	1.64	0.70	0.01	0.13	—	0.13	0.13	—	0.13	—	5,199	5,199	0.38	0.03	—	5,217
Water	—	—	—	—	—	—	—	—	—	—	—	41.7	216	258	4.29	0.10	—	396
Waste	—	—	—	—	—	—	—	—	—	—	—	233	0.00	233	23.3	0.00	—	814
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.35	3.35
Total	29.4	24.9	29.0	394	1.07	0.75	102	103	0.71	25.9	26.7	275	114,023	114,298	31.0	3.39	344	116,427
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	15.2	11.0	29.8	307	1.02	0.61	102	103	0.56	25.9	26.5	—	103,855	103,855	3.02	3.42	8.84	104,957
Area	10.8	10.8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.19	0.10	1.64	0.70	0.01	0.13	—	0.13	0.13	—	0.13	—	5,199	5,199	0.38	0.03	—	5,217
Water	—	—	—	—	—	—	—	—	—	—	—	41.7	216	258	4.29	0.10	—	396
Waste	—	—	—	—	—	—	—	—	—	—	—	233	0.00	233	23.3	0.00	—	814
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.35	3.35
Total	26.2	21.9	31.4	308	1.03	0.74	102	103	0.70	25.9	26.6	275	109,270	109,544	31.0	3.55	12.2	111,387
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	15.2	11.0	30.4	321	1.03	0.61	101	102	0.56	25.6	26.2	—	105,111	105,111	3.03	3.45	147	106,361
Area	12.9	12.8	0.22	22.7	< 0.005	0.01	—	0.01	0.01	—	0.01	—	60.7	60.7	< 0.005	< 0.005	—	60.9
Energy	0.19	0.10	1.64	0.70	0.01	0.13	—	0.13	0.13	—	0.13	—	5,199	5,199	0.38	0.03	—	5,217
Water	—	—	—	—	—	—	—	—	—	—	—	41.7	216	258	4.29	0.10	—	396
Waste	—	—	—	—	—	—	—	—	—	—	—	233	0.00	233	23.3	0.00	—	814
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.35	3.35
Total	28.3	23.9	32.2	345	1.04	0.75	101	102	0.70	25.6	26.3	275	110,587	110,861	31.0	3.58	151	112,852
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	2.78	2.01	5.54	58.6	0.19	0.11	18.4	18.5	0.10	4.68	4.78	—	17,402	17,402	0.50	0.57	24.4	17,609
Area	2.35	2.33	0.04	4.14	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.0	10.0	< 0.005	< 0.005	—	10.1

Energy	0.03	0.02	0.30	0.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	861	861	0.06	< 0.005	—	864
Water	—	—	—	—	—	—	—	—	—	—	—	6.91	35.8	42.7	0.71	0.02	—	65.5
Waste	—	—	—	—	—	—	—	—	—	—	—	38.5	0.00	38.5	3.85	0.00	—	135
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.55	0.55
Total	5.17	4.36	5.88	62.9	0.19	0.14	18.4	18.6	0.13	4.68	4.81	45.4	18,309	18,354	5.13	0.59	24.9	18,684

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Mobile source emissions results are presented in Sections 2.6. No further detailed breakdown of emissions is available.

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	3,120	3,120	0.19	0.02	—	3,132
Total	—	—	—	—	—	—	—	—	—	—	—	—	3,120	3,120	0.19	0.02	—	3,132
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	3,120	3,120	0.19	0.02	—	3,132

Total	—	—	—	—	—	—	—	—	—	—	—	—	3,120	3,120	0.19	0.02	—	3,132
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	517	517	0.03	< 0.005	—	519
Total	—	—	—	—	—	—	—	—	—	—	—	—	517	517	0.03	< 0.005	—	519

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.19	0.10	1.64	0.70	0.01	0.13	—	0.13	0.13	—	0.13	—	2,079	2,079	0.18	< 0.005	—	2,085
Total	0.19	0.10	1.64	0.70	0.01	0.13	—	0.13	0.13	—	0.13	—	2,079	2,079	0.18	< 0.005	—	2,085
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.19	0.10	1.64	0.70	0.01	0.13	—	0.13	0.13	—	0.13	—	2,079	2,079	0.18	< 0.005	—	2,085
Total	0.19	0.10	1.64	0.70	0.01	0.13	—	0.13	0.13	—	0.13	—	2,079	2,079	0.18	< 0.005	—	2,085
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.03	0.02	0.30	0.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	344	344	0.03	< 0.005	—	345
Total	0.03	0.02	0.30	0.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	344	344	0.03	< 0.005	—	345

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	10.00	10.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.80	0.80	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	3.07	2.91	0.32	33.2	< 0.005	0.02	—	0.02	0.01	—	0.01	—	88.6	88.6	< 0.005	< 0.005	—	88.9
Total	13.9	13.7	0.32	33.2	< 0.005	0.02	—	0.02	0.01	—	0.01	—	88.6	88.6	< 0.005	< 0.005	—	88.9
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	10.00	10.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.80	0.80	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	10.8	10.8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	1.82	1.82	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.15	0.15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Landsca Equipment	0.38	0.36	0.04	4.14	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.0	10.0	< 0.005	< 0.005	—	10.1
Total	2.35	2.33	0.04	4.14	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.0	10.0	< 0.005	< 0.005	—	10.1

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	41.7	216	258	4.29	0.10	—	396
Total	—	—	—	—	—	—	—	—	—	—	—	41.7	216	258	4.29	0.10	—	396
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	41.7	216	258	4.29	0.10	—	396
Total	—	—	—	—	—	—	—	—	—	—	—	41.7	216	258	4.29	0.10	—	396
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	6.91	35.8	42.7	0.71	0.02	—	65.5
Total	—	—	—	—	—	—	—	—	—	—	—	6.91	35.8	42.7	0.71	0.02	—	65.5

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	233	0.00	233	23.3	0.00	—	814
Total	—	—	—	—	—	—	—	—	—	—	—	233	0.00	233	23.3	0.00	—	814
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	233	0.00	233	23.3	0.00	—	814
Total	—	—	—	—	—	—	—	—	—	—	—	233	0.00	233	23.3	0.00	—	814
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	38.5	0.00	38.5	3.85	0.00	—	135
Total	—	—	—	—	—	—	—	—	—	—	—	38.5	0.00	38.5	3.85	0.00	—	135

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.35	3.35
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.35	3.35
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.35	3.35
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.35	3.35
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.55	0.55
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.55	0.55

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	0.00	0.00	0.00	0.00	144,027	144,027	144,027	52,569,855

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
946080	315,360	0.00	0.00	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Mid Rise	2,140,847	532	0.0330	0.0040	6,486,396

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Mid Rise	21,767,899	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	432	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

8. User Changes to Default Data

Screen	Justification
Operations: Vehicle Data	Per the VMT Analysis provided by Iteris, Inc., the Project is analyzed with a daily VMT of 144,027.
Operations: Hearths	No fireplaces or wood stoves assumed to be incorporated into the new residential uses.

Land Use	This model run provides a conceptual analysis for the development of 584 dwelling units, each assumed to be 800 sq ft.

APPENDIX B

Cultural Resources & Tribal Cultural Consultation

South Central Coastal Information Center
California State University, Fullerton
Department of Anthropology MH-426
800 North State College Boulevard
Fullerton, CA 92834-6846
657.278.5395
California Historical Resources Information System
Los Angeles, Orange, Ventura and San Bernardino Counties
sccic@fullerton.edu

7/9/2024 SCCIC File #: 26045.12079

Eleni Getachew
Impact Sciences, Inc.
811 W. 7th Street, Suite 200
Los Angeles, CA 90017

Re: Record Search Results for the New Bell District Specific Plan

The South Central Coastal Information Center received your records search request for the project area referenced above, located on the South Gate, CA USGS 7.5' quadrangle(s). The following summary reflects the results of the records search for the project area and a ½-mile radius. The search includes a review of all recorded archaeological and built-environment resources as well as a review of cultural resource reports on file. In addition, the California Points of Historical Interest (SPHI), the California Historical Landmarks (SHL), the California Register of Historical Resources (CAL REG), the National Register of Historic Places (NRHP), and the California State Built Environment Resources Directory (BERD) listings were reviewed for the above referenced project site. Due to the sensitive nature of cultural resources, archaeological site locations are not released.

RECORDS SEARCH RESULTS SUMMARY

Archaeological Resources* (*see Recommendations section)	Within project area: 0 Within ½-mile radius: 0
Built-Environment Resources	Within project area: 1 Within ½-mile radius: 40
Reports and Studies	Within project area: 3 Within ½-mile radius: 14
OHP Built Environment Resources Directory (BERD) 2022	Within project area: 4
California Points of Historical Interest (SPHI) 2022	Within project area: 0
California Historical Landmarks (SHL) 2022	Within project area: 0
California Register of Historical Resources (CAL REG) 2022	Within project area: 1
National Register of Historic Places (NRHP) 2022	Within project area: 1

HISTORIC MAP REVIEW - Downey, CA (1943) 15' USGS historic map indicates that in 1943 there were several roads (including state route 15) and one school within the project area. There were several additional roads and buildings within the project search radius which was located within the historic place name of Bell. The Pacific Electric Line ran north of the project area. There were at least five schools and three churches within the project search radius.

RECOMMENDATIONS

**When we report that no archaeological resources are recorded in your project area or within a specified radius around the project area; that does not necessarily mean that nothing is there. It may simply mean that the area has not been studied and/or that no information regarding the archaeological sensitivity of the property has been filed at this office. The reported records search result does not preclude the possibility that surface or buried artifacts might be found during a survey of the property or ground-disturbing activities.*

Very few cultural resources studies have been conducted within the New Bell District Specific Plan boundary. Therefore, a phase I survey for the New Bell District Specific Plan by a qualified cultural resource consultant is recommended. The consultant can identify potential areas of cultural resources sensitivity and make recommendations about when monitoring ground disturbing activities would be appropriate and when built-environment resources should be recorded and evaluated for historical significance. The consultant can further make recommendations for the four recorded cultural resources that have already been recorded and evaluated for the National Register (Bell Mansion at 4401 Gage Ave. is listed on the NR and the CR); the remaining three were found ineligible for the NR but do not appear to have been evaluated for the California Register or local listing.

For your convenience, you may find a professional consultant**at www.chrisinfo.org. Any resulting reports by the qualified consultant should be submitted to the South Central Coastal Information Center as soon as possible.

**The SCCIC does not endorse any particular consultant and makes no claims about the qualifications of any person listed. Each consultant on this list self-reports that they meet current professional standards.

If you have any questions regarding the results presented herein, please contact the office at 657.278.5395 Monday through Thursday 9:00 am to 3:30 pm. Should you require any additional information for the above referenced project, reference the SCCIC number listed above when making inquiries. Requests made after initial invoicing will result in the preparation of a separate invoice.

Thank you for using the California Historical Resources Information System,

Isabela Kott
Assistant Coordinator, GIS Program Specialist

Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native

American tribes have historical resource information not in the California Historical Resources Information System (CHRIS) Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

The California Office of Historic Preservation (OHP) contracts with the California Historical Resources Information System's (CHRIS) regional Information Centers (ICs) to maintain information in the CHRIS inventory and make it available to local, state, and federal agencies, cultural resource professionals, Native American tribes, researchers, and the public. Recommendations made by IC coordinators or their staff regarding the interpretation and application of this information are advisory only. Such recommendations do not necessarily represent the evaluation or opinion of the State Historic Preservation Officer in carrying out the OHP's regulatory authority under federal and state law.

NATIVE AMERICAN HERITAGE COMMISSION

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NAHC HEADQUARTERS
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(916) 373-3710
nahc@nahc.ca.gov

May 23, 2024

Eleni Getachew
Impact Sciences, Inc.

Via Email to: egetachew@impactsciences.com

Re: New Bell District Specific Plan Initial Study/Mitigated and Negative Declaration Project, Los Angeles County

To Whom It May Concern:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were negative. However, the absence of specific site information in the SLF does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated; if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance, we can assure that our lists contain current information.

If you have any questions or need additional information, please contact me at my email address: Andrew.Green@nahc.ca.gov.

Sincerely,

Andrew Green

Andrew Green
Cultural Resources Analyst

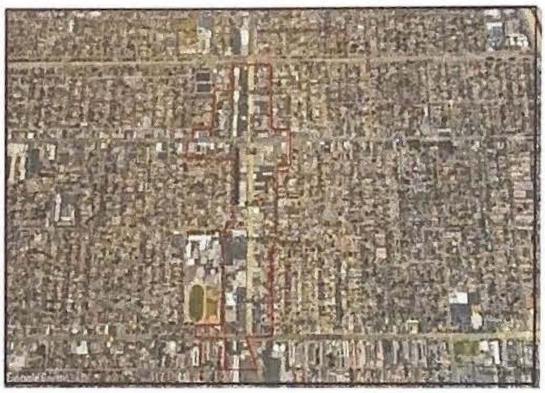
Attachment

APPENDIX C

Noise & Vibration Technical Data

NOISE MONITORING FIELD REPORT

Site Map



Project Name: New Bell District Specific Plan Project

Monitoring Location: South of Tacos Garilan west of Atlantic Ave.

Date: 5/23/24 Site Number: 1

Measured By: Taryn Nunes

Measurement Start Time: 9:03

Measurement End Time: 9:18

Total Measurement Time: 15 min.

Noise Meter Model: Larson Davis Soundtrack LxT Calibration: 94.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: LXT-Data.007

Primary Noise Sources: Airplane traffic, minimal vehicle traffic

Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	61.6
L_{max}	73.2
L_{min}	50.8

Other Noise Sources During Monitoring

1. Airplane Traffic Time: 9:04
2. Airplane Traffic Time: 9:07
3. Airplane Traffic Time: 9:09
4. Airplane Traffic Time: 9:17
5. _____ Time: _____

Additional Notes:

Airplane traffic, minimal vehicle traffic

IMPACT SCIENCES

Measurement Report

Report Summary

Meter's File Name	LxT_Data.007.s	Computer's File Name	LxT_0007329-20240523 090305-LxT_Data.007.ldbin
Meter	LxT1 0007329	Firmware	2.404
User		Location	
Job Description			
Note			

Start Time	2024-05-23 09:03:05	Duration	0:15:00.0		
End Time	2024-05-23 09:18:05	Run Time	0:15:00.0	Pause Time	0:00:00.0
Pre-Calibration	2024-05-23 06:44:46	Post-Calibration	None	Calibration Deviation	---

Results

Overall Metrics

LA_{eq}	61.6 dB		
LAE	91.1 dB	SEA	--- dB
EA	144.5 µPa²h		
EA8	4.6 mPa²h		
EA40	23.1 mPa²h		
LAS_{peak}	88.2 dB	2024-05-23 09:05:03	
LAS_{max}	73.2 dB	2024-05-23 09:05:03	
LAS_{min}	50.8 dB	2024-05-23 09:04:45	
LA_{eq}	61.6 dB		
LC_{eq}	71.0 dB	$LC_{eq} - LA_{eq}$	9.4 dB
LAI_{eq}	63.1 dB	$LAI_{eq} - LA_{eq}$	1.5 dB

Exceedances

	Count	Duration
LAS > 85.0 dB	0	0:00:00.0
LAS > 115.0 dB	0	0:00:00.0
LASpk > 135.0 dB	0	0:00:00.0
LASpk > 137.0 dB	0	0:00:00.0
LASpk > 140.0 dB	0	0:00:00.0

Community Noise

L_{DN}	L_{Day}	L_{Night}
61.6 dB	61.6 dB	0.0 dB

L_{DEN}	L_{Day}	L_{Eve}	L_{Night}
61.6 dB	61.6 dB	--- dB	--- dB

Any Data

	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	61.6 dB		--- dB		--- dB	
$Ls_{(max)}$	73.2 dB	2024-05-23 09:05:03	--- dB	None	--- dB	None
$LS_{(min)}$	50.8 dB	2024-05-23 09:04:45	--- dB	None	--- dB	None
$L_{Peak(max)}$	88.2 dB	2024-05-23 09:05:03	--- dB	None	--- dB	None

Overloads

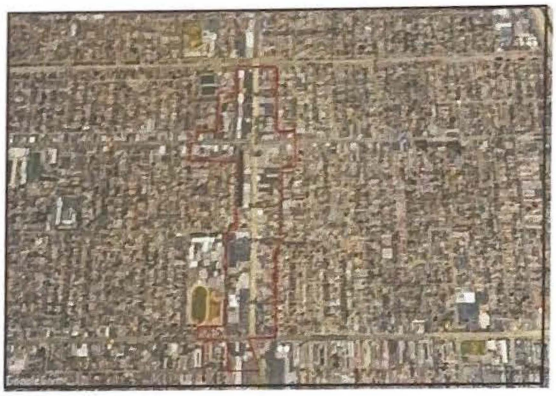
Count	Duration	OBA Count	OBA Duration
0	0:00:00.0	0	0:00:00.0

Statistics

LAS 5.0	66.4 dB
LAS 10.0	64.7 dB
LAS 33.3	61.6 dB
LAS 50.0	59.5 dB
LAS 66.6	57.5 dB
LAS 90.0	54.2 dB

NOISE MONITORING FIELD REPORT

Site Map



Project Name: New Bell District Specific Plan Project

Monitoring Location: Northgate Gonzalez Market (Night)

Date: 5/23/24 Site Number: 2

Measured By: Taryn Nunes

Measurement Start Time: 6:45

Measurement End Time: 7:00

Total Measurement Time: 15 min.

Noise Meter Model: Larson Davis Soundtrack LxT Calibration: 94.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: LxT_Data.002

Primary Noise Sources: Construction Equipment Across the street operational equipment at Grocery Store (Heavy Duty Trucks), Airplanes

Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	62.3
L_{max}	78.0
L_{min}	48.5

Other Noise Sources During Monitoring

1. Operational Equipment, Grocery Store Time: 6:46
2. Construction Equipment Across Street Time: 6:48
3. Operational Equipment, Grocery Store Time: 6:50
4. Construction Equipment Across Strat Time: 6:52
5. Airplane Traffic Time: 6:54

Additional Notes:

Construction equipment Across the Street Heavy Duty Trucks unloading at Grocery Store, Airplane Traffic

IMPACT SCIENCES

Measurement Report

Report Summary

Meter's File Name	LxT_Data.002.s	Computer's File Name	LxT_0007329-20240523 064501-LxT_Data.002.ldbin
Meter	LxT1 0007329	Firmware	2.404
User		Location	
Job Description			
Note			

Start Time	2024-05-23 06:45:01	Duration	0:15:00.0		
End Time	2024-05-23 07:00:01	Run Time	0:15:00.0	Pause Time	0:00:00.0
Pre-Calibration	2024-05-23 06:44:48	Post-Calibration	None	Calibration Deviation	---

Results

Overall Metrics

LA_{eq}	62.4 dB		
LAE	91.9 dB	SEA	--- dB
EA	173.8 µPa²h		
EA8	5.6 mPa²h		
EA40	27.8 mPa²h		
LAS_{peak}	101.7 dB	2024-05-23 06:48:49	
LAS_{max}	78.0 dB	2024-05-23 06:48:42	
LAS_{min}	48.5 dB	2024-05-23 06:47:37	
LA_{eq}	62.4 dB		
LC_{eq}	83.9 dB	LC_{eq} - LA_{eq}	21.5 dB
LAI_{eq}	69.7 dB	LAI_{eq} - LA_{eq}	7.3 dB

Exceedances

	Count	Duration
LAS > 85.0 dB	0	0:00:00.0
LAS > 115.0 dB	0	0:00:00.0
LASpk > 135.0 dB	0	0:00:00.0
LASpk > 137.0 dB	0	0:00:00.0
LASpk > 140.0 dB	0	0:00:00.0

Community Noise

L_{DN}	L_{Day}	L_{Night}
68.5 dB	58.5 dB	0.0 dB

L_{DEN}	L_{Day}	L_{Eve}	L_{Night}
69.0 dB	58.5 dB	--- dB	62.4 dB

Any Data

	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	62.3 dB		--- dB		--- dB	
$Ls_{(max)}$	78.0 dB	2024-05-23 06:48:42	--- dB	None	--- dB	None
$LS_{(min)}$	48.5 dB	2024-05-23 06:47:37	--- dB	None	--- dB	None
$L_{Peak(max)}$	101.7 dB	2024-05-23 06:48:49	--- dB	None	--- dB	None

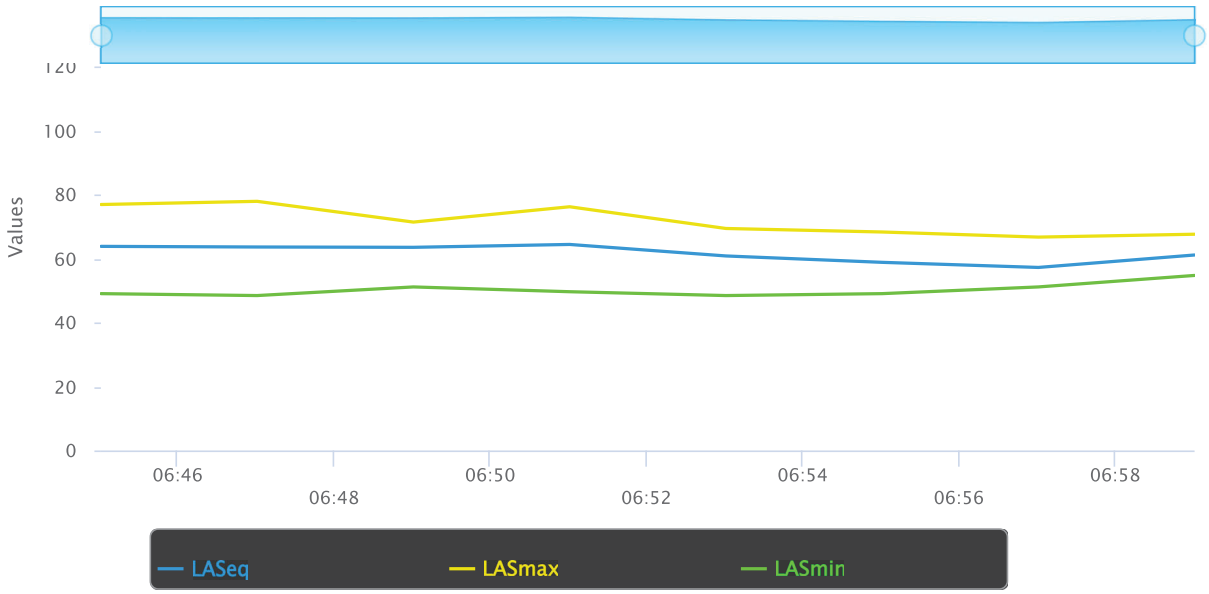
Overloads

Count	Duration	OBA Count	OBA Duration
0	0:00:00.0	1	0:00:02.0

Statistics

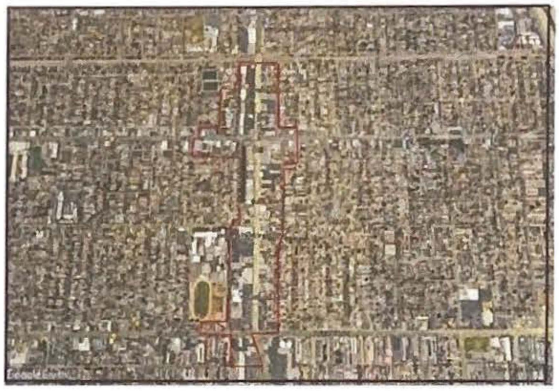
LAS 5.0	68.1 dB
LAS 10.0	66.4 dB
LAS 33.3	61.1 dB
LAS 50.0	58.2 dB
LAS 66.6	55.5 dB
LAS 90.0	51.8 dB

Time History


120
100
80
60
40
20
0
Values
06:46
06:48
06:50
06:52
06:54
06:56
06:58
LASeq
LASmax
LASmin

NOISE MONITORING FIELD REPORT

Site Map



Project Name: New Bell District Specific Plan Project

Monitoring Location: Northgate Gonzalez market (Day)

Date: 5/23/24 Site Number: 2

Measured By: Taryn Nunes

Measurement Start Time: 7:05

Measurement End Time: 7:20

Total Measurement Time: 15 min.

Noise Meter Model: Larson Davis Soundtrack LxT Calibration: 94.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: LxT_Data.003

Primary Noise Sources: Construction equipment Across Street, Airplane Traffic, operational Heavy Duty Equipment for Grocery Store

Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	60.4
L_{max}	78.6
L_{min}	47.9

Other Noise Sources During Monitoring

1. Construction Equipment Across Street Time: 7:07
2. Construction Equipment Across Street Time: 7:10
3. Airplane Traffic Time: 7:14
4. Operational Heavy Duty Truck Time: 7:16
5. Airplane Traffic Time: 7:17

Additional Notes:

Construction equipment, Airplane Traffic, Operational Heavy Duty Truck for Grocery Store

IMPACT SCIENCES

Measurement Report

Report Summary

Meter's File Name	LxT_Data.003.s	Computer's File Name	LxT_0007329-20240523 070507-LxT_Data.003.ldbin
Meter	LxT1 0007329	Firmware	2.404
User		Location	
Job Description			
Note			

Start Time	2024-05-23 07:05:07	Duration	0:15:00.0		
End Time	2024-05-23 07:20:07	Run Time	0:15:00.0	Pause Time	0:00:00.0
Pre-Calibration	2024-05-23 06:44:46	Post-Calibration	None	Calibration Deviation	---

Results

Overall Metrics

LA_{eq}	60.4 dB		
LAE	89.9 dB	SEA	--- dB
EA	109.6 µPa²h		
EA8	3.5 mPa²h		
EA40	17.5 mPa²h		
LAS_{peak}	94.4 dB	2024-05-23 07:15:54	
LAS_{max}	78.6 dB	2024-05-23 07:15:55	
LAS_{min}	47.9 dB	2024-05-23 07:12:02	
LA_{eq}	60.4 dB		
LC_{eq}	70.2 dB	LC_{eq} - LA_{eq}	9.8 dB
LAI_{eq}	62.6 dB	LAI_{eq} - LA_{eq}	2.2 dB

Exceedances

	Count	Duration
LAS > 85.0 dB	0	0:00:00.0
LAS > 115.0 dB	0	0:00:00.0
LASpk > 135.0 dB	0	0:00:00.0
LASpk > 137.0 dB	0	0:00:00.0
LASpk > 140.0 dB	0	0:00:00.0

Community Noise

L_{DN}	L_{Day}	L_{Night}
60.4 dB	60.4 dB	0.0 dB

L_{DEN}	L_{Day}	L_{Eve}	L_{Night}
60.4 dB	60.4 dB	--- dB	--- dB

Any Data

	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	60.4 dB		--- dB		--- dB	
$Ls_{(max)}$	78.6 dB	2024-05-23 07:15:55	--- dB	None	--- dB	None
$LS_{(min)}$	47.9 dB	2024-05-23 07:12:02	--- dB	None	--- dB	None
$L_{Peak(max)}$	94.4 dB	2024-05-23 07:15:54	--- dB	None	--- dB	None

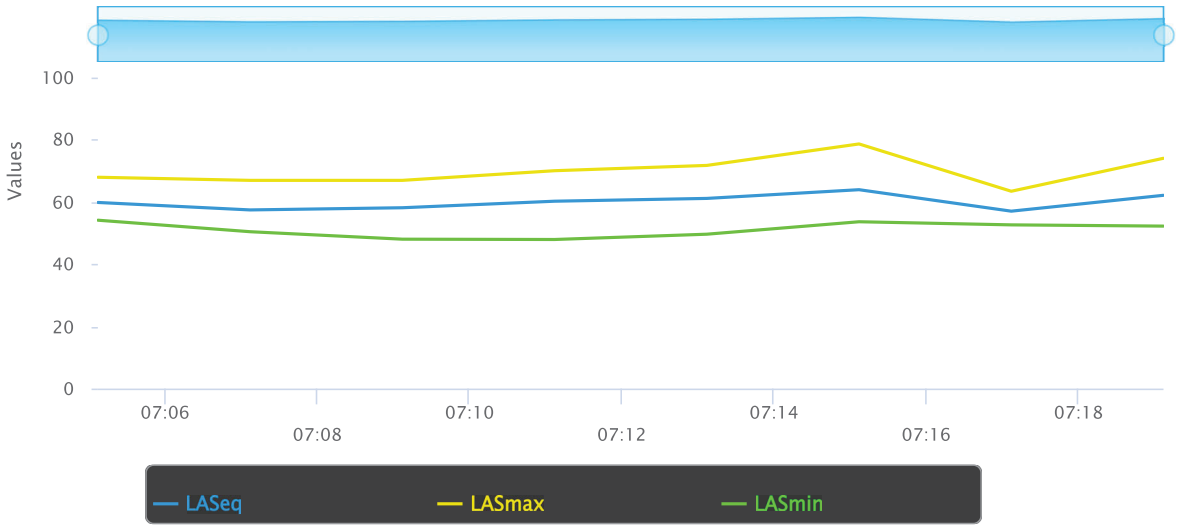
Overloads

Count	Duration	OBA Count	OBA Duration
0	0:00:00.0	0	0:00:00.0

Statistics

LAS 5.0	66.2 dB
LAS 10.0	63.5 dB
LAS 33.3	57.8 dB
LAS 50.0	56.5 dB
LAS 66.6	55.0 dB
LAS 90.0	52.3 dB

Time History


Values
100
80
60
40
20
0
07:06
07:08
07:10
07:12
07:14
07:16
07:18
LASeq
LASmax
LASmin

NOISE MONITORING FIELD REPORT

Site Map

Project Name: New Bell District Specific Plan Project

Monitoring Location: Northgate Gonzalez Market

Date: 5/23/24 Site Number: 2

Measured By: Taryn Nunes

Measurement Start Time: 7:43

Measurement End Time: 7:58

Total Measurement Time: 15 min.

Noise Meter Model: Larson Davis Soundtrack LxT Calibration: 94.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: LxT_Data.017

Primary Noise Sources: Airplane Traffic, Minimal Vehicle Traffic Pedestrians

Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	60.6
L_{max}	73.8
L_{min}	46.3

Other Noise Sources During Monitoring

1. Airplane Traffic Time: 7:44
2. Airplane Traffic Time: 7:47
3. Pedestrians Talking Time: 7:49
4. Airplane Traffic Time: 7:50
5. Airplane Traffic Time: 7:52

Additional Notes:

Airplane Traffic was Active
Minimal Vehicle Traffic
Pedestrians Talking

IMPACT SCIENCES

Measurement Report

Report Summary

Meter's File Name	LxT_Data.017.s	Computer's File Name	LxT_0007329-20240523 194340-LxT_Data.017.ldbin
Meter	LxT1 0007329	Firmware	2.404
User		Location	
Job Description			
Note			

Start Time	2024-05-23 19:43:40	Duration	0:15:00.0		
End Time	2024-05-23 19:58:40	Run Time	0:15:00.0	Pause Time	0:00:00.0
Pre-Calibration	2024-05-23 19:41:54	Post-Calibration	None	Calibration Deviation	---

Results

Overall Metrics

LA_{eq}	60.6 dB		
LAE	90.1 dB	SEA	--- dB
EA	114.8 µPa²h		
EA8	3.7 mPa²h		
EA40	18.4 mPa²h		
LAS_{peak}	92.9 dB	2024-05-23 19:52:46	
LAS_{max}	73.8 dB	2024-05-23 19:52:00	
LAS_{min}	46.3 dB	2024-05-23 19:53:56	
LA_{eq}	60.6 dB		
LC_{eq}	70.7 dB	LC_{eq} - LA_{eq}	10.1 dB
LAI_{eq}	62.4 dB	LAI_{eq} - LA_{eq}	1.8 dB

Exceedances

	Count	Duration
LAS > 85.0 dB	0	0:00:00.0
LAS > 115.0 dB	0	0:00:00.0
LASpk > 135.0 dB	0	0:00:00.0
LASpk > 137.0 dB	0	0:00:00.0
LASpk > 140.0 dB	0	0:00:00.0

Community Noise

L_{DN}	L_{Day}	L_{Night}
60.6 dB	60.6 dB	0.0 dB

L_{DEN}	L_{Day}	L_{Eve}	L_{Night}
--- dB	--- dB	60.6 dB	--- dB

Any Data

	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	60.6 dB		--- dB		--- dB	
$Ls_{(max)}$	73.8 dB	2024-05-23 19:52:00	--- dB	None	--- dB	None
$LS_{(min)}$	46.3 dB	2024-05-23 19:53:56	--- dB	None	--- dB	None
$L_{Peak(max)}$	92.9 dB	2024-05-23 19:52:46	--- dB	None	--- dB	None

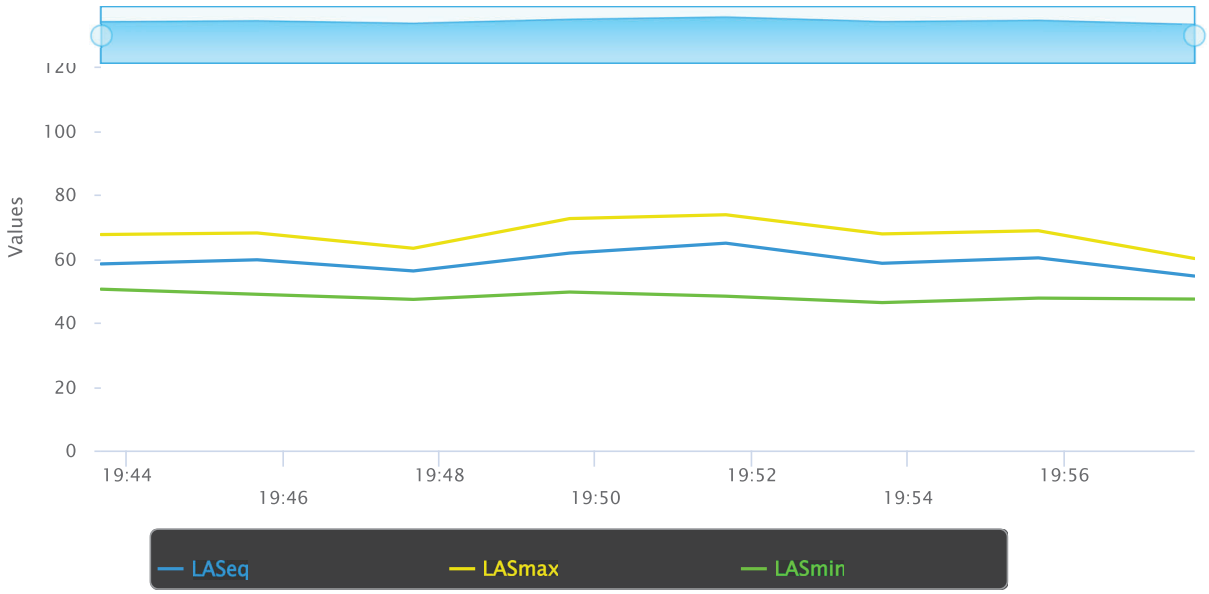
Overloads

Count	Duration	OBA Count	OBA Duration
0	0:00:00.0	0	0:00:00.0

Statistics

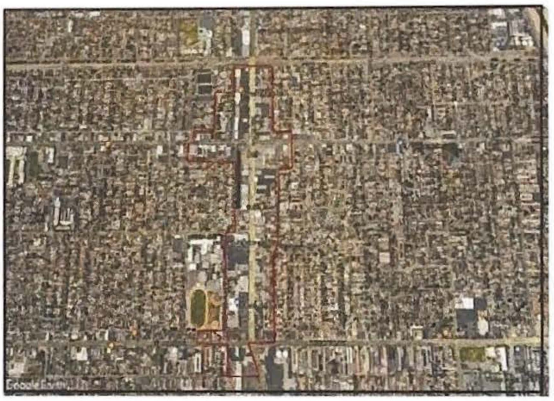
LAS 5.0	66.7 dB
LAS 10.0	63.3 dB
LAS 33.3	58.4 dB
LAS 50.0	56.6 dB
LAS 66.6	54.4 dB
LAS 90.0	50.8 dB

Time History


120
100
80
60
40
20
0
Values
19:44
19:46
19:48
19:50
19:52
19:54
19:56
LASeq
LASmax
LASmin

NOISE MONITORING FIELD REPORT

Site Map



Project Name: New Bell District Specific Plan Project

Monitoring Location: East of Nueva Vista Elementary School, Clarkson Ave

Date: 5/23/14 Site Number: 3

Measured By: Taryn Nunes

Measurement Start Time: 7:36

Measurement End Time: 7:51

Total Measurement Time: 15 min.

Noise Meter Model: Larson Davis Soundtrack LxT Calibration: 94.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: LxT_Data.004

Primary Noise Sources: Minimal Traffic, Heavy Duty Truck, Airplane Traffic, Elementary School Bell

Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	59.2
L_{max}	75.1
L_{min}	46.3

Other Noise Sources During Monitoring

1. Heavy Duty Truck Time: 7:38
2. Airplane Traffic Time: 7:43
3. Horn Honking Time: 7:44
4. Airplane Traffic Time: 7:46
5. Elementary School Bell Time: 7:48

Additional Notes:

Minimal Traffic, Heavy Duty Truck, Airplane Traffic, Elementary School Bell

IMPACT SCIENCES

Measurement Report

Report Summary

Meter's File Name	LxT_Data.004.s	Computer's File Name	LxT_0007329-20240523 073607-LxT_Data.004.ldbin
Meter	LxT1 0007329	Firmware	2.404
User		Location	
Job Description			
Note			

Start Time	2024-05-23 07:36:07	Duration	0:15:00.0		
End Time	2024-05-23 07:51:07	Run Time	0:15:00.0	Pause Time	0:00:00.0
Pre-Calibration	2024-05-23 06:44:46	Post-Calibration	None	Calibration Deviation	---

Results

Overall Metrics

LA_{eq}	59.2 dB		
LAE	88.7 dB	SEA	--- dB
EA	83.2 µPa²h		
EA8	2.7 mPa²h		
EA40	13.3 mPa²h		
LAS_{peak}	93.7 dB	2024-05-23 07:44:13	
LAS_{max}	75.1 dB	2024-05-23 07:41:34	
LAS_{min}	46.3 dB	2024-05-23 07:44:32	
LA_{eq}	59.2 dB		
LC_{eq}	73.7 dB	LC_{eq} - LA_{eq}	14.5 dB
LAI_{eq}	62.5 dB	LAI_{eq} - LA_{eq}	3.3 dB

Exceedances

	Count	Duration
LAS > 85.0 dB	0	0:00:00.0
LAS > 115.0 dB	0	0:00:00.0
LASpk > 135.0 dB	0	0:00:00.0
LASpk > 137.0 dB	0	0:00:00.0
LASpk > 140.0 dB	0	0:00:00.0

Community Noise

L_{DN}	L_{Day}	L_{Night}
59.2 dB	59.2 dB	0.0 dB

L_{DEN}	L_{Day}	L_{Eve}	L_{Night}
59.2 dB	59.2 dB	--- dB	--- dB

Any Data

	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	59.2 dB		--- dB		--- dB	
$Ls_{(max)}$	75.1 dB	2024-05-23 07:41:34	--- dB	None	--- dB	None
$LS_{(min)}$	46.3 dB	2024-05-23 07:44:32	--- dB	None	--- dB	None
$L_{Peak(max)}$	93.7 dB	2024-05-23 07:44:13	--- dB	None	--- dB	None

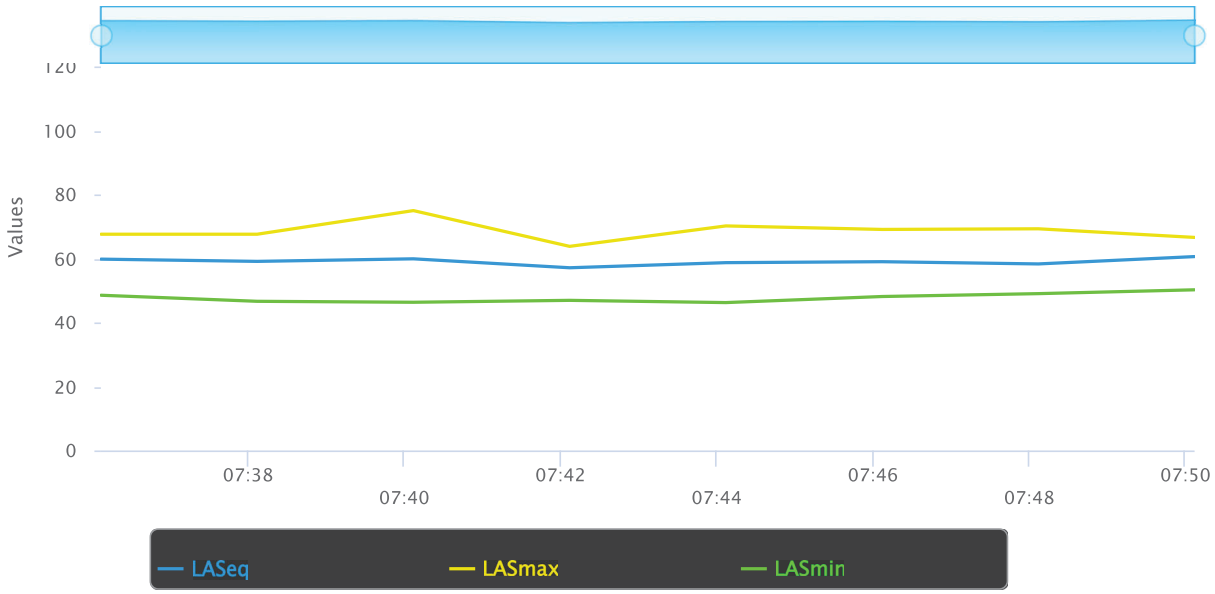
Overloads

Count	Duration	OBA Count	OBA Duration
0	0:00:00.0	0	0:00:00.0

Statistics

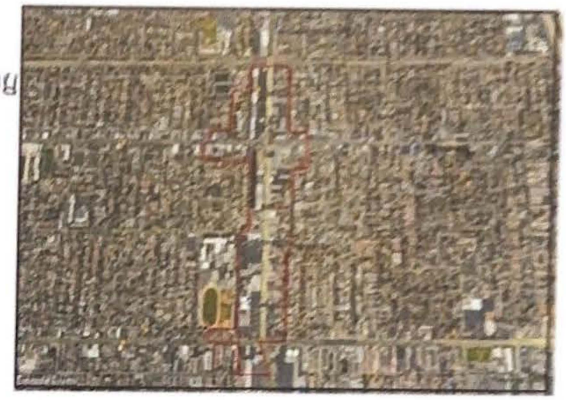
LAS 5.0	64.3 dB
LAS 10.0	62.6 dB
LAS 33.3	58.4 dB
LAS 50.0	55.5 dB
LAS 66.6	53.3 dB
LAS 90.0	49.3 dB

Time History


120
100
80
60
40
20
0
Values
07:38
07:40
07:42
07:44
07:46
07:48
07:50
LASeq
LASmax
LASmin

NOISE MONITORING FIELD REPORT

Site Map



Project Name: New Bell District Specific Plan Project

Monitoring Location: (North of) Federal Ave & Woodway Ave Intersection

Date: 5/23/24 Site Number: 4

Measured By: Taryn Nunes

Measurement Start Time: 9:25

Measurement End Time: 9:40

Total Measurement Time: 15 min.

Noise Meter Model: Larson Davis Soundtrack LxT Calibration: 94.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: LxT_Data, 008

Primary Noise Sources: Minimal Vehicle Traffic, Airplane Traffic, Autoshop Operational Noise

Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	60.6
L_{max}	73.5
L_{min}	45.5

Other Noise Sources During Monitoring

1. Autoshop operational noise Time: 9:26
2. Airplane Traffic Time: 9:28
3. Airplane Traffic Time: 9:32
4. Airplane Traffic Time: 9:36
5. _____ Time: _____

Additional Notes:

Airplane Traffic, Minimal Vehicle Traffic, Autoshop Operational Noise

IMPACT SCIENCES

Measurement Report

Report Summary

Meter's File Name	LxT_Data.008.s	Computer's File Name	LxT_0007329-20240523 092526-LxT_Data.008.ldbin
Meter	LxT1 0007329	Firmware	2.404
User		Location	
Job Description			
Note			

Start Time	2024-05-23 09:25:26	Duration	0:15:00.0		
End Time	2024-05-23 09:40:26	Run Time	0:15:00.0	Pause Time	0:00:00.0
Pre-Calibration	2024-05-23 06:44:46	Post-Calibration	None	Calibration Deviation	---

Results

Overall Metrics

LA_{eq}	60.6 dB		
LAE	90.1 dB	SEA	--- dB
EA	114.8 µPa²h		
EA8	3.7 mPa²h		
EA40	18.4 mPa²h		
LAS_{peak}	88.4 dB	2024-05-23 09:36:13	
LAS_{max}	73.5 dB	2024-05-23 09:36:13	
LAS_{min}	45.5 dB	2024-05-23 09:38:16	
LA_{eq}	60.6 dB		
LC_{eq}	71.2 dB	LC_{eq} - LA_{eq}	10.6 dB
LAI_{eq}	62.3 dB	LAI_{eq} - LA_{eq}	1.7 dB

Exceedances

	Count	Duration
LAS > 85.0 dB	0	0:00:00.0
LAS > 115.0 dB	0	0:00:00.0
LASpk > 135.0 dB	0	0:00:00.0
LASpk > 137.0 dB	0	0:00:00.0
LASpk > 140.0 dB	0	0:00:00.0

Community Noise

L_{DN}	L_{Day}	L_{Night}
60.6 dB	60.6 dB	0.0 dB

L_{DEN}	L_{Day}	L_{Eve}	L_{Night}
60.6 dB	60.6 dB	--- dB	--- dB

Any Data

	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	60.6 dB		--- dB		--- dB	
$Ls_{(max)}$	73.5 dB	2024-05-23 09:36:13	--- dB	None	--- dB	None
$LS_{(min)}$	45.5 dB	2024-05-23 09:38:16	--- dB	None	--- dB	None
$L_{Peak(max)}$	88.4 dB	2024-05-23 09:36:13	--- dB	None	--- dB	None

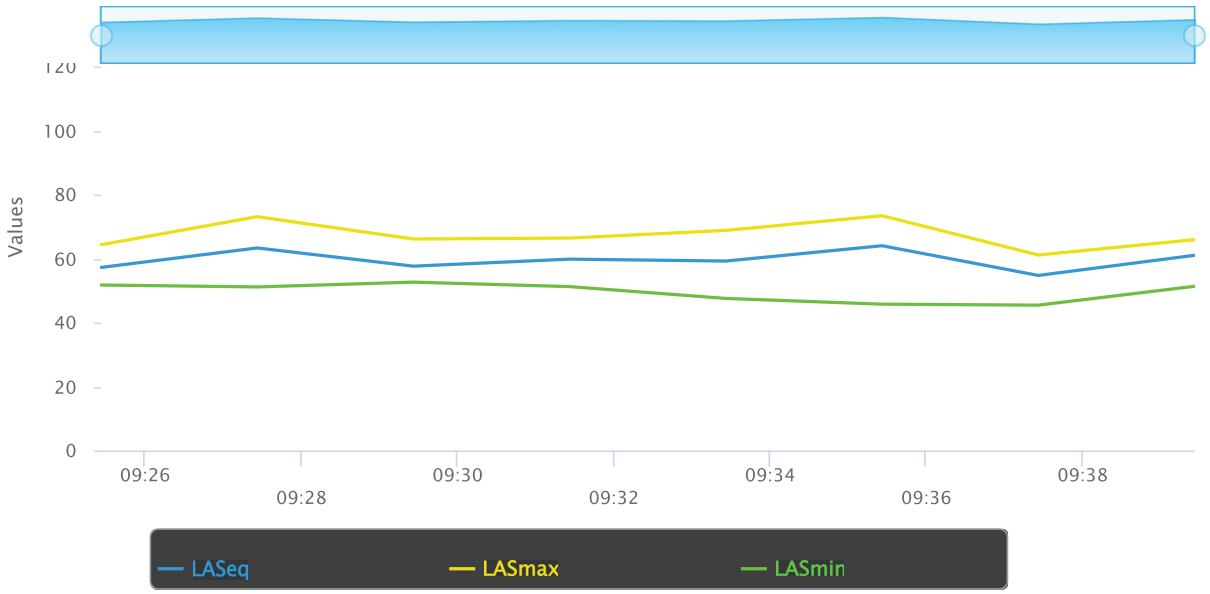
Overloads

Count	Duration	OBA Count	OBA Duration
0	0:00:00.0	0	0:00:00.0

Statistics

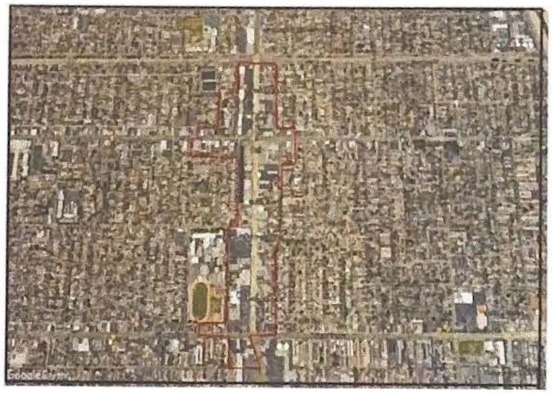
LAS 5.0	66.5 dB
LAS 10.0	64.4 dB
LAS 33.3	57.7 dB
LAS 50.0	56.0 dB
LAS 66.6	54.5 dB
LAS 90.0	51.6 dB

Time History


120
100
80
60
40
20
0
Values
09:26
09:28
09:30
09:32
09:34
09:36
09:38
LASeq
LASmax
LASmin

NOISE MONITORING FIELD REPORT

Site Map



Project Name: New Bell District Specific Plan Project

Monitoring Location: Pine Ave, North of Florence Ave.

Date: 5/23/24 Site Number: 5

Measured By: Taryn Nunes

Measurement Start Time: 8:37

Measurement End Time: 8:52

Total Measurement Time: 15 min.

Noise Meter Model: Larson Davis Soundtrack LxT Calibration: 94.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: LxT_Data.006

Primary Noise Sources: Airplane Traffic, Minimal Vehicle Traffic

Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	61.7
L_{max}	76.9
L_{min}	51.8

Other Noise Sources During Monitoring

1. Airplane Traffic Time: 8:38
2. Airplane Traffic Time: 8:44
3. Airplane Traffic Time: 8:49
4. _____ Time: _____
5. _____ Time: _____

Additional Notes:
Minimal Vehicle Traffic, Airplane Traffic

IMPACT SCIENCES

Measurement Report

Report Summary

Meter's File Name	LxT_Data.006.s	Computer's File Name	LxT_0007329-20240523 083705-LxT_Data.006.ldbin
Meter	LxT1 0007329	Firmware	2.404
User		Location	
Job Description			
Note			

Start Time	2024-05-23 08:37:05	Duration	0:15:00.0		
End Time	2024-05-23 08:52:05	Run Time	0:15:00.0	Pause Time	0:00:00.0
Pre-Calibration	2024-05-23 06:44:46	Post-Calibration	None	Calibration Deviation	---

Results

Overall Metrics

LA_{eq}	61.7 dB		
LAE	91.2 dB	SEA	--- dB
EA	147.9 µPa²h		
EA8	4.7 mPa²h		
EA40	23.7 mPa²h		
LAS_{peak}	90.6 dB	2024-05-23 08:38:00	
LAS_{max}	76.9 dB	2024-05-23 08:38:01	
LAS_{min}	51.8 dB	2024-05-23 08:50:38	
LA_{eq}	61.7 dB		
LC_{eq}	73.7 dB	$LC_{eq} - LA_{eq}$	12.0 dB
LAI_{eq}	62.9 dB	$LAI_{eq} - LA_{eq}$	1.2 dB

Exceedances

	Count	Duration
LAS > 85.0 dB	0	0:00:00.0
LAS > 115.0 dB	0	0:00:00.0
LASpk > 135.0 dB	0	0:00:00.0
LASpk > 137.0 dB	0	0:00:00.0
LASpk > 140.0 dB	0	0:00:00.0

Community Noise

L_{DN}	L_{Day}	L_{Night}
61.7 dB	61.7 dB	0.0 dB

L_{DEN}	L_{Day}	L_{Eve}	L_{Night}
61.7 dB	61.7 dB	--- dB	--- dB

Any Data

	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	61.7 dB		--- dB		--- dB	
$Ls_{(max)}$	76.9 dB	2024-05-23 08:38:01	--- dB	None	--- dB	None
$LS_{(min)}$	51.8 dB	2024-05-23 08:50:38	--- dB	None	--- dB	None
$L_{Peak(max)}$	90.6 dB	2024-05-23 08:38:00	--- dB	None	--- dB	None

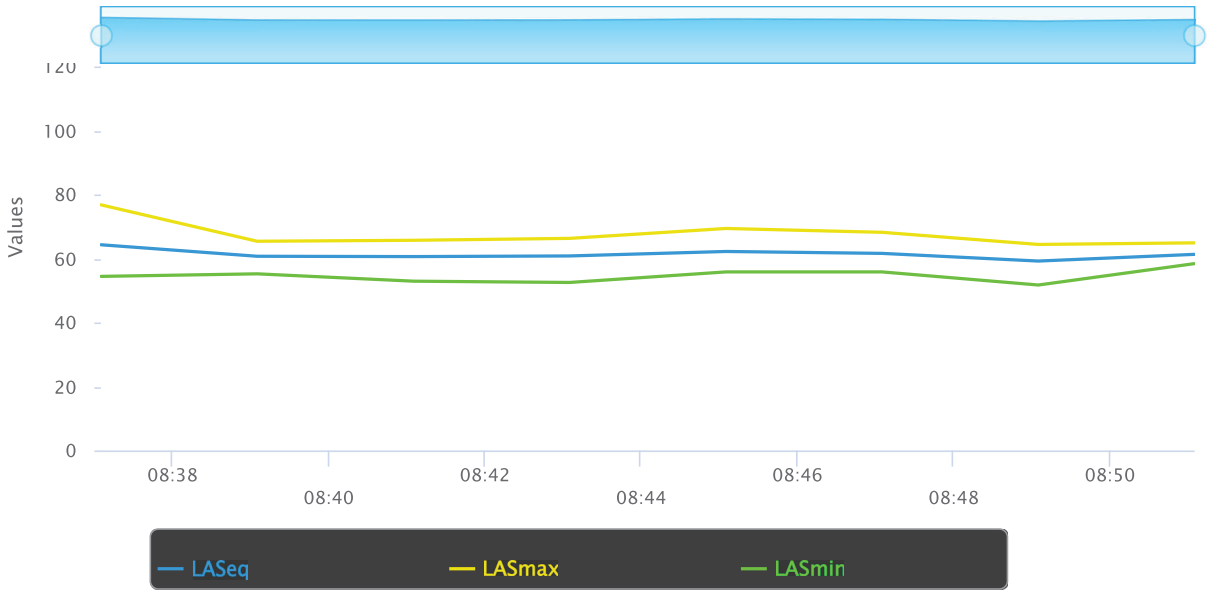
Overloads

Count	Duration	OBA Count	OBA Duration
0	0:00:00.0	0	0:00:00.0

Statistics

LAS 5.0	65.0 dB
LAS 10.0	63.9 dB
LAS 33.3	61.5 dB
LAS 50.0	60.4 dB
LAS 66.6	59.0 dB
LAS 90.0	55.8 dB

Time History


120
100
80
60
40
20
0
Values
08:38
08:40
08:42
08:44
08:46
08:48
08:50
LASeq
LASmax
LASmin

TRAFFIC NOISE LEVELS

Project Name: New Bell District Specific Plan IS/MND

Background Information

Model Description:	FHWA Highway Noise Prediction Model with California Vehicle Noise (CALVENO) Emission Levels.
Analysis Scenario(s):	Existing, Future Without Project, Future With Project
Source of Traffic Volumes:	Traffic Impact Analysis, Iteris 2024.
Community Noise Descriptor:	X

Assumed 24-Hour Traffic Distribution:	(Ldn) Day	Evening	(CNEL) Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Traffic Noise Levels

Analysis Condition Roadway Name Roadway Segment	Lanes	Median Width	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor[1]	Alpha Factor	Barrier Attn. dB(A)	Vehicle Mix Medium Trucks	Vehicle Mix Heavy Trucks	24-Hour dB(A) CNEL
Existing Traffic Noise										
Atlantic Ave.										
North of Randolph Street	4	10	16,400	35	50	0	0	1.8%	0.7%	67.4
Between Randolph St and Gage Ave	4	10	17,600	35	50	0	0	1.8%	0.7%	67.7
Between Gage Ave and Florence Ave	4	10	19,000	35	50	0	0	1.8%	0.7%	68.0
South of Florence Ave	4	10	18,300	35	50	0	0	1.8%	0.7%	67.9
Randolph St North										
West of Atlantic Ave	2	0	3,000	25	50	0	0	1.8%	0.7%	56.5
East of Atlantic Ave	2	0	3,500	25	50	0	0	1.8%	0.7%	57.2
Randolph St South										
West of Atlantic Ave	2	0	7,400	25	50	0	0	1.8%	0.7%	60.4
East of Atlantic Ave	2	0	5,500	25	50	0	0	1.8%	0.7%	59.1
Gage Ave										
West of Atlantic Ave	4	10	21,000	30	50	0	0	1.8%	0.7%	67.2
East of Atlantic Ave	4	10	25,000	30	50	0	0	1.8%	0.7%	67.9
Florence Ave										
West of Atlantic Ave	4	0	23,100	35	50	0	0	1.8%	0.7%	68.7
East of Atlantic Ave	4	0	24,200	35	50	0	0	1.8%	0.7%	68.9
Future Without Project										
Atlantic Ave.										
North of Randolph Street	4	10	16,900	35	50	0	0	1.8%	0.7%	67.5
Between Randolph St and Gage Ave	4	10	18,100	35	50	0	0	1.8%	0.7%	67.8
Between Gage Ave and Florence Ave	4	10	19,500	35	50	0	0	1.8%	0.7%	68.2
South of Florence Ave	4	10	18,800	35	50	0	0	1.8%	0.7%	68.0
Randolph St North										
West of Atlantic Ave	2	0	3,100	25	50	0	0	1.8%	0.7%	56.6
East of Atlantic Ave	2	0	3,600	25	50	0	0	1.8%	0.7%	57.3
Randolph St South										
West of Atlantic Ave	2	0	7,600	25	50	0	0	1.8%	0.7%	60.5
East of Atlantic Ave	2	0	5,700	25	50	0	0	1.8%	0.7%	59.3
Gage Ave										
West of Atlantic Ave	4	10	21,600	30	50	0	0	1.8%	0.7%	67.3
East of Atlantic Ave	4	10	25,700	30	50	0	0	1.8%	0.7%	68.1
Florence Ave										
West of Atlantic Ave	4	0	23,800	35	50	0	0	1.8%	0.7%	68.8
East of Atlantic Ave	4	0	24,900	35	50	0	0	1.8%	0.7%	69.0
Future With Project										
Atlantic Ave.										
North of Randolph Street	4	10	18,200	35	50	0	0	1.8%	0.7%	67.9
Between Randolph St and Gage Ave	4	10	19,400	35	50	0	0	1.8%	0.7%	68.1
Between Gage Ave and Florence Ave	4	10	20,800	35	50	0	0	1.8%	0.7%	68.4
South of Florence Ave	4	10	19,100	35	50	0	0	1.8%	0.7%	68.1
Randolph St North										
West of Atlantic Ave	2	0	3,200	25	50	0	0	1.8%	0.7%	56.8
East of Atlantic Ave	2	0	3,700	25	50	0	0	1.8%	0.7%	57.4
Randolph St South										
West of Atlantic Ave	2	0	7,700	25	50	0	0	1.8%	0.7%	60.6
East of Atlantic Ave	2	0	5,800	25	50	0	0	1.8%	0.7%	59.4
Gage Ave										
West of Atlantic Ave	4	10	21,900	30	50	0	0	1.8%	0.7%	67.4
East of Atlantic Ave	4	10	25,800	30	50	0	0	1.8%	0.7%	68.1
Florence Ave										
West of Atlantic Ave	4	0	24,100	35	50	0	0	1.8%	0.7%	68.9
East of Atlantic Ave	4	0	25,600	35	50	0	0	1.8%	0.7%	69.1

[1] Distance in feet from the roadway centerline to nearest receptor location.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 7/22/2024
Case Description: New Bell Atlantic Specific Plan (Demolition)

				---- Receptor #1 ----			
		Baselines (dBA)					
Description	Land Use	Daytime	Evening	Night			
Adjacent Residences	Residential	60	60	60			

			Equipment			
			Spec	Actual	Receptor	Estimated
	Impact		Lmax	Lmax	Distance	Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Tractor	No	40	84		37	0
Concrete Saw	No	20		89.6	37	0

Results

Calculated (dBA)

Equipment		*Lmax	Leq
Tractor		86.6	82.6
Concrete Saw		92.2	85.2
	Total	92.2	87.1

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 7/22/2024
Case Descripti New Bell Atlantic Specific Plan (Grading)

				---- Receptor #1 ----			
		Baselines (dBA)					
Description	Land Use	Daytime	Evening	Night			
Adjacent Residences	Residential	60	60	60			

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Tractor	No	40	84		37	0
Grader	No	40	85		37	0

Results

		Calculated (dBA)	
Equipment		*Lmax	Leq
Tractor		86.6	82.6
Grader		87.6	83.6
	Total	87.6	86.2

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 7/8/2024
Case Description: New Bell Atlantic Specific Plan Construction

				---- Receptor #1 ----			
		Baselines (dBA)					
Description	Land Use	Daytime	Evening	Night			
Adjacent Residences on Beck Avenue	Residential	60	60	60			

			Equipment			
			Spec	Actual	Receptor	Estimated
	Impact		Lmax	Lmax	Distance	Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Tractor	No	40	84		37	0
Crane	No	16		80.6	37	0

Results

Calculated (dBA)

Equipment		*Lmax	Leq
Tractor		86.6	82.6
Crane		83.2	75.2
	Total	86.6	83.4

*Calculated Lmax is the Loudest value.

APPENDIX D

Transportation Impact Analysis

iteris®

213.488.0345
iteris.com

801 South Grand Avenue, Suite 750
Los Angeles, CA 90017

TECHNICAL MEMORANDUM

To: City of Bell	**From:** Iteris, Inc.
Date: July 22, 2024	
RE: New Bell District Specific Plan – CEQA Transportation Impact Analysis	

INTRODUCTION

This memorandum describes the California Environmental Quality Act (CEQA) transportation impact analysis for the New Bell District Specific Plan project. The evaluation is consistent with CEQA Guidelines effective December 28, 2018. The Specific Plan's impacts are evaluated per Appendix G Environmental Checklist Form of the current CEQA guidelines, which assesses projects by the four criteria listed below:

T-1 *Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

T-2 *Would the project conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*

T-3 *Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

T-4 *Would the project result in inadequate emergency access?*

PROJECT SETTING

The New Bell District Specific Plan (Specific Plan) is a regulatory plan that implements the goals and objectives of the City's General Plan. The Specific Plan area generally includes commercial land use parcels along Atlantic Avenue, bound by Randolph Street on the north and 200 feet south of Florence Avenue on the south. The boundary also includes sites along Gage Avenue between Flora Avenue on the west and King Avenue on the east.

ANALYSIS METHODOLOGY

For impact criteria T-1, T-3, and T-4, a qualitative assessment was prepared to determine if any potential significant impacts would occur as a result of the Project.

For impact criteria T-2, a technical analysis was performed using the Southern California Association of Governments (SCAG), a computerized travel demand model maintained by SCAG. Iteris utilized the SVTM to generate the Vehicle Miles Traveled (VMT) statistics. The model consists of a 2021 base year scenario and 2040 future year scenario. The Specific Plan area encompasses 5 traffic analysis zones (TAZ's) within

the SCAG model (either fully or partially).

For the impact criteria T-2 analysis, all VMT for trips beginning or ending in a particular geography were accounted for, consistent with the Governor's Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA. While other methodologies measure only the amount of VMT traveling on streets within a particular geography, or only half the distance of trips from outside of the City (as in SB 375 Regional Plan Climate Target analysis), the Specific Plan analyzes the full extent of vehicle travel from the Project.

In order to determine the Specific Plan project's potential level of impact, a new scenario was prepared, incorporating the land use projections of the Specific Plan. For land use plans which include both residential and employment uses, the appropriate analysis metric is VMT per service population, where service population is defined as the number of residents plus the number of jobs. The land use plan includes additional residential and non-residential land use, allocated to 24 opportunity sites throughout the plan area. The total land use quantities are summarized as follows:

- A net increase of 584 new residential units
- A net decrease of 24,333 square feet of commercial uses

IMPACT ANALYSIS

This section presents the CEQA impact evaluation for each of the four criteria.

T-1 Impact Evaluation

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

The Specific Plan project's planned transportation network provides consistency related to regional active transportation plans, transit plans, and other mobility infrastructure; specifically the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy.

SCAG Regional Transportation Plan/Sustainable Communities Strategy

Bell is a member of the SCAG Regional Council, the decision-making body of the SCAG Joint Powers Authority under California state law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization (MPO) and under state law as a Regional Transportation Planning Agency and a Council of Governments. The SCAG **Regional Transportation Plan/Sustainable Communities Strategy** (RTP/SCS), Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. The Connect SoCal RTP/SCS is a planning document for the region, allowing project sponsors to qualify for federal funding. In addition, Connect SoCal 2024 will identify a combination of transportation and land use strategies that help the region achieve state

greenhouse gas emission reduction goals and federal Clean Air Act requirements, preserve open space areas, improve public health and roadway safety, and support our vital goods movement industry.

The RTP/SCS is updated every four years and it is anticipated that the City of Bell will work with SCAG to update the RTP/SCS to be consistent with the Specific Plan. The Specific Plan includes strategies for mixed-use development, which allows multiple land uses to work together, to reduce vehicle trip lengths. The California Air Resources Board's (CARB) 2016 Mobile Source Strategy recognizes that coordinated regional planning can improve California's land use patterns and transportation policy in a way that reduces transportation related emissions by reducing growth in VMT.

In addition, the Specific Plan is consistent with the following relevant policies within the City's General Plan Circulation Element:

- Mobility and Circulation Element Policy 7. The City of Bell shall require new developments to include design features to mitigate adverse impacts upon the local circulation system. All new development projects must promote and facilitate walkable streets, bus transit, bicycling, parking, efficient goods movement, and other components of the transportation system. Transit related improvements shall be identified as part of the conditions of approval through the design and environmental review processes.

- Mobility and Circulation Element Policy 12. City of Bell shall explore the feasibility of parking districts as an option to address parking needs. The City shall survey vacant lots where there may be a potential for new parking. This survey will focus on properties that are owned by the City.

- Mobility and Circulation Element Policy 13. City of Bell shall explore new and innovative ways to enhance the utility of surface parking lots and parking structures. For example, new parking structures may be signed so that the ground levels could be occupied by retail or commercial establishments.

- Mobility and Circulation Element Policy 21. The City of Bell shall install pedestrian crosswalks complete with flashing lights and signs within segments of Gage Avenue, Atlantic Avenue, and Florence Avenue that lack intersections and/or crosswalks.

The New Bell District Specific Plan is consistent with programs, plans, ordinances and policies addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, making the impact **less-than-significant**.

T-2 Impact Evaluation

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

Under criteria T-2, the proposed Specific Plan's effects on Vehicle Miles Traveled (VMT) are evaluated, as described in the following sub-sections.

VMT Impact Analysis

The City of Bell currently defers to using the CEQA thresholds applied by the County of Los Angeles to evaluate the VMT impacts of individual development projects or land use plans. The thresholds of significance are as follows:

- A project will be considered to have an impact if it generates VMT per capita, per employee, or per service population in excess of 16.8% less than the existing VMT per capita, per employee, or per service population for the County of Los Angeles.

This threshold was applied to evaluate the potential transportation impacts of the Specific Plan. As mentioned, since the project includes residential and non-residential land use, VMT per service population (i.e., residents plus employees) was used as the analysis metric.

Applying the described land use projections, countywide VMT (i.e., regional average) and Specific Plan area VMT outputs were developed using the SCAG model. **Table 1** summarizes the daily countywide VMT per service population for the existing scenario and Specific Plan area daily VMT per service population for the existing plus project scenario. Detailed VMT calculations are provided in **Appendix A**.

Table 1: Specific Plan VMT Summary (versus regional average)

Scenario (Area)	Total Home-based Daily VMT	Total Work-based Daily VMT	Total Daily VMT	Service Population*	VMT / Service Population
Existing (County of Los Angeles)	154,649,967	103,846,479	258,496,446	15,061,038	17.2
Existing Plus Project (SP Area)	266,932	140,462	407,395	31,383	13.0

* Service Population equals the total of residents and employees

As shown in **Table 1**, the existing plus project VMT per service population for the Specific Plan area is forecast to be 13.0, while the existing countywide VMT per service population is currently 17.2. As such, 16.8% below existing countywide VMT per service population is 14.3. Therefore, the existing plus project Specific Plan area VMT per service population (13.0) is not forecast to exceed the described CEQA threshold. Thus, this impact is considered **less than significant**.

In addition, supplemental outputs from the future year 2040 scenario are presented for informational purposes only (i.e., not used for CEQA transportation impact assessment). **Table 2** summarizes the daily countywide VMT per service population for the future year 2040 scenario (without project) and Specific Plan area daily VMT per service population for the future year 2040 with project scenario. Detailed VMT calculations are provided in **Appendix A**.

Table 2: Future Year 2040 Specific Plan VMT Summary (versus regional average)

Scenario (Area)	Total Home-based Daily VMT	Total Work-based Daily VMT	Total Daily VMT	Service Population*	VMT / Service Population
Future Year 2040 (County of Los Angeles)	156,562,282	102,036,221	258,598,503	16,730,611	15.5
Future Year 2040 Plus Project (SP Area)	257,053	133,718	390,771	32,596	12.0

* Service Population equals the total of residents and employees

As mentioned, the future year 2040 VMT output data is provided for informational purposes only. Similar to the existing plus project scenario, the 2040 Specific Plan area VMT per service population (12.0) is forecast to be more than 16.8% below the regional average VMT per service population.

T-3 Impact Evaluation

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

Any proposed roadway modifications included in the Specific Plan will be designed to City and State engineering design standards to meet sight distance requirements, including visibility of pedestrians and bicyclists. The Specific Plan does not propose any incompatible uses that would increase hazards. As a result, the Specific Plan will have a beneficial impact on geometric design features and incompatible uses.

As such, the Specific Plan would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment. Thus, this impact is considered **less than significant**.

T-4 Impact Evaluation

Threshold: *Would the project result in inadequate emergency access?*

The Specific Plan does not include elements that would impede emergency vehicle access. Any public roadways would be designed to conform to County Fire Department standards for access, as would buildings included within new developments.

Thus, this impact is considered **less than significant**.

APPENDIX A – VMT Output Calculations

Existing VMT Outputs

Model Scenario	Population		Employees		Total Home-based VMT		Total Work-based VMT		Total Other VMT		VMT/Capita		VMT/Employee		P+E VMT/Service Population	
	Project TAZ's	LA County	Project TAZ's	LA County	Project TAZ's	LA County	Project TAZ's	LA County	Project TAZ's	LA County	Project TAZ's	LA County	Project TAZ's	LA County	Project TAZ's	LA County
2021 With Project	25,432	10,378,296	5,951	4,685,347	266,932	153,956,791	140,462	103,787,023	347,656	154,559,354	10.5	14.8	23.6	22.2	13.0	17.1
2021 No Project	23,010	10,375,874	5,768	4,685,164	267,847	154,649,967	129,631	103,846,479	218,777	156,039,047	11.6	14.9	22.5	22.2	13.8	17.2

Future Year 2040 VMT Outputs

Model Scenario	Population		Employees		Total Home-based VMT		Total Work-based VMT		Total Other VMT		VMT/Capita		VMT/Employee		P+E VMT/Service Population	
	Project TAZ's	LA County	Project TAZ's	LA County	Project TAZ's	LA County	Project TAZ's	LA County	Project TAZ's	LA County	Project TAZ's	LA County	Project TAZ's	LA County	Project TAZ's	LA County
2040 With Project	25,998	11,511,285	6,598	5,221,931	257,053	156,331,531	133,718	101,485,992	332,679	152,720,421	9.9	13.6	20.3	19.4	12.0	15.4
2040 No Project	23,576	11,508,863	6,415	5,221,748	245,468	156,562,282	124,918	102,036,221	209,037	151,469,388	10.4	13.6	19.5	19.5	12.3	15.5

ATTACHMENT - 7

NEW BELL DISTRICT SPECIFIC PLAN

Final Initial Study / Mitigated Negative Declaration

Prepared for:

City of Bell
6330 Pine Avenue
Bell, California 90201

Prepared by:

Impact Sciences, Inc.
811 W. 7th Street, Suite 200
Los Angeles, California 90017

October 2025

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Appendix

A Notice of Intent

I. INTRODUCTION

1. PROJECT SUMMARY

1.1.1 Project Background

On October 12, 2022, the City Council approved the 2021-2029 Housing Element, which included Program 23: Atlantic Avenue Specific Plan. The program specified that the Atlantic Avenue corridor was one of the remaining commercial corridors that does not permit residential uses. The program encouraged the Atlantic Avenue Specific Plan to identify appropriate areas, standards, and densities for new by-right housing along the corridor while preserving the commercial uses.[1] In addition, the Housing Element included the following goals and policies to encourage mixed-use development along Atlantic Avenue:

- **Goal 2, Policy 3:** The City of Bell shall assist developers in the identification of land suitable for new housing developments for all incomes. The City shall continue to provide developers with information concerning potential development sites and identify publicly owned land suitable for affordable and mixed-income housing.

- **Goal 5, Policy 3**: The City of Bell shall encourage development of underutilized housing sites that could accommodate future affordable housing needs as well as other types of potential infill development.

- **Goal 5, Policy 5**: The City of Bell shall explore opportunities for new residential development within those areas of the City occupied by vacant, obsolete commercial, and industrial uses.

- **Goal 5, Policy 8**: The City of Bell shall ensure that new higher-density residential projects are compatible in design with adjacent residential areas. This will be achieved through the continued review of development projects by the Planning Commission, through the Building and Planning Division's plan reviews, and through Plan Checks.

- **Goal 5, Policy 9**: The City of Bell shall explore new land use designations, such as mixed-use, for key areas of the City that could accommodate such development. New commercial development located along Gage Avenue, Atlantic Boulevard, and Florence Avenue shall be encouraged to explore mixed-use development that includes residential uses within the development.

---

1 City of Bell, *2021-2029 Housing Element*. Available online at: https://www.cityofbell.org/home/showpublisheddocument/16916/638118850740000000, accessed on September 3, 2025.

Since the adoption of the Housing Element, the City has renamed the Atlantic Avenue Specific Plan to the New Bell District Specific Plan.

In the Spring of 2022, the City conducted public outreach to capture views and opinions regarding the current state of the Plan Area, as well as opinions on what amenities were missing from the corridor. An online survey, mailers, and in-person meetings at several City events were conducted. In the Summer of 2022, additional meetings with the Planning Commission and City Council were conducted to further collect and refine input to the Proposed Plan.

1.1.2 Specific Plan

Key Features

Proposed Land Use and Zone Changes

Implementation of the Proposed Plan is anticipated to result in a net increase of 584 residential units and a net reduction of 34,784 square feet of non-residential uses (24,333 square feet of commercial uses, 2,451 square feet of civic uses, and the removal of 20 hotel rooms totaling approximately 8,000 square feet). The development potential that would be allowed under the Proposed Plan is summarized below in **Table I-1, Proposed Plan Development Summary**. As shown in the table below, future conditions with the Plan are anticipated to result in 762,213 square feet of non-residential uses and 957 total residential units. Development would occur as a combination of demolition of existing uses and new construction on vacant sites. While development is anticipated to occur on the opportunity sites, it is possible that development would occur outside of the opportunity sites as well. The Plan is anticipated to be built out over a period of approximately 15 years, with full buildout occurring by the year 2040.

Analysis of impacts was conducted by considering the increase in residential and non-residential square footage anticipated at buildout. In most cases, a 2040 operational buildout scenario was evaluated as the determination of impacts. For construction, assumptions were made regarding the amount of construction and the number of individual projects that are anticipated.

Table I-1
Proposed Plan Development Summary

Land Use Category	Existing Conditions	Proposed Plan Development Changes	Future Condition Under the Proposed Plan
Residential (units)	373	597[a]	957
Residential (sf)	317,207	556,110	873,317
Commercial (sf)	786,546	-24,333	762,213
Civic (sf)	36,580	-2,451	34,129
Hotel (rooms)	20	-20	0
Hotel (sf)	8,000	-8,000	0
Total Square Footages	**1,148,726**	**521,326**	**1,670,616**

Source: The Arroyo Group, 2024 (assumes an average housing unit size of 800 square feet and 400 square feet for hotel rooms)
[a] *The Proposed Plan would also demolish 13 residential units for a net increase of 584 units, for a total of 957 units*

The Proposed Plan will re-designate and re-district the Plan Area with three new districts and also includes two new overlays:

- Main Street District (MU-3 District) – The MU-3 District is concentrated along the intersection of Atlantic Avenue and Gage Avenue and will be the primary focus area for dining, entertainment, pedestrian-friendly retail, open space, and public investment. The MU-3 District is the City's main street zone and provides a vibrant and walkable area that supports a mix of businesses, provides a range of housing types, and serves as the attractive and inviting center for the City. The MU-3 District allows for commercial and mixed-use development and promotes the development of higher residential density mixed-use projects. The MU-3 District does not allow 100 percent residential uses, as the district requires commercial frontages on the ground floor of mixed-use developments. The primary intention of the MU-3 District is to create a continuous line of shopfronts along Atlantic Avenue and Gage Avenue to create a pedestrian-friendly experience in the City's center. Key components of the MU-3 District include:

  - Redevelopment of the Shoe City site (Opportunity Site 19) into a central public plaza, retail/restaurant center, and district parking garage

  - Linkage of brewery and food hall through a public plaza/temporary closure of Pine Avenue at Gage Avenue

  - Repositioning publicly-owned Bell House and library (Opportunity Site 8) into more activated civic/commercial/residential sites

- Establishing a new/stronger connection between the Civic Center and Treder Park, Atlantic/Palm Plaza driveway node, and neighborhoods through Bell Palm Plaza
- Connecting the Civic Center to Downtown through a linear park along Pine Avenue
- New destination drive-through restaurant (In-N-Out Burger) at the Western Auto site
- Providing linkages between future residential development at the used car dealership (Opportunity Site 4)/WSS site (Opportunity Site 10) to the center by facilitating commercial mixed-use development at the corner of Atlantic Avenue/Bell Palm Plaza Driveway.
- Upgrading and opening of Treder Park to the surroundings by removing fences and introducing more active, residential-supportive programming
- New streetscape improvements and trees on Atlantic Avenue
- New streetscape improvements and trees on Gage Avenue

- Mixed-Use District (MU-2 District) – This MU-2 District is located predominantly along Atlantic Avenue, north and south of the Main Street District. This MU-2 District will provide a more flexible combination of uses, including shopping centers, mixed-use developments, multifamily residential buildings, and convenience retail. The MU-2 District provides opportunities for commercial, mixed-use, and higher-density residential and 100 percent residential development. The MU-2 District aims to provide active, pedestrian-friendly, and human-scaled development. However, there is no singular character to areas in the MU-2 District. Key components of the MU-2 District include:
  - Redevelopment of Jack's Car Wash (Opportunity Site 18) for drive-through or other convenience retail and electric vehicle charging
  - Redevelopment of the used car dealership (Opportunity Site 1) at the southeast corner of Atlantic Avenue and Randolph Street for multi-family residential.
  - Streetscape improvements and design standards will be implemented to improve pedestrian-friendliness.
- Public Facilities (PF Zone) District – The PF zone is intended to provide regulations for the use and development of publicly owned land in order to implement the City's adopted General Plan. Uses permitted in the PF zone include public facility uses, public parking facility uses, fire stations, police stations, government buildings, government structures, government offices, government service

facilities, government maintenance yards, open space, parks, recreation facilities, walking trails, children's play areas, picnic facilities, and athletic fields.

- Housing Element Site Overlay Regulations – Housing Site Overlay sites shall allow 100 percent residential use, and residential uses shall occupy at least 50 percent of the total floor area of a mixed-use project. Housing Element Overlay sites shall permit the by-right development of housing projects that have designated at least 20 percent of their units as affordable to low-income households.

- Drive-Through Overlay – The Drive-Through Overlay allows drive-through retail uses to be permitted within the Drive-Through Overlay only and must adhere to the Drive-Through standards established in the Specific Plan. No more than one drive-through use is permitted per parcel or shopping center.

Transportation Improvements

The Proposed Plan includes several street improvements specific to vehicular use. A portion of Pine Avenue is proposed as a temporary shared street/plaza that could be closed to vehicles during special events. On street parking improvements include adding street parking along Atlantic Avenue and Gage Avenue, and reducing or eliminating street parking on Clarkson Avenue between Gage Avenue and Bell Avenue. A public parking garage is proposed on the east side of Atlantic Avenue, south of Gage Avenue. Lastly, the Gage Avenue eastbound right turn lane onto southbound Atlantic Avenue is proposed to be eliminated.

In addition to general pedestrian improvements throughout the Plan Area, such as improved lighting, landscaping, and street trees, the Proposed Plan will include pedestrian-friendly frontage standards that can be implemented throughout the Plan Area, especially within the Main Street District. The Proposed Plan also calls for several new plazas, including an opportunity for the flexible/shared street plaza opposite the Bell Palm Plaza discussed above. Lastly, a linear park is proposed along Pine Avenue north of Gage Avenue.

Several bicycle improvements are proposed as part of the Proposed Plan, these include turning Clarkson Avenue north of Gage Avenue into a shared street/Class III bikeway, as well as a Class I bikeway along the north side of Gage Avenue (between Pine Avenue and Atlantic Avenue, as well as linkages to Class III bikeways on Pine, Bell and Brompton Avenues and the future Class IV bikeway along Randolph Street. Transit improvements will include upgrades to bus stops by providing updated shelters and real-time signage. Additionally, the City will be encouraged to collaborate with future bus rapid transit studies.

To be approved and implemented, the Project requires the following actions by the City:

- Adoption of the New Bell District Specific Plan;

- Zone Change for the Plan Area, and
- Amendments to the Bell General Plan.
- Amendments to the Bell Municipal Code, specifically the Zoning Code.

2. PURPOSE OF THE FINAL IS/MND

The City of Bell, as the Lead Agency under the California Environmental Quality Act (CEQA), has prepared this Final Initial Study/Mitigated Negative Declaration (Final IS/MND) for the proposed New Bell District Specific Plan. This document, in conjunction with the Draft Initial Study/Mitigated Negative Declaration (Draft IS/MND), comprises the Final IS/MND.

As described in §§ 15073 and 15074 of the *State CEQA Guidelines*, the Lead Agency must consider comments received on the Draft IS/MND before approving the Project.

Accordingly, the Final IS/MND for the Project is comprised of two parts as follows:

- Part 1: Final IS/MND with Appendices
- Part 2: Draft IS/MND and Technical Appendices

3. OVERVIEW OF THE CEQA PUBLIC REVIEW PROCESS FOR THE FINAL IS/MND

In compliance with the *State CEQA Guidelines*, the City of Bell, as the Lead Agency for the Project, has provided opportunities for the public to participate in the environmental review process. As described below, throughout the environmental review process, an effort was made to inform, contact, and solicit input from the public and various State, regional, and local government agencies and other interested parties on the project.

Notice of Intent to Adopt a Mitigated Negative Declaration

In compliance with § 21080 of the California Public Resources Code, a Notice of Intent to Adopt a Mitigated Negative Declaration (NOI) and the Notice of Availability (NOA) were prepared by the City of Bell. The City of Bell, as the Lead Agency, filed the NOI/NOA (see **Appendix A, Notice of Intent**) with the Los Angeles County Clerk, and it was processed on July 16, 2025, and filed with the California State Clearinghouse Office of Planning and Research (OPR) processed on July 16, 2025 (Filing Number 2025070680). A 30-day public comment period began on July 16, 2025, and ended on August 14, 2025.

An electronic copy of the Draft IS/MND and all documents referenced therein were available online at: https://www.cityofbell.org/?NavID=2716

A hard copy was available for review during the City of Bell's normal business hours at:

City of Bell
6330 Pine Avenue
Bell, California 90201
(323) 588-6211

The purpose of the NOI/NOA was to formally convey that the City was preparing a Draft IS/MND for the Project and to solicit input regarding the scope and content of the environmental analysis included in the IS/MND. The City received one comment between July 16, 2025, and August 14, 2025. Refer to **Table II-1, Comments Received in Response to the Draft IS/MND,** in **Chapter II, Responses to Comments,** of this Final IS/MND for a comprehensive listing of all comments received.

Final Initial Study/Mitigated Negative Declaration /Notice of Determination

Before approving a project, CEQA requires the decision-making body of the Lead Agency shall consider the proposed negative declaration or mitigated negative declaration together with any comments received during the public review process. The decision-making body shall adopt the proposed negative declaration or mitigated negative declaration only if it finds on the basis of the whole record before it (including the initial study and any comments received), that there is no substantial evidence that the project will have a significant effect on the environment and that the negative declaration or mitigated negative declaration reflects the Lead Agency's independent judgment and analysis. When adopting a mitigated negative declaration, the Lead Agency shall also adopt a program for reporting on or monitoring the changes that it has either required in the project or made a condition of approval to mitigate or avoid significant environmental effects (*State CEQA Guidelines*, Section 15074).

Lead agencies are required to notify OPR and/or the county clerk within five working days after a determination is made to approve a project that is subject to CEQA (*State CEQA Guidelines*, Sections 15075 and 15094). A Notice of Decision or Determination (NOD) is a brief notice to be filed by a public agency after it approves or determines to carry out a project that is subject to the requirements of CEQA.

Organization of the Final IS/MND

The Final IS/MND consists of the following three chapters and an appendix:

I. Introduction: This chapter describes the purpose of the Final IS/MND, provides a summary of the Project, summarizes the Draft and Final IS/MND public review process, and presents the contents of the Final IS/MND.

II. Responses to Comments: This chapter presents all comments received by the City during the 30-day public review period for the Draft IS/MND (July 16, 2025 - August 14, 2025) as well as responses to those comments. Letters received during the public comment period are included in the Final IS/MND.

III. Mitigation Monitoring and Reporting Program: The Mitigation Monitoring and Reporting Program (MMRP) is the document that will be used by the enforcement and monitoring agencies responsible for the implementation of the Plan's mitigation measures and Project Design Features. Mitigation measures are listed by environmental topic.

Appendix A: Notice of Intent. As stated above, the City of Bell filed the NOI/NOA with the Los Angeles County Clerk, and it was processed on July 16, 2025. The NOI/NOA was also filed with the California State Clearinghouse Office of Planning and Research (OPR), and it was processed on July 16, 2025 (Filing Number 2025070680).

II. RESPONSES TO COMMENTS

1. INTRODUCTION

Section 15074(b) of the *State of California Environmental Quality Act (CEQA) Guidelines* states that "Prior to approving a project, the decision-making body of the lead agency shall consider the proposed negative declaration or mitigated negative declaration together with any comments received during the public review process." This Chapter of the Final IS/MND provides responses to written comments on the Draft IS/MND received during the public comment period. **Table II-1, Comments Received in Response to the Draft IS/MND**, provides a list of the comment letters received and a summary of the issues that were raised in comments on the Draft IS/MND.

The City received one comment on the Draft IS/MND (see **Table II-1**). As required by the *State CEQA Guidelines*, § 15088 (c), the focus of the responses to comments is "the disposition of significant environmental issues raised." Therefore, detailed responses are not provided to comments that do not relate to relevant environmental issues. However, in some cases, additional information has been added for reference and clarity. This section includes a copy of the comment received, with the response to the comment raised immediately following each letter.

Table II-1
Comments Received in Response to the Draft IS/MND

Letter Number	Organization	Commenter Name	Comment Date	Response Page Number
Letter 1	Gabrieleño Band of Mission Indians – Kizh Nation Covina, CA 91723	Brandy Salas Tribal Administrative Coordinator	July 16, 2025	II-6

2. RESPONSES TO COMMENTS

From: Gabrieleno Administration <admin@gabrielenoindians.org>
Sent: Friday, July 18, 2025 3:32 PM
To: Guillermo Arreola <garreola@CITYOFBELL.ORG>
Subject: Re: City of Bell New Bell District Specific Plan - AB 52 Notification

[The e-mail below is from an external source. Please do not open attachments or click links from an unknown or suspicious origin.]

Hello Guillermo Arreola

Thank you for your email. If this is a Specific Plan project and no ground-disturbing activities are proposed, we have no concerns at this time. However, should any ground disturbance be planned in the future, we respectfully request to be notified in advance to ensure appropriate cultural protocols are followed.

Best regards,
Brandy Salas

Tribal Administrative Coordinator
Gabrieleño Band of Mission Indians - Kizh Nation
PO Box 393
Covina, CA 91723
Office: 844-390-0787
website: www.gabrielenoindians.org

Comment Letter No. 1

Gabrieleño Band of Mission Indians – Kizh Nation
P.O. Box 393
Covina, CA 91723
Brandy Salas
Tribal Administrative Coordinator

Comment received on July 16, 2025.

Response to Comment Letter No. 1

This comment letter states that if no ground-disturbing activities are proposed, the tribe has no concerns at the time. However, should any ground disturbance be planned in the future, the tribe requests to be notified in advance to ensure that appropriate tribal/cultural consultation protocols are adhered to.

The Project would implement the New Bell District Specific Plan. Approval of the Plan does not constitute a commitment to any specific development project. It is contemplated that future site-specific approvals in the Plan Area may be evaluated with consideration of the IS/MND under CEQA rules for subsequent approvals, where applicable. Future projects under the Proposed Plan that would cause ground-disturbance would engage in subsequent tribal consultation pursuant to PRC Section 21080.3.1 and as described in **Mitigation Measure MM TCR-1**.

III. CORRECTIONS & ADDITIONS

Corrections and additions to the Draft Initial Study / Mitigated Negative Declaration (IS/MND) include changes to the IS/MND as a result of responses to comments. Changes to the IS/MND have been made in ~~strikethrough~~/underline. As demonstrated below, any changes are minor and do not change the findings or conclusions of the IS/MND, nor do they require recirculation of the MND in accordance with Section 15073.5 of the *State CEQA Guidelines*.

The corrections and additions clarify and amplify the findings of the IS/MND and do not result in any of the following: new significant environmental impacts; substantial increases in the severity of the environmental impacts; the presentation of new, considerably different, and feasible alternatives or mitigation measures that would lessen the environmental impacts and were not adopted by the Applicant; or the inadequacy of the Draft IS/MND.

TABLE OF CONTENTS

Page ii – In the List of Figures, "Figure 7, Proposed Zoning Map" has been corrected to now state "Figure 7, Proposed Districts Map."

I. INTRODUCTION

1.5 NATIVE AMERICAN CONSULTATION

Page 3 – The paragraph is revised to read as follows:

> California Native American tribes traditionally and culturally affiliated with the Project area are required to be consulted pursuant to PRC Section 21080.3.1. Impact Sciences submitted a Sacred Lands File records search request to the Native American Heritage Commission (NAHC) for the Project. The NAHC responded that no known records were identified and provided a list of tribes to contract for tribal consultation (please see **Appendix B**, **Cultural Resources and Tribal Consultation Resources**). The City contacted the list of tribes by certified mail and email to offer the tribes an opportunity for tribal consultation on the Project. To date, no tribes have requested consultation. To date, one tribe, the Gabrieleño Band of Mission Indians - Kizh Nation, has contacted the City regarding the Proposed Plan. The tribe did not request consultation. On July 16, 2025, Brandy Salas, Tribal Administrative Coordinator for the Gabrieleño Band of Mission Indians - Kizh Nation, shared an interest in being consulted for any ground-disturbance planned in the future under the Plan.

II. PROJECT DESCRIPTION

2.4.2 Specific Plan

During and after the public review of the draft specific plan, several changes were made as a result of community input, as well as staff-initiated text changes. The Main Street Zoning District (MU-3 Zone) and the Mixed-Use Zoning District (MU-2 Zone) were renamed to the Main Street Zoning District (MU-3 District) and the Mixed-Use Zoning District (MU-2 District), respectively. References to the former MU-3 Zone and MU-2 Zone have been updated throughout the IS/MND. Additionally, residential uses are no longer being considered as part of the redevelopment of the Shoe City site. As a result, references to a residential component of the Shoe City redevelopment have been removed.

Text changes to reflect these modifications include:

Page 18 – The paragraph is revised to read as follows:

> The Proposed Plan will re-designate and re-district ~~zone~~ the Plan Area with three new ~~zoning~~ districts and also includes two new overlays ~~zones~~ (see **Figure 6, Proposed Land Use Map,** and **Figure 7, Proposed Districts ~~Zoning~~ Map**):
>
> - Main Street ~~Zoning~~ District (MU-3 District ~~Zone~~) – The MU-3 District ~~Zone~~ is concentrated along the intersection of Atlantic Avenue and Gage Avenue and will be the primary focus area for dining, entertainment, pedestrian-friendly retail, open space, and public investment. The MU-3 District ~~Zone~~ is the City's main street zone and provides a vibrant and walkable area that supports a mix of businesses, provides a range of housing types, and serves as the attractive and inviting center for the City. The MU-3 District ~~Zone~~ allows for commercial and mixed-use development and promotes the development of higher residential density mixed-use projects. The MU-3 District ~~Zone~~ does not allow 100 percent residential uses, as the district ~~zone~~ requires commercial frontages on the ground floor of mixed-use developments. The primary intention of the MU-3 District ~~Zone~~ is to create a continuous line of shopfronts along Atlantic Avenue and Gage Avenue to create a pedestrian-friendly experience in the City's center. Key components of the MU-3 District ~~this zone~~ include:
>
>   - Redevelopment of the Shoe City site (Opportunity Site 19) into a central public plaza, retail/restaurant center, and district parking garage ~~and residential development~~

Page 19 – The paragraph is revised to read as follows:

- Mixed-Use ~~Zoning~~ District (MU-2 District ~~Zone~~) – This MU-2 District ~~Zone~~ is located predominantly along Atlantic Avenue, north and south of the Main Street ~~Zoning~~ District. This MU-2 District ~~Zone~~ will provide a more flexible combination of uses, including shopping centers, mixed-use developments, multifamily residential buildings, and convenience retail. The MU-2 District ~~Zone~~ provides opportunities for commercial, mixed-use, and higher density residential and 100 percent residential development. The MU-2 District ~~Zone~~ aims to provide active, pedestrian-friendly and human-scaled development. However, there is no singular character to areas in the MU-2 District ~~Zone~~. Key components of the MU-2 District ~~this zone~~ include:

Page 20 – The paragraph is revised to read as follows:

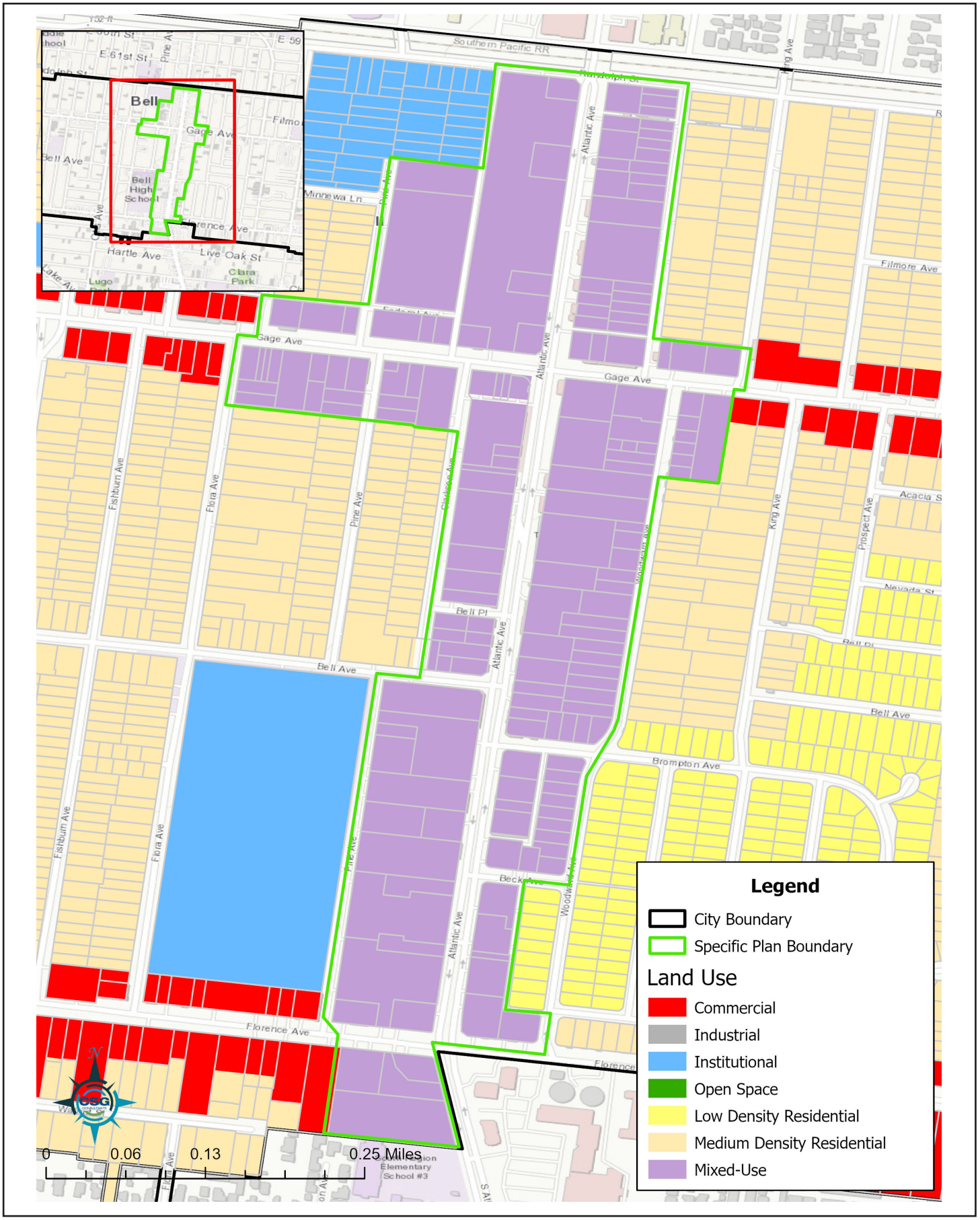
- Drive-Through Overlay ~~Zone –~~ The Drive-Through Overlay ~~Zone~~ allows drive-through retail uses to be permitted within the Drive-Through Overlay only and must adhere to the Drive-Through standards established in the Specific Plan. No more than one drive-through use is permitted per parcel or shopping center.

Page 20 – Under the section titled "Transportation Improvements," the second paragraph is revised to read as follows:

In addition to general pedestrian improvements throughout the Plan Area such as improved lighting, landscaping and street trees, the Proposed Plan will include pedestrian friendly frontage standards that can be implemented throughout the Plan Area, especially within the Main Street District ~~zone~~.

Page 22 –**Figure 6, Proposed Land Use Map** is updated to replace "New Bell District" use with "Mixed-Use." See the revised figure below.

Page 23 –**Figure 7, Proposed Zoning Map** is replaced with **Figure 7, Proposed Districts Map** See the updated figure below.



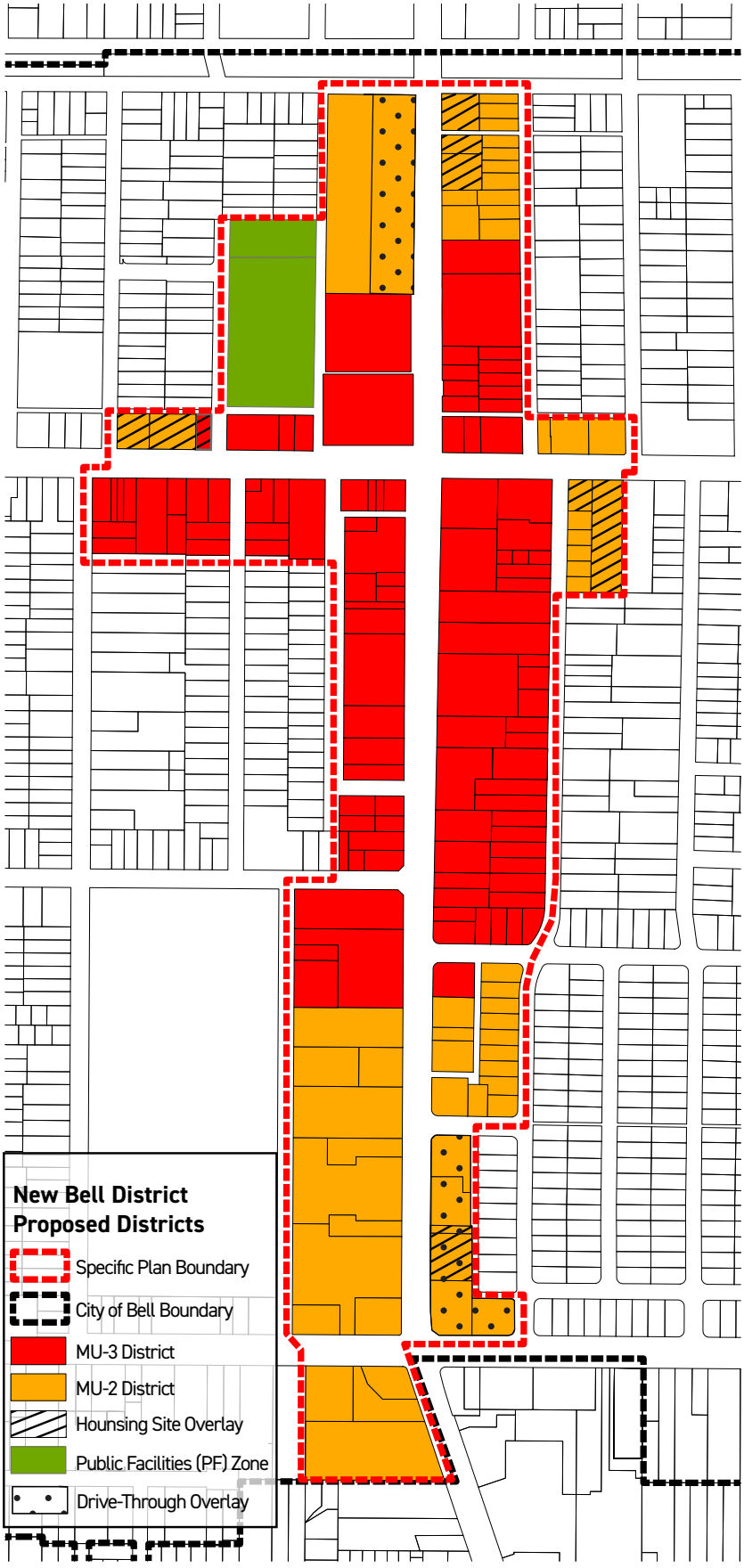
SOURCE: City of Bell, 2025

FIGURE 6

IMPACT SCIENCES

Proposed Land Use Map

1335.008•11/24



SOURCE: City of Bell, 2025

FIGURE **7**

IMPACT SCIENCES

Proposed Districts Map

III. ENVIRONMENTAL INITIAL STUDY CHECKLIST & IMPACT ANALYSIS

3.3.1. AESTHETICS

Page 27 – The paragraph is revised to read as follows:

… Much of the future development associated with the Proposed Plan would occur along the Atlantic Avenue corridor within existing built areas. Allowable height and massing of future development project associated with the Proposed Plan would be greater than existing conditions; For example, existing conditions in the Plan Area generally consists of buildings of 1 and 2 stories, under the Specific Plan parcels located in the ~~zoned for~~ MU-2 and MU-3 Districts may develop buildings to be between 4 and 5 stories.

3.3.11. LAND USE AND PLANNING

Page 106 – The paragraph is revised to read as follows:

Less Than Significant Impact. The anticipated development under the Proposed Plan (approximately 597 residential units as well as non-residential uses) is directed towards two new ~~zoning~~ districts. These districts ~~zones~~ are detailed as follows:

- **Main Street ~~Zoning~~ District (MU-3 District ~~Zone~~)** – This district is concentrated along the intersection of Atlantic Avenue and Gage Avenue; and will be the primary focus area for dining, entertainment, pedestrian-friendly retail, open space, and public investment. Key components of this district include:
  - New streetscape treatment and trees on Atlantic Avenue;
  - New streetscape treatment and trees on Gage Avenue;
  - Redevelopment of Shoe City site (Opportunity Site 19) into central public plaza, retail/restaurant center, and district parking garage; ~~and residential development;~~

Page 107 – The paragraph is revised to read as follows:

- **Mixed-Use ~~Zoning~~ District (MU-2 District ~~Zone~~)** – This district is located predominantly along Atlantic Avenue, north and south of the Main Street ~~Zoning~~ District. This district will provide a more flexible combination of uses including shopping centers, mixed-use developments, multifamily residential buildings and convenience retail. Key components of this district include:

Page 110 - The paragraph is revised to read as follows:

Consistent. The Proposed Plan would introduce specific design and development standards for uses within the Plan Area. The design standards included as a part of the Specific Plan place emphasis on achieving active, pedestrian oriented, and human-scaled commercial and mixed-use development. For sites located within the MU-3 District ~~designated sites~~, this is intended to be achieved through the creation of a continuous line of shopfronts along Atlantic and Gage Avenues that fit within the character of the district. Sites located in the MU-2 District ~~designated sites~~ will also include building designs that facilitate a pedestrian-friendly environment through the large variety of existing and anticipated development types including storefronts, residential uses, large auto-oriented shopping centers, and drive-throughs (only where the Drive-Through Overlay is applied). These design standards and guidelines surpass the general standards and guidelines presently implemented in the City.

3.3.13. NOISE

Page 122 – The second paragraph is revised to read as follows:

… Further, new residential development on Atlantic would be set back a minimum of 15 feet in the MU-3 District ~~zone~~, further reducing noise impacts on sensitive receptors along Atlantic Avenue.

3.3.18. TRIBAL CULTURAL RESOURCES

Page 146 – The second paragraph is revised to read as follows:

~~As of the date of this draft, no tribes have requested consultation on the Proposed Plan.~~ One tribe, the Gabrieleño Band of Mission Indians - Kizh Nation, responded to the City's consultation request. On July 16, 2025, Brandy Salas, Tribal Administrative Coordinator for the Gabrieleño Band of Mission Indians - Kizh Nation, shared interest in being consulted for any further ground-disturbance that would occur under the Plan, but indicated at this time, the tribe does not have concerns.

Although no known Tribal Cultural Resources are located within the Plan Area, because the Proposed Plan includes the potential for development at previously undisturbed depths, the potential for discovery of previously unidentified Tribal Cultural Resources exists. **Mitigation Measure MM TCR-1** would require steps to identify resources and prepare a mitigation plan on a project-by-project basis. Implementation **of Mitigation Measure MM TCR-1** would reduce impacts to less than significant levels.

IV. MITIGATION MONITORING & REPORTING PROGRAM

1. INTRODUCTION

The California Environmental Quality Act (CEQA) requires that a Lead Agency establish a program to monitor and report on mitigation measures adopted as part of the environmental review process to avoid or reduce the severity and magnitude of potentially significant environmental impacts associated with project implementation. CEQA (Public Resources Code § 21081.6 (a)(1)) requires that a Mitigation Monitoring and Reporting Program (MMRP) be adopted at the time that the Lead Agency determines to carry out a project for which an Initial Study / Mitigated Negative Declaration (IS/MND) has been prepared, to ensure that the mitigation measures identified in the IS/MND are fully implemented.

2. MITIGATION MONITORING AND REPORTING PROGRAM DESCRIPTION

Compliance

The City of Bell (City) would coordinate monitoring activities and document the implementation of mitigation measures. **Table IV-1, New Bell District Specific Plan Mitigation and Monitoring Reporting Program**, below, identifies the mitigation measures, the monitoring actions, the implementing entities, the responsible parties for monitoring actions, and the timing of mitigation actions. The entity identified as having implementing responsibility has the primary duty to execute the mitigation measures. The "applicant" shall refer to the entity seeking entitlements for development under the Plan. In some instances, this may require contracting for specialized consultant services. In instances where the implementing responsibility is shared between the City and the Applicant and their construction contractors, the District would be responsible for ensuring that the mitigation requirements are implemented.

Field Monitoring of Mitigation Measures

Because no specific projects are associated with the Plan at this point, as individual development projects are proposed within the Plan area, applicants would be required to demonstrate compliance with the measures below. Prior to the issuance of grading and building permits, while detailed development plans are being prepared for approval by the City, the City would be responsible for ensuring compliance with mitigation monitoring applicable to the project design phase.

During and following construction of a project under the Plan, the Applicant would be responsible for carrying out the mitigation measures, while the City would be responsible for reviewing construction plans

and equipment staging/access plans and monitoring construction activities to ensure conformance with the adopted mitigation measures. The City would also have the authority to enforce mitigation measures by suspending particular construction activities.

If any mitigation measures are not being implemented by the applicant, the City may pursue corrective action. Penalties that may be applied include, but are not limited to, the following: (1) a written notification and request for compliance; (2) withholding of permits; (3) administrative fines; (4) a stop-work order; (5) criminal prosecution and/or administrative fines; (6) forfeiture of security bonds or other guarantees; and (7) revocation of permits or other entitlements.

Changes to Mitigation Measures

The Lead Agency would be permitted to make changes to the MMRP, subject to one of the following findings, documented by evidence included in the record:

a. The mitigation measure included in the Final IS/MND and MMRP is no longer required because the significant environmental impact identified in the IS/MND has been found not to exist or to occur at a level that makes the impact less than significant as a result of changes in the project, changes in conditions of the environment, or other factors.

- or -

b. The modified or substitute mitigation measure to be included in the MMRP provides a level of environmental protection equal to or greater than that afforded by the mitigation included in the IS/MND and the MMRP; and the modified or substitute mitigation measures do not have significant adverse effects on the environment in addition to, or greater than, those which were considered by the responsible hearing bodies in their decisions on the IS/MND and the Project; and the modified or substitute mitigation measures are feasible, and the Lead Agency through measures included in the MMRP or other procedures can ensure their implementation.

Findings and related documentation supporting the findings involving modifications to mitigation measures shall be maintained in the project file with the MMRP and shall be made available to the public upon request.

Mitigation Monitoring and Reporting Program

Table III-1, presented on the following pages, provides the MMRP for the Project. The MMRP identifies the following:

1. The full text of the mitigation measure(s) applicable to each impact statement;
2. The method and/or process by which the mitigation measure would be implemented; and
3. The timing of implementation of each mitigation measure.

After review and approval of the final MMRP by the Lead Agency, minor changes and modifications to the MMRP are permitted, but can only be made by the Applicant, subject to the approval by the Lead Agency through a public hearing (through the process described above). The Lead Agency, in conjunction with any appropriate agencies or departments, would determine the adequacy of any proposed change or modification. The flexibility is necessary in light of the prototypical nature of the MMRP and the need to protect the environment with a workable program. No changes would be permitted unless the MMRP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

Table IV-1
New Bell District Specific Plan
Mitigation Monitoring and Reporting Program

Mitigation Measure	Monitoring Responsibility	Timing
MM BIO-1: Prior to the issuance of grading permits, the following measures shall be implemented no more than seven days prior to the start of construction: • To avoid disturbance of nesting, including raptorial species protected by the Migratory Bird Treaty Act and California Fish and Game Code, activities related to the project, including, but not limited to, vegetation removal, ground disturbance, and construction and demolition shall occur outside of the bird breeding season (February 1 through August 31). If construction must begin during the breeding season, then a pre-construction nesting bird survey shall be conducted no more than seven days prior to initiation of construction activities. The nesting bird pre-construction survey shall be conducted on-foot inside the project site, including a 100-foot buffer, and in inaccessible areas (e.g., private lands) from afar using binoculars to the extent practical. The survey shall be conducted by a biologist familiar with the identification of avian species known to occur in Southern California. • If nests are found, an avoidance buffer shall be demarcated by a qualified biologist with bright orange construction fencing, flagging, construction lathe, or other means to mark the boundary. All construction personnel shall be notified as to the existence of the buffer zone and to avoid entering the buffer zone during the nesting season. No parking, storage of materials, or construction activities shall occur within this buffer until the biologist has confirmed that breeding/nesting is completed, and the young have fledged the nest. Encroachment into the buffer shall occur only at the discretion of the qualified biologist. A survey report by a qualified biologist documenting and verifying compliance with the mitigation and with applicable federal and state regulations protecting birds shall be submitted to the City. The qualified biologist shall serve as a construction monitor during those periods when construction activities would occur near active nest areas to ensure that no inadvertent impacts on these nests would occur	Project Applicant with oversight from the City of Bell	**Monitoring Phase:** Pre-construction and construction. **Monitoring Frequency:** Ongoing during construction.
MM CUL-1: For future discretionary projects where demolition and significant alterations of structures greater than 50 years is proposed, prior to the issuance of any demolition permits, the applicant shall conduct a Phase I Site Survey and a historical inventory of the buildings proposed for demolition located on the project site. The project applicant, under the direction of the City, shall retain a historian or architectural historian who meets or exceeds the Secretary of Interior's Professional Qualifications Standards to document and evaluate the historical significance of the affected buildings or structures in accordance with CEQA. If such documentation and evaluation indicate that the building or structure qualifies as a significant historical resource, the resource shall be avoided, and significant features shall be preserved in place if feasible. If avoidance or preservation is not feasible, a Historical Resources Treatment Plan, or similar proposed plan, shall be prepared and implemented. Further documentation may be required and may include but is not limited to archival quality photographs, measured drawings, oral histories, interpretive signage, and/or other measures including, potentially, alteration of the resource in accordance with Secretary of the Interior's Standards or relocation of the resource.	Project Applicant, City of Bell	**Monitoring Phase:** Construction phase. **Monitoring Frequency:** Ongoing during ground-disturbing construction activities.

Mitigation Measure	Monitoring Responsibility	Timing
As defined in the California Code of Regulations (CCR) Title 4(3) Section 15126.4 (b)(2), in some circumstances, documentation of a historical resource, by way of historic narrative, photographs or architectural drawings, as mitigation for the effects of demolition of the resource will not mitigate the effects to point where clearly no significant effect on the environment would occur. In these cases, the Historical Resources Treatment Plan, or comparable plan, shall also evaluate the feasibility of retaining significant buildings or structures in their original locations and rehabilitating them according to the Secretary of the Interior's Standards and Guidelines for Rehabilitating Historic Buildings.		
MM CUL-2: Prior to any approval by the City for projects that involve any demolition, grading, trenching, or other ground disturbance, a Phase 1 Cultural Resources Study conducted by a qualified archaeologist meeting the Secretary of the Interior standards in archaeology shall be required. A Phase 1 study shall include a pedestrian survey of the project site to identify potential superficial archaeological resources and sufficient background archival research and field sampling to determine whether subsurface prehistoric or historic remains may be present. If the project site is completely paved and/or developed, a pedestrian survey may not be required. Archival research should include, at minimum, a records search conducted at the South Central Coast Information Center (SCCIC) and a Sacred Lands File (SLF) search conducted with the NAHC. Any cultural resources identified shall be avoided and preserved in place if feasible. Where preservation is not feasible, each resource shall be subject to a Phase 2 evaluation for significance and eligibility for listing in the CRHR. Phase 2 evaluation shall include any necessary archival research to identify significant historical associations as well as mapping of surface artifacts, collection of functionally or temporally diagnostic tools and debris, and excavation of a sample of the cultural deposit to characterize the nature of the sites, define the artifact and feature contents, determine horizontal boundaries and depth below surface, and retrieve representative samples of artifacts and other remains. Cultural materials collected from the sites shall be processed and analyzed in the laboratory according to standard archaeological procedures. The age of archaeological resources shall be determined using radiocarbon dating or other appropriate procedures; lithic artifacts, faunal remains, and other cultural materials shall be identified and analyzed according to current professional standards. The significance of the sites shall be evaluated according to the criteria of the CRHR. The results of the investigations shall be presented in a technical report following the standards of the California Office of Historic Preservation publication "Archaeological Resource Management Reports: Recommended Content and Format (1990 or latest edition)". Upon completion of the work, all artifacts, other cultural remains, records, photographs, and other documentation shall be curated at an appropriate curation facility. All fieldwork, analysis, report production, and curation shall be fully funded by the applicant. If any of the resources meet CRHR significance standards, the City shall ensure that all feasible recommendations for mitigation of impacts are incorporated into the final design and any permits issued for development. Any necessary archaeological data recovery excavation shall be carried out by a Registered Professional Archaeologist according to a research design reviewed and approved by the City prepared in advance of fieldwork and using appropriate archaeological field and laboratory methods consistent with the California Office of Historic Preservation Planning Bulletin 5 (1991), Guidelines for Archaeological Research Design, or the latest edition thereof. As applicable, the final Phase 1 Inventory, Phase 2 Testing and Evaluation, Phase 3 Data Recovery reports shall be submitted to the City prior to final inspection of a construction permit.	Project Applicant, City of Bell	**Monitoring Phase:** Construction phase. **Monitoring Frequency:** Ongoing during ground-disturbing construction activities.

Mitigation Measure	Monitoring Responsibility	Timing
Recommendations contained therein shall be implemented throughout all ground disturbance activities including, at minimum, requirements to follow for unanticipated archaeological discoveries during construction		
MM GEO-1: Ground disturbing activities associated with the Project shall be monitored by a qualified paleontologist. In the event paleontological resources are discovered all work shall be halted within 50 feet of the discovery and a Paleontological Resource Mitigation Plan shall be prepared by a qualified paleontologist to address assessment and recovery of the resource. A final report documenting any found resources, their recovery, and disposition shall be prepared in consultation with the Project Applicant, and a copy of the report shall be provided to the City of Bell Planning Division.	Project Applicant, City of Bell	**Monitoring Phase:** Construction phase. **Monitoring Frequency:** Ongoing, during ground-disturbing construction activities.
MM HAZ-1: Prior to construction activities onsite, a Phase I investigation shall be conducted to assess if there are any reasons to suspect that hazardous materials could be present. If current or past use of contaminants of potential concern are discovered through the Phase I investigation, or if the property has ever contained a gas station, dry cleaners or hazardous chemical storage tanks, a Phase II would be required. The Phase II investigation shall be conducted in accordance with guidelines developed by DTSC and U.S. EPA for site assessments. The Phase II investigation shall estimate the potential threat to public health and the environment if concentrations of pesticides are encountered using methods outlined in DTSC's Preliminary Endangerment Assessment Guidance Manual and DTSC's Screening Level Human Health Risk Assessment guidance for implementing screening level risk analysis. The Phase II investigation shall be submitted to the City of Bell for review and approval by an independent third-party reviewer. If the Phase II testing reveals concentrations of contaminants above health-based screening levels for residential exposure, remediation of the site shall be required to address residual contamination above health-based level of concern. Remediation may include excavation and disposal of impacted soil or capping elevated areas beneath paved areas. The Construction Contractor shall implement the recommendations outlined in the Phase II.	Project Applicant, City of Bell	**Monitoring Phase:** Pre-construction. **Monitoring Frequency:** Ongoing, during ground-disturbing construction activities.
MM NOI-1: During case-by-case review of individual projects, the City shall consider the application of the following strategy to reduce construction noise levels to the maximum extent feasible: • **Temporary Sound Barriers.** For construction activities located directly adjacent to sensitive receivers (e.g., residences and schools), temporary sound barriers shall be installed and maintained by the construction contractor between the construction site and adjacent receivers during the demolition, site preparation, grading phases, and building phases of construction. Temporary sound barriers shall consist of sound blankets, plywood, or other sound barriers/techniques such as acoustic padding or acoustic walls placed near adjacent residential buildings that have been field-tested to reduce noise. Barriers shall be placed such that the line-of-sight between noise-generating construction equipment and adjacent sensitive land uses is blocked and shall be placed as close to the source equipment as feasible. As an alternative, applicants may prepare a Noise Study that demonstrates construction noise would not exceed the 90 dBA Leq (1-hour) threshold at sensitive receptors. If needed, the Noise Study shall incorporate best management practices and other noise reduction measures to reduce noise levels to below the threshold of significance.	Project Applicant, City of Bell	**Monitoring Phase:** Pre-construction, construction. **Monitoring Frequency:** Ongoing, during construction.

Mitigation Measure	Monitoring Responsibility	Timing
MM NOI-2: Prior to any grading or construction activity within 25 feet of an extremely fragile building (as defined in Caltrans' *Transportation and Construction Vibration Guidance Manual,* April 2020) or any construction activity associated with the rehabilitation of an extremely fragile building, applicants shall prepare a Vibration Control Plan. The Vibration Control Plan shall be prepared by a qualified structural engineer and shall include methods to minimize vibration, including but not limited to: • Use of drilled piles or the use of a sonic vibratory pile driver rather than impact pile driving • Use of rubber-tired equipment rather than metal-tracked equipment • Avoiding the use of vibrating equipment when allowed by best engineering practices The Vibration Control Plan shall include a pre-construction survey letter establishing baseline conditions at potentially affected buildings. The survey letter shall provide a shoring design to protect the buildings from potential damage. Structural engineers may recommend alternative procedures that produce lower vibration levels, such as sonic pile driving or caisson drilling instead of impact pile driving. Development projects shall implement the structural engineer's recommendations. A Statement of Compliance signed by the Applicant and Owner is required to be submitted to Building and Safety at plan check and prior to the issuance of any permit. The Vibration Control Plan, prepared as outlined above, shall be documented by a qualified structural engineer, and shall be provided to the City upon request.	Project Applicant, City of Bell	**Monitoring Phase:** Pre-construction, construction. **Monitoring Frequency:** Ongoing, during construction.
MM-TCR-1: For future discretionary projects within the Plan Area, in the event that a cultural resource of Native American origin is identified during project-related ground disturbance, the City of Bell, as Lead Agency, shall consult with local Native American tribes who have requested notification of projects under AB 52. If the City, in consultation with the local Native American tribe(s), determines that the resource is a tribal cultural resource and thus significant under CEQA, a mitigation plan shall be prepared and implemented in accordance with state guidelines and in consultation with representatives of the Native American tribe(s). The mitigation plan may include but would not be limited to avoidance, capping in place, excavation and removal of the resource, interpretive displays, sensitive area signage, or other mutually agreed upon measures.	City of Bell	**Monitoring Phase:** Construction. **Monitoring Frequency:** Ongoing during ground-disturbing construction activities

APPENDIX A

Notice of Intent

NOTICE OF INTENT TO ADOPT/NOTICE OF AVAILABILITY OF A MITIGATED NEGATIVE DECLARATION FOR THE NEW BELL DISTRICT SPECIFIC PLAN

Public Resource Code Section 21092 and Cal. Code of Regulations Title 14, Section 15072 (the Guidelines for the California Environmental Quality Act) require a local agency to provide a notice of intent to adopt a negative declaration or mitigated negative declaration to the public, responsible agencies, trustee agencies, and the county clerk of each county within which the proposed project is located, sufficiently prior to adoption by the lead agency of the negative declaration or mitigated negative declaration to allow the public and agencies the review period provided under Section 15105 of the Guidelines.

Lead Agency: City of Bell, 6330 Pine Avenue, Bell, CA 90201

Project Title: New Bell District Specific Plan

Project Location: The Plan Area is approximately 84.3 acres (0.1 square miles) and is located within the center of the City of Bell, predominantly along Atlantic Avenue and East Gage Avenue.

Project Description: The New Bell District Specific Plan (Plan) delivers on Program 23 of the City's Housing Element by developing a plan to identify appropriate areas, standards, and densities for new by-right housing as well as mixed uses along the Atlantic Avenue corridor while preserving commercial uses. Implementation of the proposed Plan is anticipated to result in a net increase of 584 residential units and a net reduction of 34,784 square feet of non-residential uses (24,333 square feet of commercial uses, 2,451 square feet of civic uses, and the removal of 20 hotel rooms totaling approximately 8,000 square feet). Future conditions with the Plan are anticipated to result in 762,213 square feet of non-residential uses and 957 total residential units. Development would occur as a combination of demolition of existing uses and new construction on vacant sites. While development is anticipated to occur on the opportunity sites, it is possible that development would occur outside of opportunity sites as well. The Plan is anticipated to be built out over a period of approximately 15 years, with full buildout occurring by the year 2040. The proposed Plan will re-designate and re-zone the Plan Area with three new zoning districts: Main Street Zoning District (MU-3 Zone), Mixed Use Zoning District (MU-2 Zone) and Public Facilities District (PF Zone). The Plan also includes two new overlay zones, the Housing Element Site overlay Zone and the Drive-Through Overlay Zone.

In addition, a portion of Pine Avenue is proposed as a temporary shared street / plaza that could be closed to vehicles during special events. On-street parking improvements include adding street parking along Atlantic Avenue and East Gage Avenue and reducing or eliminating street parking on Clarkson Avenue between East Gage Avenue and Bell Avenue. A public parking garage is proposed on the east side of Atlantic Avenue, south of East Gage Avenue. Lastly, the East Gage Avenue east bound right turn lane onto southbound Atlantic Avenue is proposed to be eliminated.

NOTICE IS HEREBY GIVEN THAT the City proposes to adopt a MND for the above-cited Plan. The MND is based on the finding that the Plan would not have significant adverse impacts. The reasons for such a finding are documented in the MND prepared by the City.

Public Review: This Initial Study/Proposed Mitigated Negative Declaration will be circulated for public and agency review from **Wednesday, July 16, 2025,** to **Thursday, August 14, 2025**. Copies of this document are available for review at 6330 Pine Avenue, Bell, California, and on the City's website at https://www.cityofbell.org/?NavID=2716. Comments on this Initial Study/Proposed Mitigated Negative Declaration must be received no later than 5:00 PM on **Thursday, August 14, 2025,** and can be mailed or emailed to:

Guillermo Arreola
Interim Community Development Director
6330 Pine Avenue
Bell, CA 90201
garreola@cityofbell.org

Signature: _____ Date: 7/10/25

ATTACHMENT – 8

FORMAL OPPOSITION LETTER / CARTA FORMAL DE OPOSICIÓN

Date: October 26, 2025

From: Sofia Bizarro & Susana Bizarro (Owners)
7005 Woodward Ave, Bell, CA 90201
Email: somabi123@gmail.com |

Phone: 323 397 8324

To: Bell City Council; City Manager; Community Development & Planning Department; City Clerk
City of Bell, 6330 Pine Ave, Bell, CA 90201

Subject: Formal Opposition to Inclusion of 7005 Woodward Ave in the New Bell District Specific Plan; Demand for Parcel Exclusion, CEQA Compliance, and Protection of Multigenerational Household

9lDear Mayor, Council Members, City Manager, and Planning Staff:
I write on behalf of my multigenerational household at 7005 Woodward Ave, Bell, CA 90201. We formally OPPOSE any demolition, acquisition, or inclusion of our home within the New Bell District Specific Plan or any related redevelopment. We demand that our parcel be EXCLUDED from any opportunity site lists or project boundaries that would displace our family.

Our home is not vacant, derelict, or blighted. It is a stable primary residence to elderly, disabled, adult, and minor family members, including: Jose Bizarro (elderly, disabled), Susana Bizarro (elderly), Sofia Bizarro (owner), Susie Bizarro (sister), Jose Ciro Bizarro (brother), Christopher Jacquez (partner), Christian Sanchez (adult nephew), Carlos Sanchez (adult nephew), Mariela Villanueva (nephew's partner), Kal-El Jacquez (minor), Harmony Villasenor-Sanchez (minor) Kaleb Villasenor-Sanchez (minor) and Leonardo Villasenor-Ssnchez (minor). Displacing us would fracture a multigenerational support system and create severe hardship.

Financial Impossibility of Relocation: Our current mortgage is at 2.9%. Current market mortgage rates are approximately three times higher. Forcing us to relocate would increase our housing costs by 2.5–3×, and, given our prior bankruptcy, we would likely be unable to qualify for a new loan at all. This is not a temporary inconvenience; it would be a permanent, irreversible loss of homeownership and community stability.

Legal Grounds: The City cannot lawfully proceed to displace our family without satisfying multiple requirements:
• CEQA – The California Environmental Quality Act requires disclosure and analysis of displacement impacts, cumulative effects on housing, and feasible alternatives and mitigations. Any approval that risks displacing a multigenerational, low-income, elderly/disabled household without analyzing replacement-housing feasibility at today's interest rates is deficient.
• Relocation – The California Relocation Assistance Law requires advisory services and payments sufficient to provide a DECENT, SAFE, SANITARY, and COMPARABLE replacement dwelling that is AFFORDABLE. With current interest rates, no comparable home is affordable to us; therefore, any displacement plan is infeasible and unlawful absent guaranteed comparable replacement housing.

• Eminent Domain – If the City contemplates a taking, it must provide notice, adopt a Resolution of Necessity showing public use and least private injury, make a good-faith offer of just compensation, and comply with due process. We do not waive any rights to challenge necessity, CEQA compliance, or compensation.

Requested Actions:
1) Remove 7005 Woodward Ave from any redevelopment boundary, opportunity site list, or acquisition map.
2) Confirm in writing that no demolition, acquisition, or pre-condemnation activity will occur at our property.
3) If the City intends to proceed with any project affecting our parcel, provide all CEQA documents (IS/MND/EIR/NOE/NOD), staff reports, appraisals, relocation plans, and schedules; and set a meeting with us and our counsel.
4) Commit that no action will be taken absent a lawful relocation plan guaranteeing a truly comparable and affordable replacement dwelling—which, at current interest rates, is not available.

Notice of Rights Reserved: We do not consent to vacate or sell. We reserve all rights and remedies, including CEQA challenges, administrative and judicial review, and any defenses to eminent domain. Please place this opposition in the administrative record and acknowledge receipt in writing.

Respectfully,

_____ _____
Sofia 1Bizarro, Owner Susana Bizarro, Owner

— —

Español

Estimado Alcalde, Concejales, Administrador Municipal y Personal de Planificación:

Escribo en nombre de mi hogar multigeneracional en 7005 Woodward Ave, Bell, CA 90201. Presentamos nuestra OPOSICIÓN formal a cualquier demolición, adquisición o inclusión de nuestra casa dentro del New Bell District Specific Plan o cualquier reurbanización relacionada. Exigimos que nuestra parcela sea EXCLUIDA de cualquier lista de 'sitios de oportunidad' o límites de proyecto que conlleven el desplazamiento de nuestra familia.

Nuestro hogar no está vacío, deteriorado ni es 'blight'. Es la residencia principal y estable de personas mayores, con discapacidad, adultos y menores, incluyendo: Jose Bizarro (mayor, con discapacidad), Susana Bizarro (mayor), Sophia Bizarro (propietaria), Susana (Susie) Bizarro (hermana), Jose Ciro Bizarro (hermano), Christopher Jacquez (pareja), Ivan Sanchez (sobrino adulto), Isaac Sanchez (sobrino adulto), Mariela Villanueva (pareja de un sobrino), Kal-El Jacquez (menor) y tres niños adicionales menores de 6 años. Desplazarnos fracturaría un sistema de apoyo multigeneracional y crearía una grave dificultad.

Imposibilidad Financiera de Reubicación: Nuestra hipoteca actual es de 2.9%. Las tasas hipotecarias del mercado actual son aproximadamente tres veces mayores. Forzarnos a mudarnos aumentaría nuestros costos de vivienda 2.5–3× y, dado nuestro historial de bancarrota, probablemente no

calificaríamos para un nuevo préstamo. No es un inconveniente temporal; sería una pérdida permanente e irreversible de la propiedad de vivienda y de la estabilidad comunitaria.

Fundamentos Legales: La Ciudad no puede proceder legalmente a desplazarnos sin cumplir con varios requisitos:
• CEQA – La Ley de Calidad Ambiental de California exige divulgar y analizar los impactos de desplazamiento, los efectos acumulativos sobre la vivienda y las alternativas/mitigaciones viables. Cualquier aprobación que implique desplazar a un hogar multigeneracional, de bajos ingresos y con personas mayores/discapacitadas sin analizar la viabilidad de vivienda de reemplazo a las tasas actuales es deficiente.
• Reubicación – La Ley de Asistencia de Reubicación de California exige servicios de asesoría y pagos suficientes para proporcionar una vivienda de reemplazo DIGNA, SEGURA, SALUDABLE y COMPARABLE que sea ASEQUIBLE. Con las tasas actuales, no existe una vivienda comparable asequible para nosotros; por lo tanto, cualquier plan de desplazamiento es inviable e ilegal sin una garantía de vivienda de reemplazo comparable.
• Expropiación – Si la Ciudad contempla una toma, debe dar aviso, adoptar una Resolución de Necesidad que demuestre uso público y el menor perjuicio privado, hacer una oferta de buena fe de 'justa compensación' y cumplir con el debido proceso. No renunciamos a ningún derecho para impugnar necesidad, cumplimiento con CEQA o compensación.

Acciones Solicitadas:
1) Excluir 7005 Woodward Ave de cualquier límite de reurbanización, lista de sitios de oportunidad o mapa de adquisición.
2) Confirmar por escrito que no habrá demolición, adquisición ni actividad de pre-expropiación en nuestra propiedad.
3) Si la Ciudad pretende continuar con algún proyecto que afecte nuestra parcela, proporcionar todos los documentos de CEQA (IS/MND/EIR/NOE/NOD), informes del personal, tasaciones, planes de reubicación y calendarios; y programar una reunión con nosotros y nuestro abogado.
4) Comprometerse a no tomar ninguna acción sin un plan de reubicación legal que garantice una vivienda de reemplazo verdaderamente comparable y asequible—lo cual, a las tasas actuales, no existe.

Aviso de Reserva de Derechos: No consentimos desalojar ni vender. Reservamos todos los derechos y recursos, incluyendo impugnaciones bajo CEQA, revisiones administrativas y judiciales, y cualquier defensa ante una expropiación. Por favor, incorpore esta oposición al expediente administrativo y acuse recibo por escrito.

Atentamente,

_____ _____
Sophia Bizarro, Propietaria Susana Bizarro, Propietaria

Attachments (optional): Proof of residency; mortgage statement showing 2.9% rate; medical/disability documentation; photos of household; prior bankruptcy discharge.

Anexos (opcional): Prueba de residencia; estado de hipoteca con tasa 2.9%; documentación médica/discapacidad; fotos del hogar; descargo de bancarrota.

December 3, 2025

Planning Commission
City of Bell
6330 Pine Avenue
Bell, CA 90201

Subject: Opposition to General Plan Amendment (GPA 2025-01), Zoning Text Amendment (ZTA 2025-02), and Zone Change (ZC 2025-1) with the purpose of establishing the New Bell District Specific Plan

Dear Planning Commission Members:

I am once again writing as a concerned homeowner and resident of the Woodward Avenue and Brompton Avenue neighborhood—identified within the New Bell District Specific Plan (NBDSP) as the "Atlantic/Brompton Secondary Node"—to express my strong opposition to the proposed General Plan Amendment (GPA 2025-01), Zoning Text Amendment (ZTA 2025-02), and Zone Change (ZC 2025-1). The proposal would allow mixed-use, high-density multi-family and commercial development up to approximately 65 feet in height directly in front of my home at 6834 Woodward Avenue and those of my neighbors.

As mentioned in my letter to the Planning Commission dated November 4, 2025, while I understand the City's intent to increase housing and commercial opportunities, this proposal would dramatically alter the character of one of the few remaining single-family neighborhoods in Bell. The NBDSP proposes to change the General Plan designation of nine (9) Low Density Residential parcels on the west side of Woodward Avenue, south of Brompton Avenue (see Attachment A). These properties, currently zoned for single-family residential uses with a maximum of two stories/30 feet and up to 20 units per acre, would be replaced with new standards allowing dense multi-family, mixed-use, and commercial projects at up to 60 units per acre and heights up to 65 feet (see Attachment B).

Additionally, just south of these properties—beginning at Beck Avenue—nine (9) similar single-family parcels were excluded from the NBDSP boundary, resulting in an inconsistent and inequitable transition between existing single-family homes and proposed high-density zoning. This selective inclusion creates an unfair burden on only a portion of the Woodward/Brompton neighborhood.

Our area already experiences severe parking shortages, particularly during daytime hours. Increasing density - especially with multi-family development that will not be required to provide onsite parking under current state laws - will significantly worsen parking congestion, traffic circulation issues, and overall safety conditions for residents, visitors, and children who walk and play in our neighborhood.

I also want to emphasize that my neighbors and I raised these same concerns during the most recent Planning Commission meeting of November 4, 2025, as documented in the meeting minutes and staff report.

While the staff report notes that the Specific Plan is intended to establish a long-term vision and that any changes would occur gradually and through voluntary property sales, this explanation does not address the very real impacts the proposed land use and zoning changes would impose on our block and neighborhood. A slower timeline does not lessen the compatibility, traffic, parking, and quality-of-life concerns that my neighbors and I have consistently raised. Despite taking the time to participate, the issues we brought forward were not addressed, acknowledged, or incorporated into the staff analysis. This has left many of us feeling that our voices are not being heard by staff, and that community concerns are being overlooked in the decision-making process.

Given these unresolved issues, I respectfully request that the City postpone any action on the General Plan Amendment, Zoning Text Amendment, and Zone Change until meaningful community outreach is conducted in the Woodward/Brompton neighborhood, and until a thorough evaluation of parking, traffic, safety, and neighborhood impacts is completed—specifically for the “Atlantic/Brompton Secondary Node.”

Our community deserves thoughtful planning that respects long-established single-family neighborhoods while still supporting the City’s broader housing and economic goals in appropriate locations. I urge you to reconsider this proposal and protect the residential character of the Woodward Avenue and Brompton Avenue neighborhood.

Thank you for your consideration and for listening to the concerns of long-time Bell residents like myself.

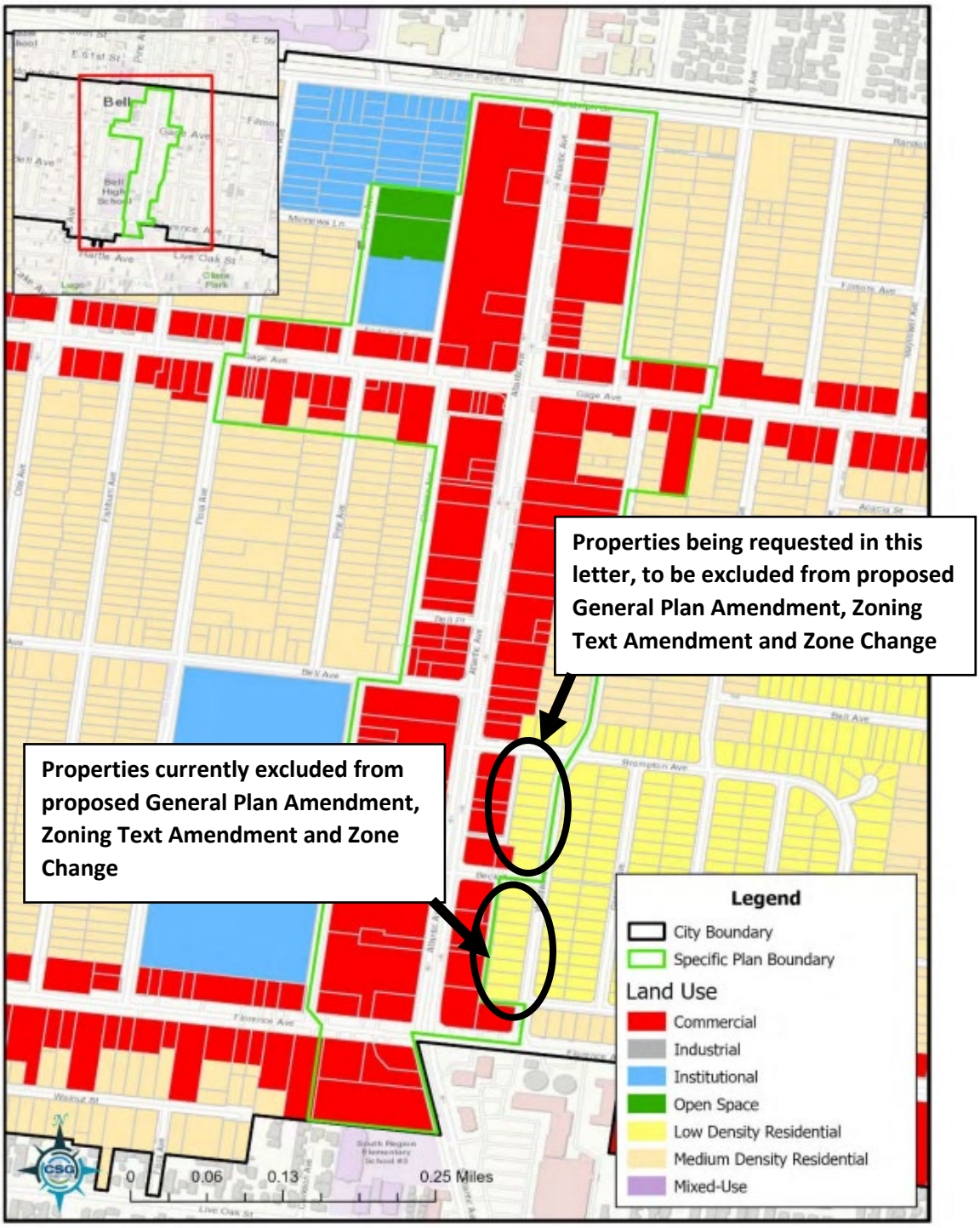
Sincerely,

Jessica J. Flores
Homeowner and Resident – 6834 Woodward Avenue

Attachments:
Attachment A – Existing General Plan Land Use Map Depicting Properties Mentioned in this Letter
Attachment B – Illustration of Proposed Development Standards Adjacent to Existing Allowable Development Standards

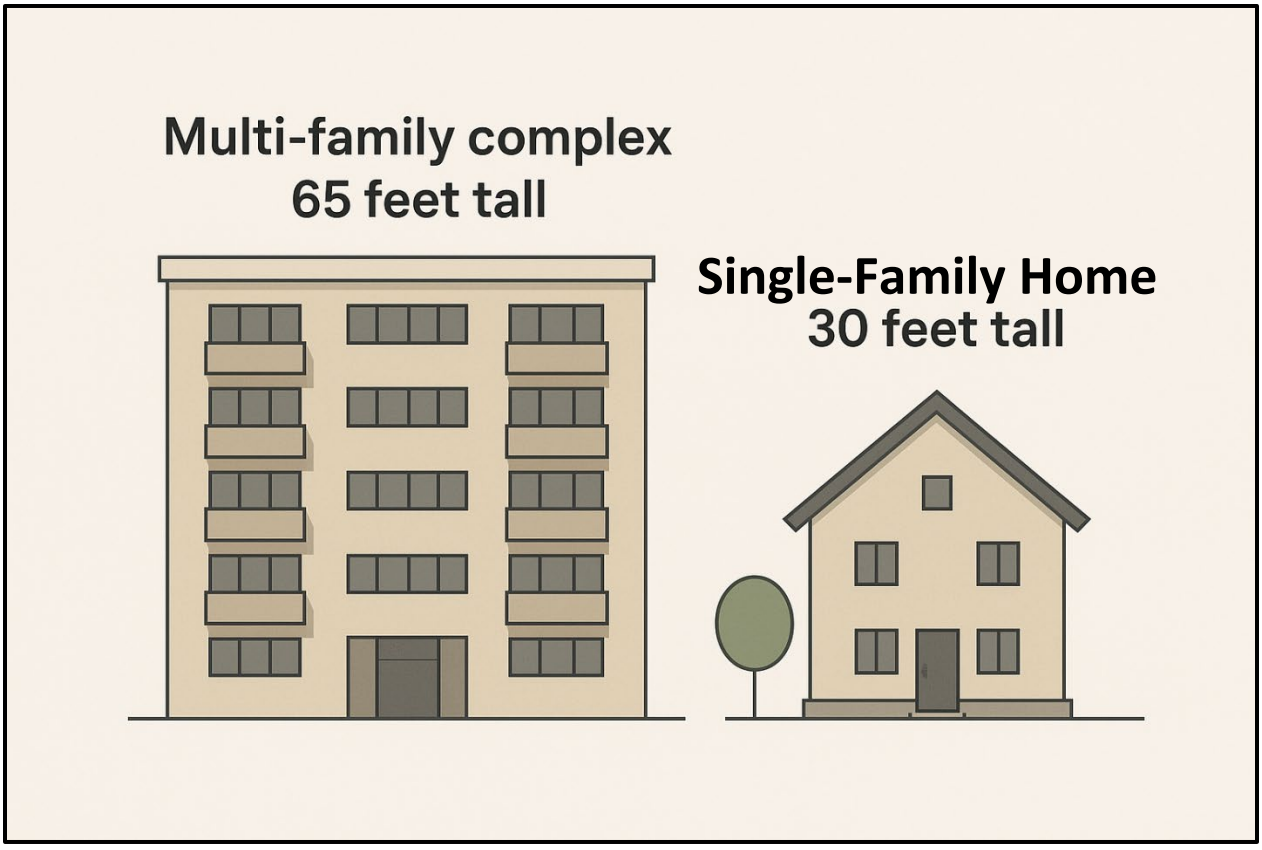
Attachment A

Existing General Plan Land Use Map Depicting Properties Mentioned in this Letter



Attachment B

Illustration of Possible High-Density Development (per the Proposed Development Standards within the NBDSP) adjacent to Existing Allowable Development Standards for a Single-Family Residence



AGENDA ITEM 6B

City of Bell
Planning Commission
Agenda Report

DATE: January 7, 2026

TO: Honorable Chair and Planning Commission Members

FROM: Guillermo Arreola, Interim Director of Community Development

SUBJECT: Zone Text Amendment (ZTA 2025-01) – Consideration of a recommendation to the City Council to approve an Ordinance of the City of Bell, California, amending Chapter 17.08 (Definitions) and Code Sections 17.28.040(I) and 17.32.040(I) Regulating Storefront Security Bars and Gates

RECOMMENDATION:

Staff recommends that the Bell Planning Commission continue the adoption of the Resolution of the approval of Zone Text Amendment No. 2025-01 to adopt an Ordinance amending Chapter 17.08 (Definitions) and amend Sections 17.28 and 17.28 of Title 17 (Zoning) of the Bell Municipal Code (BMC). It is recommended that the Bell Planning Commission continue the public hearing to the next Regular Planning Commission Meeting on February 4, 2025.