INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION

(MND NO. 21-01)

FOR THE PROPOSED 2021–2029 HOUSING ELEMENT, DOWNTOWN BELLFLOWER TRANSIT ORIENTED DEVELOPMENT SPECIFIC PLAN AMENDMENT, AND REQUIRED ZONE CHANGES TO THE MIXED USE OVERLAY ZONE

Applicant and Lead Agency:

City of Bellflower
16600 Civic Center Drive
Bellflower, California 90706

October 2021

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LIST OF ABBREVIATIONS

AB	Assembly Bill
AQMP	Air Quality Management Plan
ATP	Active Transportation Plan
BAMU	Bellflower/Alondra Mixed-Use
Basin Plan	Los Angeles Region Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties
Basin	South Coast Air Basin
BMP	Best management practice
BSMWC	Bellflower Somerset Mutual Water Company
BVOZ	Bellflower Village Overlay Zone
BVOZ-N	Bellflower Village Overlay Zone – North
CAAQS	California ambient air quality standards
CAFÉ	Corporate Average Fuel Economy
CAL FIRE	California Department of Forestry and Fire Protection
Cal OSHA	California Occupational Health and Safety Administration
CalEPA	California Environmental Protection Agency
California Register	California Register of Historical Resources
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CDOC	California Department of Conservation
CEC	California Energy Commission
Central Basin	Coastal Plain of Los Angeles Groundwater Basin
CEQA Guidelines	Section 15063 of the State California Environmental Quality Act Guidelines
CEQA	California Environmental Quality Act

CNEL	Community Noise Equivalent Level
CO_2	Carbon dioxide
DART	Downey Area Recycling and Transfer Facility
dB	Decibels
dBA	A-weighted sound level
diesel PM	Diesel particulate matter
DTSC	California Department of Toxic Substances Control
EIR	Environmental impact report
EO	Executive Order
EPA	U.S. Environmental Protection Agency
ESA	Environmental site assessment
FTA	Federal Transit Administration
GHG	Greenhouse Gas Emission
GSA	Groundwater Sustainability Agency
HCD	State of California, Department of Housing and Community Development
HCP	Habitat Conservation Plan
HOA	Housing Opportunity Area
IS	Initial Study
IS/MND	Initial Study and Mitigated Negative Declaration
JWPCP	Joint Water Pollution Control Plant
LACFD	Los Angeles County Fire Department
LACSD	Los Angeles County Sanitation Districts
LASD	Los Angeles County Sheriff's Department
L_{eq}	Equivalent Continuous Sound Level
L_{max}	Maximum Sound Level
LUST	Leaking Underground Storage Tank
Metro	Los Angeles County Metropolitan Transportation Authority
MND	Mitigated Negative Declaration

MPO	Metropolitan Planning Organizations
MTA	Los Angeles County Metropolitan Transportation Authority
$MTCO_2e$	Metric Tons Of Carbon Dioxide Equivalent
NAAQS	National Ambient Air Quality Standards
NCCP	Natural Community Conservation Plan
ND	Negative Declaration
NHTSA	National Highway Traffic Safety Administration
NO_X	Oxides of Nitrogen
NPDES	National Pollutant Discharge Elimination System
PE ROW	Pacific Electric right-of-way
PM_{10}	Particulate Matter less than or equal to 10 microns in diameter
$PM_{2.5}$	Particulate Matter less than or equal to 2.5 microns in diameter
PPV	Peak Particle Velocity
Proposed Project	Proposed 2021-2029 Housing Element, Downtown Bellflower Transit Oriented Development Specific Plan Amendment, and Required Zone Changes to the Mixed Use Overlay Zone
RHNA	Regional Housing Needs Assessment
RTP	Regional Transportation Plans
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SGMA	Sustainable Groundwater Management Act
SPL	Sound Pressure Level
SSMP	Sewer System Management Plan
SWPPP	Storm water pollution prevention plan
SWRCB	State Water Resources Control Board

TAC	Toxic Air Contaminant
TOD SP	2019 Downtown Bellflower Transit Oriented Development Specific Plan
TOD SPA	Proposed 2021-2029 Housing Element, Downtown Bellflower Transit Oriented Development Specific Plan Amendment
VdB	Vibration Decibels
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound
WMP	Waste Management Plan
WRD	Water Replenishment District of Southern California
WSAB	West Santa Ana Branch

A. INTRODUCTION

1. PURPOSE

This document is an Initial Study and Mitigated Negative Declaration (IS/MND) for the Proposed 2021-2029 Housing Element, Downtown Bellflower Transit Oriented Development Specific Plan Amendment, and Required Zone Changes to the Mixed Use Overlay Zone (Proposed Project). This IS/MND was prepared pursuant to the California Environmental Quality Act (CEQA), Public Resources Code 21000-21189 and CEQA Guidelines (14 California Code of Regulations Sections 15000-15387). This IS/MND evaluates potential environmental impacts resulting from implementation of the Proposed 2021-2029 Housing Element, Downtown Bellflower Transit Oriented Development Specific Plan Amendment (TOD SPA), and Required Zone Changes to the Mixed Use Overlay Zone. These three separate actions are collectively referred to as the Proposed Project. The residential density amendment within the TOD SPA and future zone changes are needed to ensure consistency between the Housing Element and the zoning regulations in the Bellflower Municipal Code ("BMC"). This document can be found at the Bellflower City Hall, 16600 Civic Center Drive, Bellflower CA 90706, phone: (562) 804-1424 and the State of California, Office of Planning and Research's CEQAnet database.

2. CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) REQUIREMENTS

As defined by Public Resources Code Section 21065, the Proposed Project constitutes a "project." Consequently, an Initial Study (IS) is required to be prepared to determine the appropriate type of CEQA document to be prepared. As defined by CEQA Guidelines Section 15063, an **Initial Study** is prepared primarily to provide the Lead Agency with information to be used as the basis for determining whether an environmental impact report (EIR), negative declaration (ND), or mitigated negative declaration (MND) would be appropriate for providing the necessary environmental documentation and clearance for the proposed project.

Pursuant to CEQA Guidelines Section 15065, an **EIR** is appropriate for a particular proposal if the following conditions occur:

- The proposal has the potential to substantially degrade quality of the environment.
- The proposal has the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.
- The proposal has possible environmental effects that are individually limited but cumulatively considerable.
- The proposal could cause direct or indirect adverse effects on human beings.

Pursuant to CEQA Guidelines Section 15070(a), a **Negative Declaration (ND)** is appropriate if the proposal would not result in any significant effect on the environment.

Pursuant to CEQA Guidelines Section 15070(b), a **Mitigated Negative Declaration (MND)** is appropriate if it is determined that though a proposal could result in a significant effect, mitigation measures are available to reduce these significant effects to less than significant levels.

This IS determined that the Proposed Project would not result in any significant effect on the environment with the incorporation of the mitigation measures contained in this document and therefore, a MND is the appropriate document to provide the necessary environmental evaluations and clearance for the Proposed Project. This IS/MND document was prepared according to the aforementioned CEQA Guidelines and applicable requirements of the City of Bellflower.

This IS/MND provides decision-makers and the public with information that enables them to intelligently consider the environmental consequences of the Proposed Project; functions as a method for fact-finding; and provides the City, concerned citizens, and other applicable public agencies with an opportunity to collectively review and evaluate baseline conditions and environmental impacts through a process of full disclosure.

3. LEAD AGENCY

The City of Bellflower (City) is designated the Lead Agency, in accordance with CEQA Guidelines Section 15050 and will consider this IS/MND during public hearings for the Proposed Project.

4. CIRCULATION OF INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION

This IS/MND informs the City's decision makers, other responsible or interested agencies, and the general public of potential environmental effects of the Proposed Project. The environmental review process was established to allow public agencies to evaluate environmental consequences and to examine and implement methods of eliminating or reducing any potentially adverse impacts. While CEQA requires that consideration be given to avoiding environmental damage, the Lead Agency and other responsible public agencies must balance adverse environmental effects against other public objectives, including economic and social goals.

The IS/MND will be circulated for a period of 30 days for public and responsible agency review. Public notice will be placed in the Herald American, which is a newspaper of general circulation, and the City website (www.bellflower.org). The IS/MND can also be found on the State of California Office of Planning and Research's CEQAnet database. Comments received on the IS/MND will be considered and addressed in a Response to Comments document.

5. CONTENTS OF INITIAL STUDY

This IS/MND document is organized to facilitate a basic understanding of the existing setting and environmental implications of the Proposed Project.

A. INTRODUCTION presents an introduction to the entire document. This section describes the scope of environmental review, environmental procedures, and contents of this IS/MND.

B. PROJECT DESCRIPTION describes the Proposed Project including the project location and surrounding uses, site background and existing conditions, existing planning and zoning, scope of environmental analysis, and necessary project approvals.

C. INITIAL STUDY/ENVIRONMENTAL CHECKLIST FORM contains the City's Initial Study Checklist Form. The checklist form presents results of the environmental evaluation for the Proposed Project and those issue areas that would have either a significant impact, potentially significant impact, or no impact.

D. CHECKLIST RESPONSES evaluate each response provided in the Initial Study Checklist Form. Each response checked in the checklist form is discussed and supported with sufficient data and analysis. As appropriate, each response discussion describes and identifies environmental impacts anticipated with the Proposed Project. Based upon the findings of the Initial Study Checklist, it has been determined that an MND will be prepared. Mandatory Findings of Significance in accordance with Section 15065 of the CEQA Guidelines are also presented.

E. PERSONS AND ORGANIZATIONS CONSULTED identifies those persons consulted and involved in preparation of this Initial Study.

F. SOURCES section lists bibliographical materials used in preparation of this document.

B. DESCRIPTION OF PROPOSED 2021-2029 HOUSING ELEMENT, DOWNTOWN BELLFLOWER TOD SPECIFIC PLAN AMENDMENT, AND REQUIRED ZONE CHANGES TO THE MIXED USE OVERLAY ZONE

1. INTRODUCTION

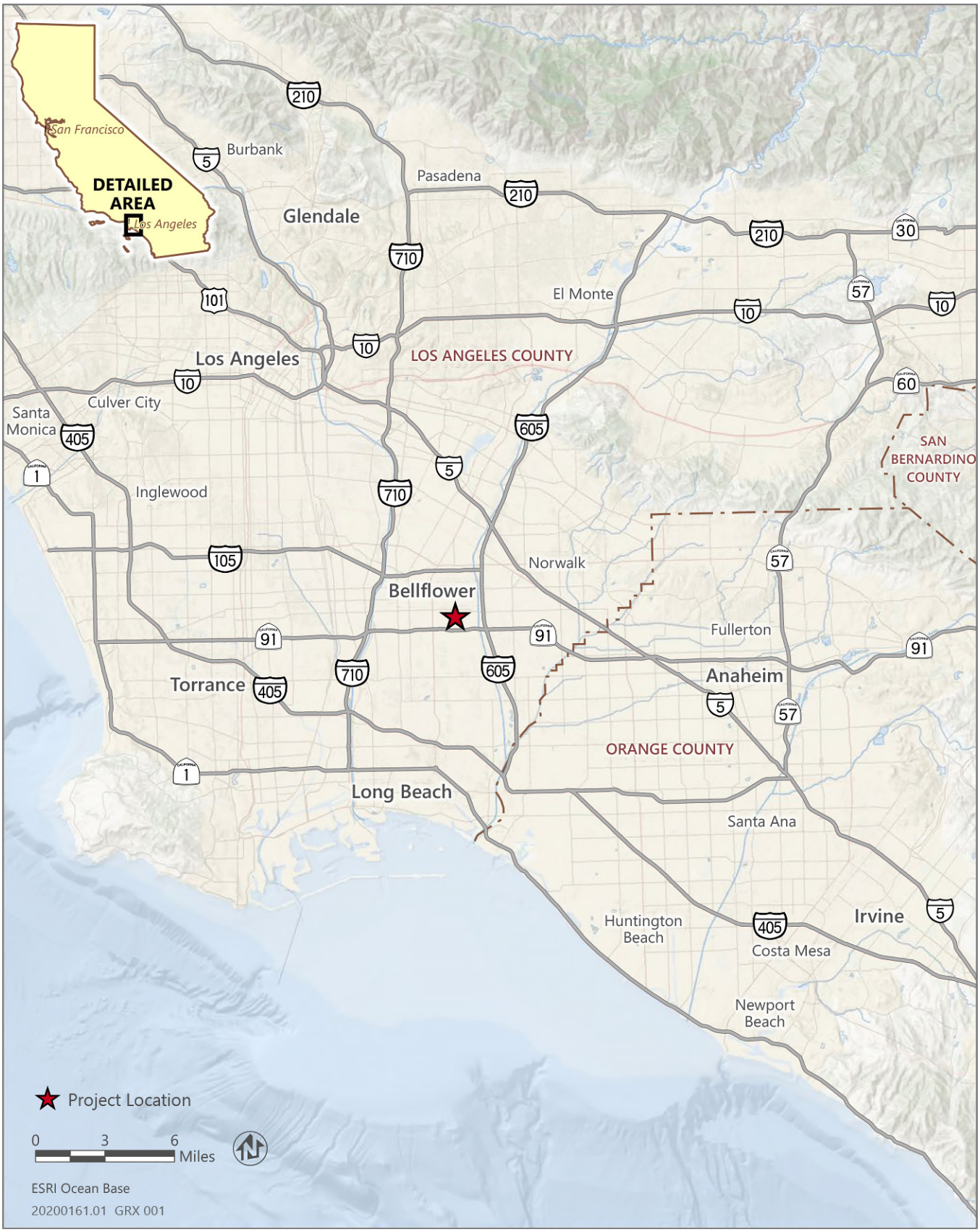
California law requires each city and county to adopt a General Plan containing at least eight elements including a Housing Element. The Housing Element, required to be updated regularly, is subject to detailed statutory requirements and review by the California Department of Housing and Community Development (HCD). The 2021-2029 Housing Element is an update of the City's previous Housing Element for the 2014-2021 planning period, which was adopted by the Bellflower City Council on September 23, 2013 and certified by HCD on November 26, 2013.

Housing Element law requires local governments to adequately plan to accommodate their existing and projected housing needs, including their share of the regional housing need. Housing Element law is California's primary market-based strategy to increase housing supply, choice, and affordability. The law recognizes that in order for the private for-profit and non-profit sectors to adequately address housing needs and demand, local governments must adopt land use plans and regulatory requirements that provide opportunities for, and do not unduly constrain, housing development.

The timing for jurisdictions to update their Housing Elements is based on the schedule of the regional transportation plans (RTPs) by the federally designated metropolitan planning organizations (MPOs). The City is a member of the Southern California Association of Governments (SCAG), which is the designated MPO for the region. SCAG is required to update its Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) every four years, which puts all member jurisdictions on a schedule to update their Housing Elements every eight years. The SCAG board adopted Connect SoCal (2020-2045 RTP/SCS) on September 3, 2020. For SCAG's member jurisdictions, the 6th Cycle Housing Element planning period extends from October 15, 2021, through October 15, 2029. The location of the City of Bellflower within Los Angeles County is shown in Figure 1.

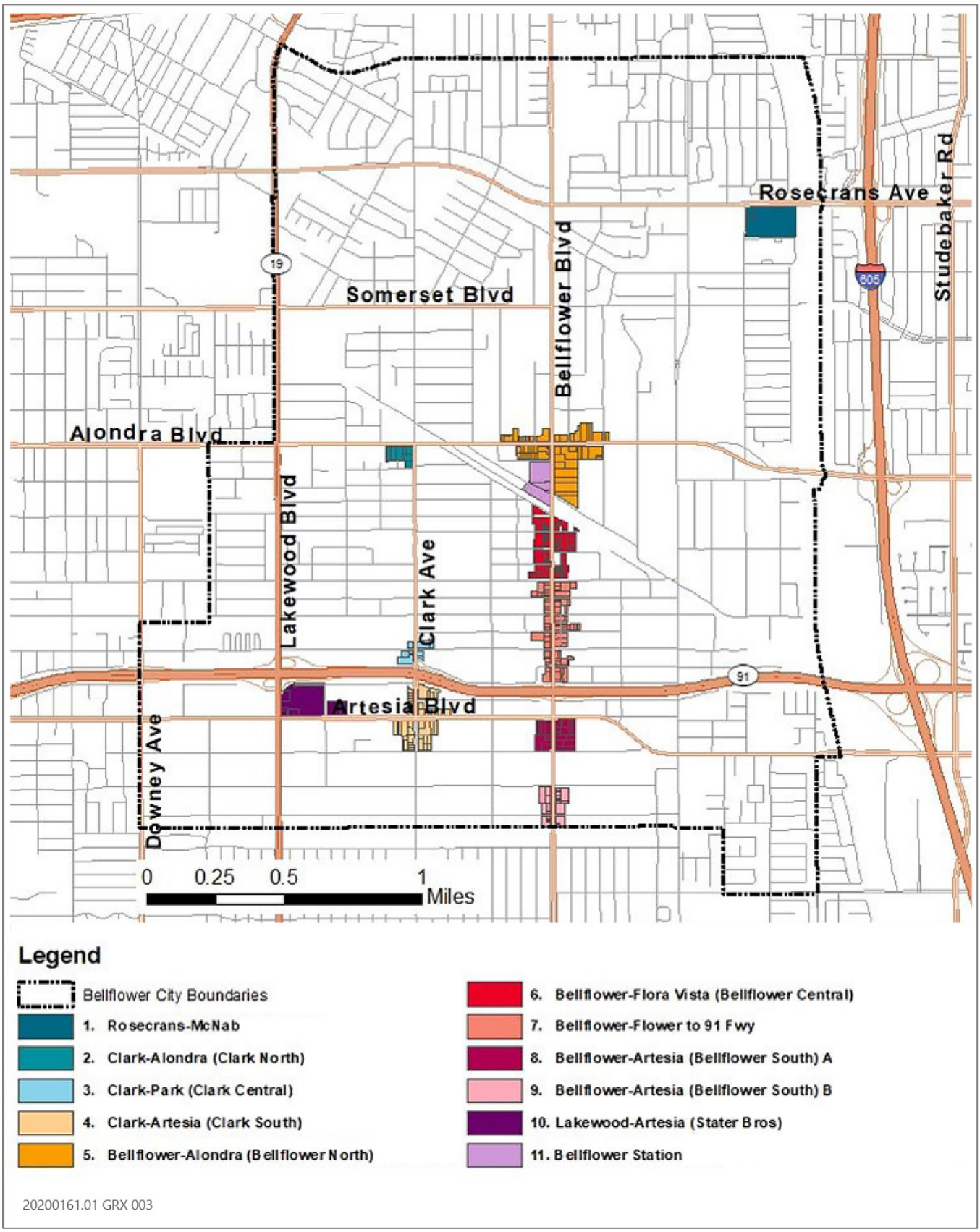
2. AREA BACKGROUND AND EXISTING CONDITIONS

As shown on Figure 2, 11 Housing Opportunity Areas (HOAs) were identified to accommodate the Regional Housing Needs Assessment (RHNA) housing units mandated by the State of California, calculated by SCAG, and additional residential units associated with the related zoning actions (proposed TOD SPA and future zone changes to the Mixed-Use Overlay Zone). The HOAs contain a variety of existing land uses including residential, commercial, light industrial, mixed-use, and vacant parcels. A description of each of the HOAs existing land uses is include in Appendix A.



Source: adapted by Ascent Environmental in 2019

Figure 1 Regional Location



Source: adapted by Ascent Environmental in 2021

Figure 2 Proposed Housing Element Opportunity Areas

3. EXISTING GENERAL PLAN AND ZONING LAND USE DESIGNATIONS

Existing General Plan land use designations for the eleven HOAs include: C (Commercial), M (Medium Density Residential), and H (High Density Residential).

Existing zoning for the HOAs include: C-G (General Commercial), M-1 (Light Industrial), R-2 (Medium Density Residential), T-C (Town Center) Area 1 and Area 2, DFD (Design for Development), Downtown Bellflower Transit Oriented Development Specific Plan (TOD SP), Bellflower Alondra Mixed-Use (BAMU) Overlay Zone, Bellflower Village Overlay Zone – North (BVOZ-N) and Bellflower Village Overlay Zone (BVOZ).

4. DESCRIPTION OF THE PROJECT

The proposed project includes the proposed 2021-2029 Housing Element, Downtown Bellflower Transit Oriented Development Specific Plan Amendment, and future zone changes to Mixed-Use Overlay Zones. The Housing Element identifies 11 HOAs intended to accommodate the City's HCD/SCAG RHNA residential unit allocation, plus additional residential units. The 11 HOAs are shown in Figure 2. The RHNA allocation for the City of Bellflower is 3,735 residential units, apportioned into lower, moderate, and above moderate-income categories. This unit total can be reduced by 705 units when applying housing units and accessory dwelling units that were recently issued occupancies. The RHNA unit total then is reduced to 3,030 units. To ensure that these RHNA units are constructed, the City increased residential densities within the Housing Element's 11 HOAs that would result in the future construction of a total 3,500 units. Of this total, it is projected that 1,400 units, 525 units, and 1,575 units will accommodate lower, moderate, and above moderate-income categories, respectively. These future units help ensure that the City's RHNA unit allocation will be satisfied.

In addition, the City will propose additional residential units beyond RHNA requirements to provide for a wide variety of housing opportunities throughout the City. For purposes of this IS/MND, an additional 647 units will be added to the 3,500 units that could be potentially constructed within the 11 HOAs, based on those increased densities being proposed in the Housing Element. Therefore, this IS/MND will evaluate and provide the necessary CEQA review of 4,147 total units.

A. 2021-2029 Housing Element

The California Legislature identified the attainment of a decent home and suitable living environment for every Californian as a major housing goal. Recognizing the important role of local planning programs in the pursuit of this goal, the Legislature mandated that all cities and counties prepare a Housing Element as part of their comprehensive General Plans. The Housing Element is one of seven mandated elements of the Bellflower General Plan, which provides policies and programs to meet both the existing and projected housing needs of varied income levels in the City.

Government Code Section 65588 requires that all local governments, including the City of Bellflower, update their respective Housing Elements at least once every eight years. The proposed Housing Element Update was prepared to comply with the Housing Element Law which establishes the requirements for Housing Elements, including the following:

- Analysis of employment trends.
- Projection and quantification of existing and projected housing needs for all income groups.
- Analysis and documentation of the City's housing characteristics, including cost for housing compared to ability to pay, overcrowding, and housing condition.

- An inventory of land suitable for residential development, including vacant sites and sites having redevelopment potential.

- Analysis of existing and potential governmental constraints upon the maintenance, improvement, or development of housing for all income levels.

- Analysis of existing and potential non-governmental (private sector) constraints upon maintenance, improvement, or development of housing for all income levels.

- Analysis concerning the needs of the homeless.

- Analysis of special housing needs: handicapped, elderly, large families, farm workers, and female-headed households.

- Analysis of opportunities for energy conservation with respect to residential development.

- Identification of Publicly Assisted Housing Developments.

- Identification of Units at Risk of Conversion to Market Rate Housing.

- Identification of the City's goal relative to the maintenance, improvement, and development of housing.

- Analysis of quantified objectives and policies relative to the maintenance, improvement, and development of housing.

- Identification of adequate sites that will be made available through appropriate action with required public services and facilities for a variety of housing types for all income levels.

- Identification of strategies to assist in the development of adequate housing to meet the needs of low and moderate-income households.

- Description of the Public Participation Program in the formulation of Housing Element Goals, Policies, and Programs.

- Description of the RHNA prepared by the SCAG.

- Review of the effectiveness of the past Element, including the City's accomplishments during the previous planning period.

The proposed Housing Element was prepared to comply with these foregoing requirements and with the following recent amendments to the Housing Element law:

- SB 330 (Housing Crisis Act of 2019 and Changes to Permit Streamlining Act & Housing Accountability Act): is designed to speed up housing construction by reducing the time it takes to obtain building permits, limiting fee increases on housing applications, and requires that a local agency makes specified written findings based on evidence to deny an affordable housing development.

- AB 678, AB 1515, AB 3194, SB 330 (Housing Accountability Act): Expands and strengthens the provisions of the Housing Accountability Act by establishing limitations on a local government's ability to deny, reduce the density of, or make infeasible housing development projects, emergency shelters, or farmworker housing that are consistent with objective local development standards and contribute to meeting housing need.

- AB 1397, AB 1486, AB 686, SB 6 (Housing Element Sites Inventory): Modifies the format and level of scrutiny of a jurisdiction's inventory of land suitable and available for residential development to meet the regional housing need by income level.

- AB 686 (Affirmatively Furthering Fair Housing): All housing elements must now address how they are Affirmatively Furthering Fair Housing and promoting housing opportunities throughout the community for protected classes.

- AB 881, AB 68, and SB 13 (Accessory Dwelling Units): Updates and clarifies requirements and laws regarding the creation of ADU and junior accessory dwelling units to address barriers to development.

- AB 1763 (Density Bonuses for Affordable Housing): Provides increased density and incentives for the production of developments that include moderate-income housing and additional incentives for affordable developments within ½ mile of a transit stop.

- AB 1505 (Rental Inclusionary Housing Ordinances): Authorizes the legislative body of any city or county to adopt an inclusionary housing ordinance that includes residential rental units affordable to lower- and moderate-income households

- SB166 (No Net Loss Law): Requires jurisdictions to maintain an inventory of sufficient adequate sites that can meet their remaining unmet housing needs based on their Regional Housing Needs Allocation, especially for lower- and moderate- income households

- AB 101 and SB 234 (Established "Uses by Right"): Requires jurisdictions to amend the Zoning Code to allow Low Barrier Navigation Center development to be a use by right, as defined, in areas zoned for mixed uses and nonresidential zones permitting multi-family uses if it meets specified requirements and allows large family daycare home to be treated as a residential use of property for purposes of all local ordinances.

- AB 1486, SB 6, and AB 1255 (Expansion of Surplus Land Act and Reporting): Promotes changes to the Surplus Land Act to turn unused public land into a public good by redeveloping unused public land into sites for affordable housing.

Key chapters of the Housing Element include the RHNA. This issue is discussed in the following section.

Regional Housing Needs Assessment

California law requires SCAG to calculate and distribute the RHNA to its member jurisdictions. SCAG allocates housing production goals for the members based on their share of the region's population and employment growth. The California Legislature finds that providing housing to meet the needs of all income levels is critical to the social and economic health of a city. Bellflower is required to plan for its income-based housing allocation to address its share of southern California region's housing needs.

Bellflower's RHNA for the 2021-2029 Housing Element planning period is 3,735 housing units. The housing allocation for each jurisdiction is divided into four household income categories used in Federal and State programs: Very Low (less than 50 percent of AMI); Low (51-80 percent of AMI); Moderate (81-120 percent of AMI); and Above-Moderate Income (over 120 percent of AMI). Additionally, the City must project the number of extremely low-income housing needs based on Census income distribution or assume 50 percent of the very low-income units as extremely low. The City chose to evenly split the very low-income RHNA units between the two income categories. The allocations are further adjusted to avoid an over-concentration of lower-income households in any one jurisdiction.

B. Downtown Bellflower Transit Oriented Development Specific Plan Amendment

To accommodate the Housing Element and increase future residential development within the Downtown Bellflower Transit Oriented Development Specific Plan (TOD SP) area, the City proposes to amend the TOD SP. The following describes the original 2019 TOD SP and the amendments proposed to the TOD SP.

2019 Downtown Bellflower Transit Oriented Development Specific Plan

The purpose of the TOD SP was to prepare a transit-supportive document that guided the future land use, mobility, and economic development in the Specific Plan area. The TOD SP regulated future land uses, development, transportation improvements, economics, and utilities within the study area by providing development and design standards and guidelines. The Specific Plan included the following primary chapters: Introduction and Background (Chapter 1), Vision and Objectives (Chapter 2), Land Use Plan (Chapter 3), Development Standards (Chapter 4), Mobility Plan (Chapter 5), Infrastructure Plan (Chapter 6), Design Guidelines (Chapter 7), and Administration/Implementation Plan (Chapter 8).

Eco-Rapid Transit is a joint powers authority that was created to pursue development of a high-speed transit system, extending 40 miles from the City of Artesia to Bob Hope Airport, that is environmentally friendly and energy efficient. The Eco-Rapid Transit Corridor project was adopted into the Los Angeles County Metropolitan Transportation Authority's (Metro) 2009 Long Range Transportation Plan and is scheduled to be built by 2027.

The West Santa Ana Branch (WSAB) Transit Corridor, which is also scheduled to be built by 2027, is the southern 20 miles of the Eco-Rapid Transit Corridor, running from Artesia to Union Station in Downtown Los Angeles, generally along the Pacific Electric right-of-way (PE ROW). As part of Measure R, which funds transit improvements through a half cent sales tax, $240 million was allocated to the WSAB Transit Corridor. This corridor which includes 14 cities and 15 proposed stations, was studied to explore the feasibility of bus rapid transit, street cars, light rail transit, or low speed maglev trains operating within the right-of-way. Of the 15 proposed station locations on the Eco-Rapid line, the Downtown Bellflower Station was one of six selected as prototype locations that would receive additional research.

The proposed Bellflower station could be located near Bellflower Boulevard and the PE ROW, at the northern edge of downtown Bellflower. The proposed station would be consistent with the City's long-standing transit-oriented development vision, policies, and plans for downtown. In addition, it was a historic stop on the PE West Santa Ana Branch and is part of the City's transportation heritage, now honored by the restored PE Depot. To support future economic development around Bellflower's station area, Metro awarded the City a Transit Oriented Development Planning Grant to prepare a Specific Plan for a ½-mile radius around the proposed transit station location.

Chapter 1: Introduction and Background

This chapter describes the regional focus of any transit-oriented development; existing land uses within the downtown area; potential market demand; and relationship of the proposed Specific Plan with the City's General Plan, zoning regulations, Downtown Revitalization Vision Strategy, Town Center Design Guidelines, North Downtown Land Use Economic Study, Bellflower-Paramount Bike and Trail Master Plan, and Gateway Cities Strategic Transportation Plan. This chapter also describes the public outreach process, meetings, and surveys that were undertaken to gather information and input.

Chapter 2: Vision and Objectives

This chapter describes the vision and objectives of the TOD SP, which include the following policies:

- Modernize and consolidate existing regulations
- Plan for high-quality transit and a transit-supporting environment
- Boost the economy and “Rediscover the Downtown”
- Extend public realm improvements
- Provide for a balanced mix of uses

Chapter 3: Land Use Plan

The Land Use Plan includes Planning Areas and land use classification areas. The TOD SP does not revise or change the development standards and requirements associated with the existing underlying zoning classifications and overlays zones, except to rename these zones as Planning Areas and subareas. The TOD SP continues to allow future mixed-use development similar to what would have been allowed under the existing underlying zoning classifications and overlay zones. Therefore, those existing development standards that were included with each existing zoning classification and overlay zones continue to apply to the TOD SP . In other words, the TOD SP does not create new development standards, but instead, includes those existing development standards that would continue to regulate future development within the TOD SP area.

Chapter 4: Development Standards

The Development Standards chapter provides standards and regulations for future development and land uses within the Specific Plan area and describes how these regulations would be used as part of the City’s development review process. These Development Standards would help to implement the vision and objectives described in the Specific Plan. As discussed, most of the Specific Plan area is comprised of existing zoning classifications and overlay zones that already satisfy the primary purposes of the TOD SP. Therefore, those existing development standards that are included with each existing zoning classification and overlay zone would continue to apply to the TOD SP. In other words, the TOD SP does not create new development standards, but instead, included those existing development standards that would continue to regulate future development within the Specific Plan area.

Chapter 5: Mobility Plan

The Mobility Plan describes the circulation and other improvements to public streets and open space areas in relationship to the land uses that included in the TOD SP area. Based on its stated objectives, the Mobility Plan intends to provide and maintain a comprehensive circulation system that improves accessibility to transit; provides a safe and accessible bikeway and pedestrian network; promotes efficient use of parking; and integrates the future transit station with the Downtown area of the City.

The Mobility Plan incorporates those improvements that have already been either proposed or approved by other documents, including the following:

- **Pathways**: Those Pathway Arterials and Collectors that were approved with Metro’s “First and Last Mile Strategic Plan” were included into the Specific Plan. Bellflower Boulevard and Mayne Street were Pathway Arterials that would extend from the future transit station. Alondra Boulevard, Flower Street, Park Street, and the bike trail were Pathway Collectors that would feed into Pathway Arterials to reduce travel distances for non-motorized users.

- **Street Network**: The TOD SP provides guidance for design of the street network. Given that the existing street network for the TOD SP area and Downtown area were basically a grid system, the SP anticipates that the existing street network was sufficient to accommodate the SP and its land uses. Only minor improvements are proposed which included allowing shared automobile and bicycle travel within existing travel lanes that would be next to parking lanes; curb extensions; and traffic signal replacements.

- **Bicycle Network**: The TOD SP incorporates the Class I, Class II, and Class III bicycle and bike trail improvements that were previously approved by the "Bellflower-Paramount Bike and Trail Master Plan."

- **Sidewalk Network**: The TOD SP recommends a sidewalk hierarchy comprised of three sidewalk levels: Level 1 (widest sidewalks), Level 2 (slightly narrower sidewalks), and Level 3 (narrowest sidewalks). The TODSP acknowledges that any sidewalk redesign and construction would be constrained due to insufficient ROW, utilities, grading, topography, and other constraints. Therefore, the sidewalk hierarchy was provided just as a recommendation.

- **Street Trees**: The TOD SP incorporates those street tree species that were previously approved by the "Bellflower Master Street Tree Master Plan." The TOD SP did recommend minor improvements relating to the arrangement and street scale of trees along the sidewalk. In addition, the TODSP also recommended that the City incorporate sustainable landscape practices to achieve desirable landscaping aesthetics.

- **Entries and Monumentation**: The TOD SP recommends that the City consider providing greater attention to entries and monumentation improvements at key locations, including Laurel Street, Alondra and Bellflower Boulevards, Mayne Event Center, and the future transit station.

- **Bus Network**: The TOD SP acknowledges that bus services may need to be re-routed to accommodate the future transit station. Future studies would need to be undertaken to determine future route connections, location of any new stop, and the frequency of bus service to serve future riders.

- **Downtown Bellflower Train Station**: The TOD SP acknowledges that Metro is proposing to extend its "West Santa Ana Branch Transit Corridor" through the City of Bellflower in the future. Metro is currently undergoing the design and CEQA processes for the design of the transit station in Bellflower as part of its West Santa Ana Branch Transit Corridor project. The SP included illustrative and conceptual designs of the transit station site plan and elevations. These designs were merely conceptual and were not being proposed with the SP.

Chapter 6: Infrastructure Plan

The Infrastructure Chapter provides an overview of the existing conditions of the water, sewer, and storm drainage systems serving the Specific Plan area, along with any recommended upgrades to accommodate future development.

Chapter 7: Design Guidelines

Design Guidelines provided in the TOD SP to guide builders, engineers, designers, City staff, and decision-makers from conceptual design to implementation. The Design Guidelines should be used in conjunction with the Development Standards contained in this Specific Plan and the City zoning regulations. While the Design Guidelines promoted a quality design, they were not a set of rigid requirements. They were general and illustrative in nature and were intended to encourage creativity and variety on the part of designers. In some instances, one guideline could be relaxed in order to accomplish another, more important, guideline. The overall objective is to ensure that the intent and spirit of the design guidelines were followed to attain the best possible design solutions.

The following primary design principles have been established to reinforce the overall objectives of the TOD SP:

- **Encourage Transportation Supportive Development**: The TOD SP area should be designed so that pedestrians, bicyclists, and vehicles could all safely coexist by considering adequate land use densities, creating an inviting pedestrian environment, and providing amenities for multi-modal transportation including bicyclists, pedestrians, and transit riders. Conflict zones should be reduced. Non-vehicular traffic and circulation is encouraged. Convenient and comfortable pedestrian paseos connecting residential, commercial, and open space uses which improve pedestrian and vehicular circulation is encouraged.

- **Create Vibrant Public Places**: The TOD SP encourages the placement of buildings, street trees, attractive landscaping, decorative lighting, and pedestrian scaled amenities to help create a comfortable and memorable environment. Interesting building forms and facades could positively influence the pedestrian experience and help in generating pedestrian activity and increasing a sense of security. Human-scale details, signage, cohesive architectural imagery, pedestrian amenities and strong relationships between the buildings, sidewalks, and other outdoor spaces are encouraged.

- **Promote High Quality Design**: Building materials and landscaping should be chosen carefully for their ability to be maintained in a cost-effective manner at the same high quality as when they were originally installed. Buildings should incorporate sustainable design practices. The daylighting of buildings, the use of energy efficient appliances, and incorporating permeable surfaces are some of the ways to reduce energy demand and promote resource conservation.

Chapter 8: Administration/Implementation

This chapter explains the process for future project approvals, amendments, and interpretations; identified funding and financing mechanisms; provided a list of implementation actions and anticipated phasing; and provides an analysis of General Plan consistency.

CEQA Analysis for the 2019 TOD SP

The document entitled, “Downtown Bellflower Station Area Specific Plan Negative Declaration No. ND 19-01,” was prepared and adopted by the City in 2019, to analyze and provide the necessary environmental clearance for the 2019 Transit-Oriented Specific Plan. The Notice of Determination was filed in 2019.

Proposed 2021 TOD SPA

The City is now proposing to amend the TOD SP to: (a) include more areas within the TOD SP area, (b) allow for more residential development within the Specific Plan area, and (c) simplify and improve the overall readability of the TOD S. The proposed TOD SPA is shown in Figure 3.

- **Include Additional Areas Within the TOD SP Area**

  Given the location of the future transit station in relation to the overall downtown Bellflower area, more area is being proposed for inclusion into the TOD SP. As proposed, a new segment of property along Bellflower Boulevard would be extended from the existing southern boundary of the existing Specific Plan area to the 91 Freeway. These new areas and properties are within the downtown and are located within close proximity to the future transit station to the north. Therefore, it is prudent and reasonable to allow these new areas and properties to also realize the same benefits that the Specific Plan provides other future development within the downtown area.

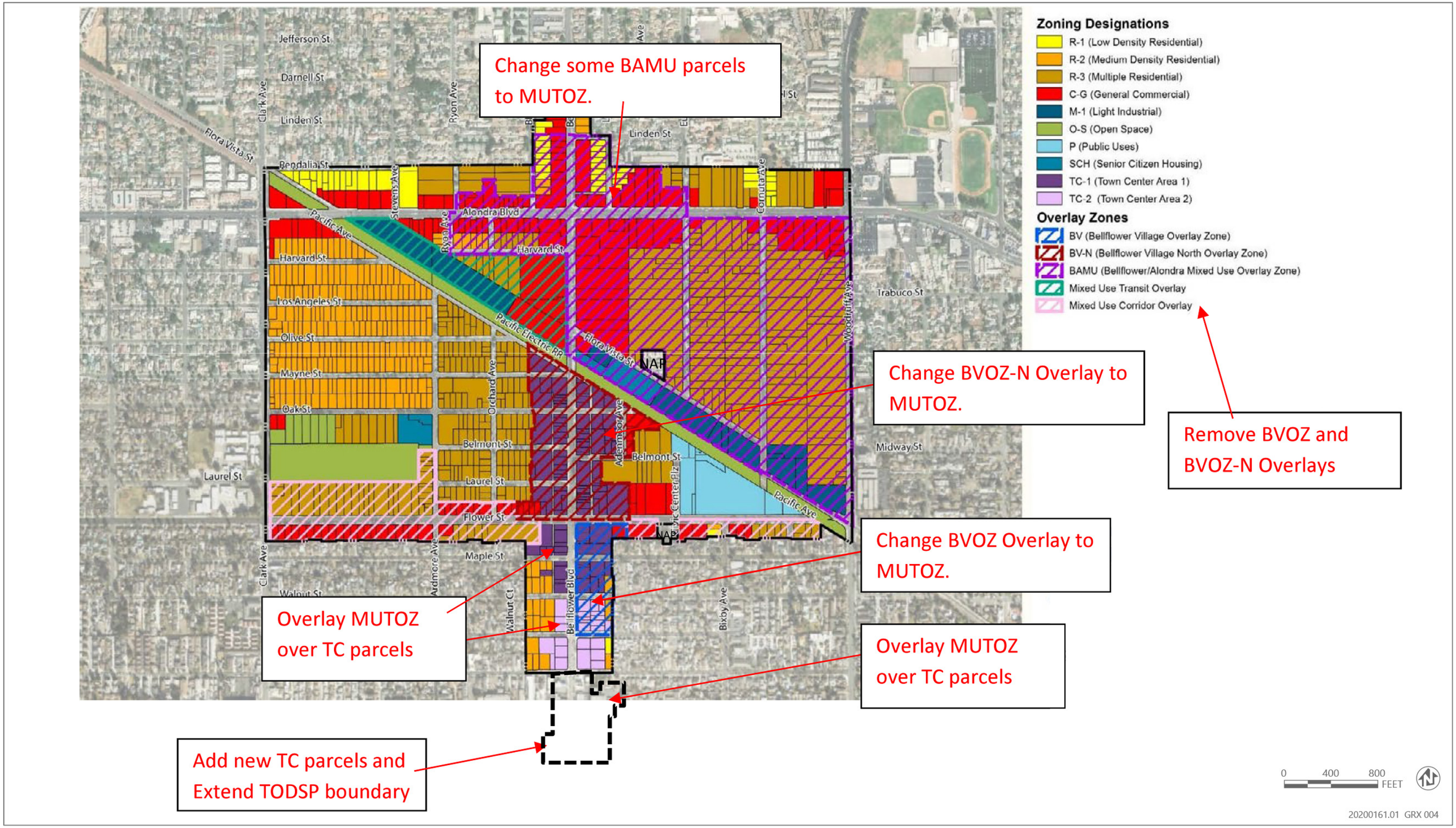


Figure 3 **TOD SPA Boundary Adjustments**

- **Allow for More Residential Development Within the TOD SP Area**

  The City is required by SCAG through its RHNA process to provide 3,735 residential units by 2029. To facilitate construction of these residential units, the Housing Element, which is being updated has identified 11 HOAs throughout the City, where these new residential units could be feasibly constructed. Four of these HOAs (Areas 5, 6, 7, and 11) are located within the TOD SP area. To facilitate future residential development within these four HOAs, the Specific Plan is being amended to allow for increased residential densities, as identified in the following:

  - HOA 5: 100 dwelling units per acre (du/ac)
  - HOA 6: 100 du/ac
  - HOA 7: 40 du/ac
  - HOA 11: 100 du/ac

- **Simplify and Improve the Overall Readability of the TOD SP**

  The proposed TOD SPA will replace the original 2019 TOD SP document. To simplify and improve the overall readability of the document, the proposed Specific Plan Amendment will replace the existing Bellflower Village Overlay Zone (BVOZ) and Bellflower Village Overlay Zone-North (BVOZ-N) with the Mixed Use Transit Oriented Zone-A or B (MUTOZ-A or B). The difference between MUTOZ-A and B relates to allowable residential density. MUTOZ-A will allow 100 du/ac, while MUTOZ-B will allow 40 du/ac. In addition, areas that are currently in the Bellflower/Alondra Mixed Use Overlay area (BAMU) will be included in MUTOZ-A, to eliminate duplication of development and design standards. This allows for greater flexibility for future residential developments to respond to the market, as the area evolves with the future inclusion of light rail and also allows for future residential units to be constructed so as to comply with the 2021-2029 Housing Element Update.

C. Zone Changes (Mixed Use Overlay Zone)

To ensure consistency with the Housing Element Update, the zoning for HOAs 1, 2, 3, 4, 8, 9 and 10 will be amended in the future to allow for Mixed Use development, consistent with the above summarized density and boundary adjustments.

5. CEQA ANALYSIS METHODOLOGY

This IS/MND analyzes potential environmental impacts resulting with the proposed 2021-2029 Housing Element, Downtown Bellflower Transit Oriented Development Specific Plan Amendment, and future zone changes to Mixed-Use Overlay Zones. As discussed, the Housing Element identifies 11 HOAs, which will allow future construction of 4,147 residential units, to accommodate the City's HCD/SCAG RHNA residential unit allocation, plus additional residential units. This IS/MND, therefore, focuses on analyzing the environmental impacts resulting with construction of these 4,147 units. Table 1 summarizes the residential unit allocation for each HOA. The actual number, location, and design of residential units that would be constructed per year is unknown, as it is driven by market demand and housing industry forces.

The following describes each of the 11 HOAs:

- **HOAs 1, 2, 3, 4, 8, 9 and 10** are stand-alone sites that have been identified to accommodate the above summarized residential units. Each of these HOAs will be covered by a Mixed Use Overlay Zone, as part of the future zone change process.

- **HOAs 5, 6, 7 and 11** are part of the aforementioned Transit-Oriented Development Specific Plan Amendment and area.

Table 1
Residential Unit Summary

HOA	*Acreage*	*Density (du/ac)*	*Capacity*[1]	*Potential Units*
1. Rosecrans-McNab	13.1	30	0.6	189
2. Clark-Alondra (Clark North)	3.75	30	0.6	54
3. Clark-Park (Clark Central)	3.7	30	0.6	53
4. Clark-Artesia (Clark South)	13.34	30	0.6	192
5. Bellflower-Alondra (Bellflower North)	24.9	100	0.6	1,195
6. Bellflower-Flora Vista (Bellflower Central)	14.0	100	0.6	672
7. Bellflower-Flower to 91 Freeway	16.2	40	0.6	311
8. Bellflower-Artesia (Bellflower South) A	8.75	40	0.6	168
9. Bellflower-Artesia (Bellflower South) B	6.28	40	0.6	121
10. Lakewood-Artesia (Stater Bros)	13.8	30	0.6	199
11. Bellflower Station	7.2	100	0.6	346
Additional Units				647
Total	**125.02**			**4,147**

[1] Capacity for purposes of the Housing Element is assumed to be 60 percent. As noted above, capacity for the sites identified for 100 du/ac has been assumed to be 75 percent to allow for a more complete environmental analysis.

This IS/MND assumes that 75 percent of the proposed 647 additional units could be developed within HOAs 5, 6, and 11, which are located within the TOD SP area and have a density of 100 units/acre.

Further, this IS/MND provides the environmental evaluation and clearance for the 2021-2029 Housing Element and the related zoning actions (TOD SPA and future Mixed-Use Overlay zone changes). Specific mitigation measures are recommended in this document to reduce potential environmental impacts to insignificant levels, where required. Existing City regulations, programs, requirements, and procedures that would reduce potential impacts will be referenced but are not considered specific mitigation measures, since these regulations, programs, etc. would be required for any development in the City, including housing projects anticipated by the proposed project.

Since actual development designs, and locations are not being proposed at this time, potential impacts are evaluated at a programmatic level in this IS/MND. Accordingly, the City will review all future residential development on a project-by-project basis and may require additional CEQA analyses and clearances as deemed necessary and appropriate.

6. ENVIRONMENTAL JUSTICE

Environmental justice (EJ) is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. This goal will be achieved when everyone enjoys:

- The same degree of protection from environmental and health hazards, and

- Equal access to the decision-making process to have a healthy environment in which to live, learn, and work.

Although EJ analysis is not specifically required in CEQA documents, California law requires the City to comprehensively address EJ issues. These include Senate Bill (SB) 1000 (2016); the California Communities Environmental Health Screening Tool (CalEnviroScreen); and the Governor's Office of Planning and Research's (OPR) 2020 Updated EJ Element Guidelines. In particular, SB 1000 has provided impetus for jurisdictions to address EJ in community planning.

An additional measure of access to opportunities in the City is the Tax Credit Allocation Committee/HCD Opportunity Area Map – Environmental Score. The environmental score mirrors the California Office of Environmental Health Hazard Assessment (OEHHA)'s approach to CalEnviroScreen 3.0, a risk assessment methodology based on twelve indicators used to measure the cumulative impacts of pollution-related exposures and environmental effects. Exposure indicators include: ozone concentrations, PM2.5 concentrations, diesel PM emissions, drinking water contaminants, pesticide use, toxic releases from facilities, and traffic density. Environmental effect indicators include: cleanup sites, groundwater threats, hazardous waste generators and facilities, impaired water bodies, and solid waste sites and facilities.

As documented in the proposed 2021-2029 Housing Element, a less positive environmental outcome is expected in the area of the City identified by tract 5544.06. While this area is defined as a Moderate Resource Opportunity Area, its close proximity to State Route 91 and Interstate 605, nearby industrial land uses in the City of Cerritos, and proximate high traffic volume roadways, can create poor environmental quality. The pattern of poor environmental outcomes extends to nearby City of Artesia and City of Norwalk and is evident across most communities intersected by major traffic volumes across the County. The trends and factors that resulting in inequitable access to resources appear to stem from historical land use patterns. It is important to note that tract 5544.06 is the only census tract in the City with a non-minority population majority, based on 2015-2019 American Community Survey 5-Year Estimates. In addition, based on CalEnviroScreen 3.0, this census tract is not in top 25 percent of communities impacted by pollution and poor population characteristics, suggesting there is no indication of disproportionate number of pollution-related exposures or environmental effects for members of protected classes in this census tract as compared to the City or the region.

A shown in Figure 2, the 11 HOAs are distributed throughout the City, with several located along Bellflower Boulevard. One of the factors considered when identifying the HOAs, was the proximity to pollution-related exposures and environmental effects. Only portions of two of the eleven HOAs are located adjacent to a freeway (SR-91).

7. PUBLIC PARTICIPATION

On March 18, 2021, the City held a virtual joint study session with the Planning Commission and City Council from 10-11:30 am. The public and stakeholder groups were invited to attend and participate. The event was noticed on the City's Planning and Building Services Department webpage, via social media including Facebook and Instagram, and emailed to individual stakeholders, including local service providers, affordable housing developers, and other community organizations. The joint study session sought to inform the Planning Commission, City Council, residents, and interested stakeholders of the 2021-2029 Housing Element process, the required contents of the element, discussed early strategies to meet the City's regional housing need allocation, and solicited feedback from the Council, Commission, and community members on these strategies and other housing needs in Bellflower. The meeting was attended by all Councilmembers and Commissioners as well as five members of the public, including representatives from Kingdom Causes, a non-profit service provider in the City. During the meeting, the Housing Element consultant gave a presentation on the Housing Element and City staff presented the Housing Opportunity Areas that were being considered to accommodate the City's RHNA. The purpose of the meeting was to solicit direct feedback on housing needs, barriers to fair and affordable housing, and opportunities for development from all community groups, not just those who are able to attend the study session and public hearings.

The City's efforts to engage the public about the overall Housing Element effort included posting informational materials on their website and social media platforms. These materials included a Housing Element 101 video, Frequently Asked Questions (FAQ) on the Housing Element update process, a demographic flyer on the City of Bellflower, and a survey with questions specific to housing. All materials were available starting in early March and the survey was left open for approximately six weeks from March 30 to May 15, 2021. Additionally, on April 29th, the City sent an email to community stakeholders informing them of the Housing Element and requested their engagement and input through the survey. Stakeholders included developers, nonprofit organizations, and other community groups, including: City Ventures, Province Group, Olson Company, Harbor Regional Center, Benevolent and Protective Order of Elks, Moose Lodge, Mercy House, Ventana Homes, City Net, Serrano Development, Veneklasen Associates, Strategic Legacy Investment Group, Larsen, Gangloff and Larsen, C.P.A.s, Red Mountain Group, and Property Management Advisors. The Housing Element informational materials remain available on the City's website to ensure residents have ongoing access to this information.

To further engage the community and understand housing issues and needs in the City, a housing survey was also developed and circulated for 6 weeks in spring 2021. Over this period, a total of 53 responses were received. According to the survey, most respondents (89 percent) were residents of the City of Bellflower. The primary concern that respondents raised were increased home ownership opportunities, access to services, and access to open spaces such as parks and community centers.

8. NECESSARY PROJECT APPROVALS

The proposed project evaluated by this IS/MND requires the following project discretionary actions:

- 2021-2029 Housing Element Approval
- Downtown Bellflower TOD SPA Approval
- Zone Change (Mixed Use Overlay Zone) Approval, required to implement the Housing Element, RHNA and additional residential units

C. INITIAL STUDY/ENVIRONMENTAL CHECKLIST FORM

PROJECT TITLE:	City of Bellflower 2021-2029 Housing Element, Downtown Bellflower Transit Oriented Development Specific Plan Amendment, and Required Zone Changes to the Mixed Use Overlay Zone
LEAD AGENCY AND ADDRESS:	City of Bellflower 16600 Civic Center Drive Bellflower, CA 90706
CONTACT PERSON:	Elizabeth Corpuz Director of Planning and Building Services 562-804-1424
PROJECT LOCATION:	City of Bellflower
SPONSOR'S NAME AND ADDRESS:	City of Bellflower 16800 Civic Center Drive Bellflower, CA 90706
GENERAL PLAN DESIGNATIONS:	C (Commercial), M (Medium Density Residential), and H (High Density Residential)
ZONING CLASSIFICATIONS:	C-G (General Commercial), M-1 (Light Industrial), R-2 (Medium Density Residential), T-C (Town Center) Area 1 and Area 2, DFD (Design for Development), Downtown Bellflower Transit Oriented Development Specific Plan (TOD SP), Bellflower Alondra Mixed-Use (BAMU) Overlay Zone, Bellflower Village Overlay Zone – North (BVOZ-N) and Bellflower Village Overlay Zone (BVOZ).
PROJECT DESCRIPTION:	The City of Bellflower has identified 11 Housing Opportunity Areas (HOAs) intended to accommodate the 6th Cycle State of California, Department of Housing and Community Development (HCD)/Southern California Association of Governments (SCAG) Regional Housing Needs Assessment (RHNA) residential unit allocation. The 11 development areas are depicted in Figure 1. The RHNA allocation for the City of Bellflower is 3,735 residential units. In addition to the RHNA allocated units, the City has added an additional 1,041 residential units throughout the 11 Housing Opportunity Areas (HOAs) to ensure that adequate development area and density is available to accommodate the residential units. The 229 units currently under construction and 400 Accessory Dwelling Unit units were deducted from the RHNA unit count, for a net total of 4,147 residential units. The RHNA and additional residential units are summarized in Table 1.
ONSITE AND SURROUNDING LAND USES AND SETTING:	Varies – typically other residential, commercial, and industrial uses

OTHER REQUIRED AGENCY APPROVALS:

State of California, Department of Housing and Community Development

OVERVIEW OF ENVIRONMENTAL ANALYSIS

This Initial Study evaluates the potential environmental impacts associated with implementation of the Proposed 2021-2029 Housing Element, Downtown Bellflower Transit Oriented Development Specific Plan Amendment, and Required Zone Changes to the Mixed Use Overlay Zone. The project includes up to 4,147 new residential units within 11 HOAs, located throughout the City. The specific location and timing of the residential unit construction is currently unknown and will be driven by market forces. As such, this environmental analysis assumes an average of 519 residential units constructed per year throughout the 11 HOAs and is programmatic in nature. Additional CEQA analysis may be required at the time that specific individual residential development projects are proposed. No unmitigated unavoidable adverse significant impacts would occur.

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 Forest Resources	☐ Air Quality
☐ Biological Resources	☒ Cultural Resources	☐ Energy
☐ Geology / Soils	☐ Greenhouse Gas Emissions	☐ Hazards / Hazardous Materials
☐ Hydrology / Water Quality	☐ Land Use / Planning	☐ Mineral Resources
☐ Noise	☐ Population / Housing	☐ Public Services
☐ Recreation	☐ Transportation	☐ Tribal Cultural Resources
☐ Utilities / Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance
	☐ None	☐ None with Mitigation Incorporated

DETERMINATION (To be completed by the Lead Agency): On the basis of this initial evaluation:

On the basis of this initial evaluation:

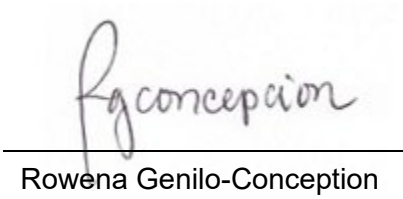
☐ I find that the proposed project could not have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.

☒ I find that although the proposed project COULD have a significant effect on the environment, there WILL NOT be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.

☐ 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 one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.

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



10/21/21

Rowena Genilo-Conception
Planning Manager
Planning and Building Services
City of Bellflower

Date

EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. CEQA Guidelines Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
   a) Earlier Analysis Used. Identify and state where they are available for review.
   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning regulations). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
   a) the significance criteria or threshold, if any, used to evaluate each question; and
   b) the mitigation measure identified, if any, to reduce the impact to less than significance.
10. Throughout the Initial Study checklist and analysis, the proposed 2021-2029 Housing Element, Downtown Bellflower Transit Oriented Development Specific Plan Amendment, and Required Zone Changes to the Mixed Use Overlay Zone are referred to as the Proposed Project.

1. AESTHETICS

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. Aesthetics.				
Except as provided in Public Resources Code section 21099 (where aesthetic impacts shall not be considered significant for qualifying residential, mixed-use residential, and employment centers), would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Discussion

a) A scenic vista is defined as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. The City's General Plan Open Space/Recreation Element addresses the management of natural resources and the preservation and enhancement of scenic and recreation opportunities in the City. The City of Bellflower is urbanized and developed with commercial, industrial, residential, and public uses and structures. The HOAs consist of developed commercial and industrial properties and vacant lots along major transportation corridors within the City, including Bellflower Boulevard, Alondra Boulevard, Artesia Boulevard, and Clark Avenue. Based on a review of the General Plan, no designated scenic vistas were identified within the HOAs. Because no designated scenic vistas were identified within the HOAs, the proposed discretionary actions and any new housing units would not result in a substantial adverse effect on any scenic vista.

Adoption of the 2021-2029 Housing Element would ultimately allow for residential development within the 11 HOAs that could be higher density than the existing surrounding residential land uses, resulting in an urban intensification. Existing land uses within the 11 HOAs are described in Appendix A. Since specific projects and designs are not currently being reviewed by the City, it is difficult to evaluate specific impacts at this time. However, given that the City does not include any scenic vistas, it can be concluded that any future residential development will not result in an adverse impact. To further ensure that impacts will not occur, the City will review all future projects on a case by case basis and establish mitigation measures and/or conditions of approval to alleviate any potential visual impacts.

b) According to the California Department of Transportation (Caltrans), there are no eligible or officially designated state scenic highways within or in proximity to the City of Bellflower. The nearest eligible state scenic highway is a segment of Route 1 that begins approximately 6 miles south of the HOAs. Because the Proposed HOAs areas are not within or visible from a state scenic highway, the proposed discretionary actions and any new housing units would not damage scenic resources within a state scenic highway. No impact would occur.

c) The Proposed HOAs are located in the City of Bellflower and within the greater Los Angeles metropolitan area, which is largely developed and urbanized. The HOAs consist of commercial, industrial, and residential properties and vacant lots along major transportation corridors within the City. Existing zoning designations for the HOAs include C-G (General Commercial), M-1 (Light Industrial), R-2 (Medium Density Residential), T-C (Town Center) Area 1 and Area 2, DFD (Design for Development).

Approval of the Proposed Project would ultimately result in the likely physical development of new residential housing within the 11 HOAs. Additional City review of future residential development applications is required before the approval of specific residential projects. These proposed actions are designed to accommodate the development of 4,174 housing units to meet the City's RHNA. The Proposed Project would allow residential development as a permitted use within areas zoned for commercial/retail and industrial uses and would allow for increased density in areas that already allow residential development. The Proposed Project would change the type and intensity of development that is permitted within the HOAs; however, visual impacts associated with mixed-use residential development would be generally similar to those that would occur under the existing zoning designation for these areas.

No specific housing units are currently proposed. Future applications for construction of housing units would be subject to additional CEQA review that may require additional environmental analysis and mitigation measures. As a condition of approval, any future housing units would need to comply with applicable zoning requirements (e.g., floor area ratio and building height and setback requirements), applicable City development standards (e.g., architecture and design guidelines), and other regulations governing scenic quality. Therefore, the Proposed Project and any future housing units would not conflict with applicable zoning and other regulations governing scenic quality. Impacts would be less than significant.

d) The Proposed HOAs consist of developed commercial, industrial, and residential properties and vacant lots along major transportation corridors within the City. Existing light sources are typical of an urban area and include exterior and interior lighting from buildings, as well as vehicles and streetlamps on roadways.

Since specific projects and designs are not currently being reviewed by the City, it is speculative to evaluate specific impacts at this time. Future applications for construction of housing units would be subject to additional CEQA review that may require additional environmental analysis and mitigation measures. Although new light fixtures and additional vehicles in the Proposed HOAs could increase spillover light and glare onto adjacent land uses, any future housing units would need to comply with applicable performance standards in the Bellflower Municipal Code governing light and glare. Lighting would be downward shielded and of similar intensity as existing lighting. Therefore, the proposed discretionary actions and any new housing units would not adversely affect day or nighttime views in the area. Impacts would be less than significant.

2. AGRICULTURE AND FOREST RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
II. Agriculture and Forest Resources.				
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997, as updated) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.				
In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.				
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Discussion

a) The Proposed HOAs are located in the City of Bellflower and within the greater Los Angeles metropolitan area, which is largely developed and urbanized. These areas consist of commercial, industrial, and residential properties and vacant lots along major transportation corridors within the City. The California Department of Conservation (CDOC) Farmland Mapping and Monitoring Program does not classify any lands within the City as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland). The City, including all Proposed HOAs, are classified by the CDOC as urban and built-up land (CDOC 2016). Because no Farmland was identified within the Proposed HOAs, the Proposed Project and any future housing units would not result in the conversion of Farmland to non-agricultural use. No impact would occur.

b) The California Land Conservation Act of 1965, commonly referred to as the Williamson Act, enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive property tax assessments which are much lower than normal because they are based upon farming and open space uses as opposed to full market value.

As discussed under Threshold a), above, the Proposed Project areas are largely developed and urbanized. Existing zoning designations for the Proposed HOAs include C-G (General Commercial), M-1 (Light Industrial), R-2 (Medium Density Residential), T-C (Town Center) Area 1 and Area 2, DFD (Design for Development) (City of Bellflower 2018). Accordingly, these areas are not zoned for agricultural use. No land within the City is enrolled in a Williamson Act contract (CDOC 2017).

Therefore, the Proposed Project and any future housing units would not conflict with existing zoning for agricultural use or a Williamson Act contract. No impact would occur.

c-d) As discussed under Thresholds a) and b) above, the Proposed HOAs are largely developed and urbanized. These areas consist of commercial, industrial, and residential properties and vacant lots along major transportation corridors within the City. Existing zoning designations for the proposed HOAs include C-G (General Commercial), M-1 (Light Industrial), R-2 (Medium Density Residential), T-C (Town Center) Area 1 and Area 2, DFD (Design for Development) (City of Bellflower 2018). Accordingly, these areas are not zoned for forest land or timberland. Therefore, the Proposed Project and any future housing units would not conflict with existing zoning for, or cause rezoning of, forest land or timberland. In addition, these actions would not result in the loss of forest land or conversion of forest land to non-forest use. No impact would occur.

e) As discussed under Thresholds a) through d) above, no Farmland or forest land is present in the Proposed HOAs or in surrounding areas within the City. Therefore, the Proposed Project and any future housing units would not result in changes in the environment that would result in the conversion of Farmland to non-agricultural use or the conversion of forest land to non-forest use. No impact would occur.

3. AIR QUALITY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. Air Quality.				
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied on to make the following determinations.				
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Environmental Setting

Criteria Air Pollutants

The U.S. Environmental Protection Agency (EPA) established national ambient air quality standards (NAAQS) for six criteria air pollutants, which are known to be harmful to human health and the environment: carbon monoxide, lead, nitrogen dioxide, ozone, particulate matter (which is categorized into particulate matter less than or equal to 10 microns in diameter [PM_{10}] and particulate matter less than or equal to 2.5 microns in diameter [$PM_{2.5}$]), and sulfur dioxide. The State of California established the California ambient air quality standards (CAAQS) for these six pollutants, as well as for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. NAAQS and CAAQS were established to protect the public from adverse health impacts caused by exposure to air pollution. A brief description of the criteria air pollutants and their effects on health is provided in Table 2.

Table 2
Sources and Health Effects of Criteria Air Pollutants

Pollutant	*Sources*	*Acute[1] Health Effects*	*Chronic[2] Health Effects*
Ozone (O_3)	Secondary pollutant resulting from reaction of VOC and NO_X in presence of sunlight. VOC emissions result from incomplete combustion and evaporation of chemical solvents and fuels; NO_X results from the combustion of fuels	Increased respiration and pulmonary resistance; cough, pain, shortness of breath, lung inflammation	Permeability of respiratory epithelia, possibility of permanent lung impairment
Carbon monoxide (CO)	Incomplete combustion of fuels; motor vehicle exhaust	Headache, dizziness, fatigue, nausea, vomiting, death	Permanent heart and brain damage

Pollutant	*Sources*	*Acute[1] Health Effects*	*Chronic[2] Health Effects*
Nitrogen dioxide (NO_2)	Combustion devices; e.g., boilers, gas turbines, and mobile and stationary reciprocating internal combustion engines	Coughing, difficulty breathing, vomiting, headache, eye irritation, chemical pneumonitis, or pulmonary edema; breathing abnormalities, cough, cyanosis, chest pain, rapid heartbeat, death	Chronic bronchitis, decreased lung function
Sulfur dioxide (SO_2)	Coal and oil combustion, steel mills, refineries, and pulp and paper mills	Irritation of upper respiratory tract, increased asthma symptoms	Insufficient evidence linking SO_2 exposure to chronic health impacts
Respirable particulate matter (PM_{10}), Fine particulate matter ($PM_{2.5}$)	Fugitive dust, soot, smoke, mobile and stationary sources, construction, fires and natural windblown dust, and formation in the atmosphere by condensation and/or transformation of SO_2 and VOC	Breathing and respiratory symptoms, aggravation of existing respiratory and cardiovascular diseases, premature death	Alterations to the immune system, carcinogenesis
Lead	Metal processing	Reproductive/ developmental effects (fetuses and children)	Numerous effects including neurological, endocrine, and cardiovascular effects

[1] "Acute" refers to effects of short-term exposures to criteria air pollutants, usually at fairly high concentrations.

[2] "Chronic" refers to effects of long-term exposures to criteria air pollutants, usually at lower, ambient concentrations.

Notes: NO_X = oxides of nitrogen; VOC = volatile organic compounds

Sources: EPA 2018

The project site is located in the South Coast Air Basin (Basin), which includes all of Orange County and the non-desert regions of Los Angeles County, Riverside County, and San Bernardino County. The Basin is currently designated as nonattainment for both the federal and State ozone standards, the State PM_{10} standard, and the federal and State $PM_{2.5}$ standard. The region is designated as in attainment or unclassifiable for all other NAAQS and CAAQS (CARB 2019 and EPA 2021).

Toxic Air Contaminants

Toxic air contaminants (TACs), or in federal parlance, hazardous air pollutants are a defined set of airborne pollutants that may pose a present or potential hazard to human health. A TAC is defined as an air pollutant that may cause or contribute to an increase in mortality or in serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at low concentrations.

According to the *California Almanac of Emissions and Air Quality* (CARB 2013), the majority of the estimated health risks from TACs can be attributed to relatively few compounds, the most important being diesel particulate matter (diesel PM). Diesel PM differs from other TACs in that it is not a single substance, but rather a complex mixture of hundreds of substances. Although diesel PM is emitted by diesel-fueled internal combustion engines, the composition of the emissions varies depending on engine type, operating conditions, fuel composition, lubricating oil, and whether an emissions control system is being used. In addition to diesel PM, the TACs for which data are available that pose the greatest existing ambient risk in California are benzene, 1,3-butadiene, acetaldehyde, carbon

tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, and perchloroethylene.

Odors

Odors are generally regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory, and respiratory effects, nausea, vomiting, and headache). Odor sources of concern include wastewater treatment plants, landfill and composting facilities, petroleum refineries, chemical manufacturing plants, painting/coating operations, and food processing facilities.

Sensitive Receptors

Sensitive receptors are generally considered to include those land uses where exposure to pollutants could result in health-related risks to sensitive individuals, such as children or the elderly. Residential dwellings, schools, hospitals, playgrounds, and similar facilities are of primary concern because of the presence of individuals particularly sensitive to pollutants and/or the potential for increased and prolonged exposure of individuals to pollutants. Sensitive receptors are located throughout the City.

Air Quality Planning

The South Coast Air Quality Management District (SCAQMD), which has jurisdiction over the Basin, has established numeric indicators of significance specific to construction activity. Based on the indicators in the SCAQMD CEQA Air Quality Handbook (1993), the Proposed Project would potentially cause a cumulatively considerable net increase of any criteria pollutant for which the region is nonattainment under an applicable federal or State ambient air quality standard, shown in Table 3.

Table 3
SCAQMD Significance Thresholds for Air Quality Impact Analysis

Pollutant	***Mass Daily Thresholds (lb/day)***	
	Construction	***Operation***
Oxides of Nitrogen (NO_X)	100	55
Volatile Organic Compounds (VOCs)	75	55
Respirable Particulate Matter (PM_{10})	150	150
Fine Particulate Matter ($PM_{2.5}$)	55	55
Oxides of Sulfur (SO_X)	150	150
Carbon Monoxide (CO)	550	550
Lead and Lead Compounds	3	3
TACS		
TACs (Including carcinogens and noncarcinogens)	Maximum Incremental Cancer Risk ≥ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Chronic & Acute Hazard Index ≥ 1.0 (project increment)	

Source: SCAQMD 2019

Similarly, the operational numerical emissions indicators in the SCAQMD Air Quality Handbook are used for determining impact significance of operational emissions. SCAQMD established numeric indicators of significance in part based on Section 182(e) of the Clean Air Act which identifies 10 tons per year of volatile organic compounds (VOC) as a significance level for stationary source emissions in extreme nonattainment areas for ozone (SCAQMD 1993). The Basin is designated as extreme nonattainment for ozone. SCAQMD converted this significance level to pounds per day for ozone

precursor emissions (10 tons per year × 2,000 pounds per ton ÷ 365 days per year = 55 pounds per day). The thresholds of significance were developed by SCAQMD with the purpose of attaining the NAAQS and CAAQS. The NAAQS and CAAQS identify concentrations of pollutants in the ambient air below which no adverse effects on the public health and welfare are anticipated. Therefore, for CEQA purposes, these thresholds of significance can be used as numeric methods to demonstrate that a project's total emissions would not result in a significant impact to air quality or an adverse effect on human health. Based on the indicators in the SCAQMD CEQA Air Quality Handbook, the Proposed Project would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard if the daily regional emissions thresholds would be exceeded, shown in Table 3.

SCAQMD Rules and Regulations

All projects are subject to SCAQMD rules and regulations in effect at the time of activity, including:

- Rule 402, Nuisance. This rule is intended to prevent the discharge of pollutant emissions from an emissions source that results in a public nuisance. Specifically, this rule prohibits any person from discharging quantities of air contaminants or other material from any source such that it would result in an injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public. Additionally, the discharge of air contaminants would also be prohibited where it would endanger the comfort, repose, health, or safety of any number of persons or the public, or that cause, or have a natural tendency to cause, injury or damage to business or property. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

- Rule 403, Fugitive Dust. This rule is intended to reduce the amount of particulate matter entrained in the ambient air as a result of anthropogenic (human-made) fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions. Rule 403 applies to any activity or human-made condition capable of generating fugitive dust, and requires best available control measures to be applied to earth moving and grading activities. In general, the rule prohibits new developments from the installation of wood-burning devices.

- Rule 445, Wood Burning Devices. This rule is intended to reduce the emission of particulate matter from wood-burning devices and applies to manufacturers and sellers of wood-burning devices, commercial sellers of firewood, and property owners and tenants that operate a wood-burning device.

- Rule 1113, Architectural Coatings. This rule serves to limit the VOC content of architectural coatings used on projects in the SCAQMD. Any person who supplies, sells, offers for sale, or manufactures any architectural coating for use on projects in the SCAQMD must comply with the current VOC standards set in this rule.

Discussion

a) The Air Quality Management Plan (AQMP) was adopted by SCAQMD as a program to lead the Basin into compliance with the NAAQS and CAAQS (SCAQMD 2017). It relies on emissions forecasts based on demographic and economic growth projections provided by the Southern California Association of Governments (SCAG) Regional Transportation Plan and Sustainable communities Strategy (RTP/SCS) (SCAG 2020). SCAG's RTP/SCS was developed to increase mobility options and develop a sustainable transportation network by reducing single occupancy vehicle trips. The SCAQMD recommends that, when determining whether a project is consistent with the current AQMP, a lead agency must assess whether the project would directly obstruct implementation of the AQMP and whether it is consistent with the demographic and economic assumptions (typically land use related, such as resultant employment or residential units) upon which the AQMP is based (SCAQMD 1993).

The City's Housing Element is a General Plan policy document based on the regional housing need allocation provided by SCAG. The Housing Element proposes to replace existing nonresidential land uses with residential land uses which would displace emissions from existing vehicle uses. Furthermore, several development areas of the Housing Element are to be located within the TOD SP, which is intended to guide land use, mobility, and economic development within Downtown Bellflower and support multimodal transportation and further reducing emissions from transportation. Because the Housing Element would align with the goals of the RTP/SCS, it would be consistent with the growth projections used in the AQMP. Thus, implementation of the Proposed Project would not conflict with or obstruct implementation of the SCAQMD AQMP. As a result, this impact would be less than significant.

b) The SCAQMD CEQA Air Quality Handbook identifies whether a project would 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 through maximum pounds per day significance thresholds. The thresholds were developed to bring the Basin into attainment for the NAAQS and CAAQS and to be protective of human health.

Construction Emissions of Criteria Pollutants and Precursors

Construction-related activities would generate emissions of VOC, oxides of nitrogen (NO_X), PM_{10}, and $PM_{2.5}$ associated with demolition, off-road equipment, materials deliveries, worker commute trips, and other miscellaneous activities (e.g., paving and application of architectural coatings). Fugitive dust emissions of PM_{10} and $PM_{2.5}$ would be associated primarily with demolition and grading and vary as a function of soil silt content, soil moisture, wind speed, and acreage of disturbance. PM_{10} and $PM_{2.5}$ are also contained in the exhaust from off-road equipment and on-road vehicles. Emissions of ozone precursors, ROG, and NO_X, would be associated primarily with construction equipment and on-road mobile exhaust. The application of architectural coatings and paving results in off-gas emissions of VOC.

To estimate the construction emissions associated with the Housing Element residential units, a specific methodology was employed. Housing Element residential units were equally apportioned over the eight-year Housing Element horizon to all the proposed development areas, based on proposed densities and development area acreages. Therefore, construction emissions were estimated based on a yearly timeframe to assess a representative scenario of how development could occur. The first year of construction was modeled to occur in 2022 because this would be the most conservative analysis due to fleet turnover and the potential increase in efficiency of construction equipment engine technology compared to the future years of the Housing Element development period. Additionally, the first year of construction was estimated to develop an average of 518 housing units which accounts for a larger growth rate than the City's historic growth rate of 201 total housing units from 2010 to 2020. To accommodate the change in land uses from nonresidential to residential, it was assumed that 50 percent of the existing nonresidential land uses within the development areas would be replaced with new residential units. The 50 percent replacement factor allows for mixed use development to occur on parcels with existing nonresidential development or new proposed mixed-use development and allow for infill development. Therefore, 50 percent of the existing uses were considered to be demolished to accommodate the proposed residential units. For specific construction assumptions and modeling inputs, refer to Appendix B. Table 4 summarizes the modeled maximum daily emissions from construction activities over the first potential year of construction under the Proposed Project.

Table 4
Estimated Maximum Regional Construction Emissions (pounds per day) [a]

Regional Emissions	*ROG*	*NO_X*	*CO*	*SO_2*	*PM_{10} Total [b]*	*$PM_{2.5}$ Total [b]*
2022	18.44	70.02	35.38	0.20	29.27	6.19
Maximum Daily Emissions	18.44	70.02	35.38	0.20	29.27	6.19
SCAQMD Thresholds	75	100	550	150	150	55
Exceeds Indicators?	**No**	**No**	**No**	**No**	**No**	**No**

[a] Estimated emissions values are provided in the Appendix B.

[b] PM_{10} and $PM_{2.5}$ emissions estimates are based on compliance with SCAQMD Rule 403 requirements for fugitive dust suppression.

Source: Modeling performed by Ascent Environmental, Inc. in 2021

SCAQMD's regional thresholds are intended to maintain or achieve attainment designations in the Basin with respect to the CAAQS and NAAQS. If a project does not exceed SCAQMD's thresholds and does not contribute to nonattainment designations, it would not exacerbate or interfere with the region's ability to attain the health-based ambient air quality standards. Furthermore, the lack of exposure of criteria air pollutants that may exceed the NAAQS and CAAQS would avoid health impacts. Because the Proposed Project's construction phase emissions would be below SCAQMD's recommended thresholds under this representative analysis, the Proposed Project would not result in cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard. Because the ambient air quality standards are established to be protective of public health, adverse health impacts to receptors from regional emissions are not anticipated due to the Proposed Project's emissions being below SCAQMD's thresholds. Therefore, with respect to regional construction emissions, impacts would be less than significant.

Operational Emissions of Criteria Pollutants and Precursors

Operational emissions associated with housing units identified in the Proposed Project could result in the generation of ROG, NO_X, and particulate matter (PM_{10} and $PM_{2.5}$) from mobile, energy, and area-wide sources. Mobile-source emissions of criteria pollutants and precursors would result from vehicle trips generated by residents and visitors, as well as deliveries made to residences. Energy and area-wide sources would include the combustion of natural gas for space and water heating (i.e., energy use), the use of landscaping equipment and other small equipment, the periodic application of architectural coatings, and ROG from the use of consumer products. To accommodate the change in land uses of this Housing Element, it was assumed that 50 percent of the existing nonresidential land uses within the development areas would be replaced with new residential units. The 50 percent replacement factor allows for mixed use development to occur on parcels with existing nonresidential development or new proposed mixed-use development. Therefore, 50 percent of the existing uses were netted out from proposed operational emissions.

Table 5 summarizes the maximum daily operational-related emissions of criteria air pollutants during the horizon year of the Housing Element (i.e., 2030) for the maximum number of housing units advised by the Housing Element. Emissions were calculated based on proposed land uses and adjusted trip lengths to match project-specific vehicle miles traveled (VMT) estimated by the City. As shown in Table 5, operations-related activities would result in daily emissions of VOC, NO_X, PM_{10} and $PM_{2.5}$, that do not exceed the SCAQMD-recommended thresholds of significance.

Table 5
Estimated Maximum Regional Operational Emissions (pounds per day) [a]

Source	*VOC*	*NO_X*	*CO*	*SO_2*	*PM_{10}*	*$PM_{2.5}$*
Existing Land Uses [b]						
Area (Consumer Products, Landscaping, Architectural Coating)	16.18	0.00	0.07	0.00	0.00	0.00
Energy (Natural Gas)	0.04	0.35	0.30	0.00	0.03	0.03
Mobile	84.79	91.92	718.97	1.37	129.88	35.52
Total Emissions	101.00	92.27	719.34	1.37	129.90	35.55
Proposed Project						
Area (Consumer Products, Landscaping, Architectural Coating)	106.67	65.85	367.57	0.41	6.90	6.90
Energy (Natural Gas)	1.60	13.68	5.82	0.09	1.11	1.11
Mobile	47.72	45.94	455.43	1.02	124.29	33.55
Total Project Emissions	155.99	125.46	828.83	1.52	132.30	41.56
Net Emissions						
Area (Consumer Products, Landscaping, Architectural Coating)	90.50	65.85	367.50	0.41	6.90	6.90
Energy (Natural Gas)	1.56	13.33	5.52	0.09	1.08	1.08
Mobile	-37.08	-45.98	-263.54	-0.35	-5.59	-1.98
Net Total	54.98	33.19	109.49	0.14	2.40	6.00
Maximum Daily Emissions	54.98	33.19	109.49	0.14	2.40	6.00
SCAQMD Thresholds	55	55	550	150	150	55
Exceeds Indicators?	**No**	**No**	**No**	**No**	**No**	**No**

[a] Emission quantities are rounded to "whole number" values. As such, the "total" values presented herein may be one unit more or less than actual values. Estimated emissions values are provided in Appendix B.

[b] Includes 50 percent of the existing nonresidential uses.

Source: Modeling performed by Ascent Environmental in 2021

c) Particulate exhaust emissions from diesel-fueled engines (i.e., diesel PM) were identified as a TAC by the California Air Resources Board (CARB) in 1998. The potential cancer risk from the inhalation of diesel PM outweighs the potential for all other health impacts (i.e., non-cancer chronic risk, short-term acute risk) and health impacts from other TACs (CARB 2003). With regard to exposure of diesel PM, the dose to which receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the duration of exposure to the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher level of health risk for any exposed receptor. Thus, the risks estimated for an exposed individual are higher if a fixed exposure occurs over a longer period. According to the Office of Environmental Health Hazard Assessment, when a Health Risk Assessment is prepared to project the results of exposure of sensitive receptors to selected compounds, exposure of sensitive receptors to TAC emissions should be based on a 70- or 30-year exposure period; however, such assessments should be limited to the duration of activities associated with the proposed project if emissions occur for shorter periods (OEHHA 2015:5-23, 5-24).

The TAC that is the focus of this analysis is diesel PM because it is known that diesel PM would be emitted during project construction and operations from diesel-fueled internal combustion engines. Although other TACs exist (e.g., benzene, 1,3-butadiene, hexavalent chromium, formaldehyde, methylene chloride), they are primarily associated with industrial operations and the Proposed Project would not include any industrial sources of other TACs.

Construction-related activities would result in temporary, intermittent emissions of diesel PM from the exhaust of off-road equipment used during demolition and construction and on-road heavy-duty trucks. On-road diesel-powered haul trucks traveling to and from the construction area to deliver materials and equipment are also a source of diesel PM; however, their operations would be dispersed throughout the roadway network in the area and they would not operate at any one location for extended periods of time such that they would expose a single receptor to excessive diesel PM emissions.

Based on the construction-related emissions modeling conducted (see Appendix B), maximum daily emissions of exhaust $PM_{2.5,}$ which diesel PM is a subset of, would be an estimated 6.19 pounds per day during the first year of construction. The first year of construction is likely to be the most conservative estimate due to equipment efficiency increasing over the build-out timeframe. A portion of these emissions would be due to haul trucks traveling and to and from housing sites.

Construction-related TAC emissions would not expose sensitive receptors to an incremental increase in cancer risk greater than 10 in 1 million, cancer burden greater than 0.5, or a hazard index greater than 1.0. The low exposure level reflects the (i) relatively low mass of diesel PM emissions that would be generated by construction activity in the plan area; (ii) low emission exposure due to construction occurring throughout the City and not exposing the same receptors over the planning horizon; (iii) the relatively short duration of diesel PM-emitting construction activity in the City; and (iv) the highly dispersive properties of diesel PM. Therefore, the impact with respect to construction-related TACs is less than significant.

Implementation of the Proposed Project would result in vehicle trips associated with residential development, which would result in diesel PM emissions in and around the HOAs. Diesel-powered trucks associated with deliveries could contribute additional diesel PM emissions. However, with implementation of the Proposed Project, daily maximum emissions of diesel PM are anticipated to be a net reduction of approximately 21 pounds per day based on replacement of 50 percent of existing nonresidential uses with residential units. As a result, the concentration of vehicle trips near sensitive land uses associated with implementation of the Proposed Project would be reduced from existing conditions, and implementation of the Proposed Project would not result in exposure of new or existing sensitive receptors to additional TACs from regular and frequent visits by diesel-powered haul trucks. Further, the Proposed Project would not involve a net increase in industrial land uses that could generate TAC emission or result in the long-term operation of any stationary sources which generate substantial TACs. Sensitive receptors are documented in the existing land use summary for the 11 HOAs in Appendix A.

Considering the highly dispersive properties of diesel PM, the relatively low mass of diesel PM emissions that would be generated at any single site during the construction and operation of new housing and the relatively short period during which diesel PM-emitting construction activity would take place in proximity of sensitive receptors, TACs are not anticipated to result in the exposure of sensitive receptors to an incremental increase in cancer risk that exceeds 10 in one million, cancer burden of 0.5, or a hazard index of 1.0 or greater.

SCAQMD's localized significance thresholds were not evaluated because this is a plan level analysis and future discretionary projects would need to address these impacts individually. As a result, this impact would be less than significant. Since specific projects and designs are not

currently being reviewed by the City, it is difficult to evaluate specific impacts at this time. However, given that the AQ analysis has concluded that ultimate construction of the total units will not result in any significant AQ impacts, it can be concluded that AQ impacts for individual project will likewise, not result in any significant AQ impact. To further ensure that impacts will not disturb any sensitive receptor, the city shall review all future projects on a case-by-case basis and establish mitigation measures and/or conditions of approval to alleviate potential impacts to any nearby sensitive receptor.

d) With respect to odors, the Proposed Project would be considered significant if it created objectionable odors affecting a substantial number of people.

Construction

Potential activities that may emit odors during construction activities include the use of architectural coatings and solvents and the combustion of diesel fuel in on- and off-road equipment. Compliance with SCAQMD Rule 1113 would limit the number of VOCs in architectural coatings and solvents. The Proposed Project would comply with the applicable provisions of the CARB Air Toxics Control Measure regarding idling limitations for diesel trucks. In addition, construction activities would be temporary and intermittent over the project horizon and would not expose receptors to odors for long periods of time. Through mandatory compliance with rules and regulations, no construction activities or materials are expected to create objectionable odors affecting a substantial number of people. Therefore, construction of the Proposed Project would result in less than significant impact with respect to odors. Impacts to nearby receptors would be less than significant.

Operations

According to the SCAQMD CEQA Air Quality Handbook, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The Proposed Project does not include any uses identified by SCAQMD as being associated with substantial odors. As a result, the Proposed Project is not expected to discharge contaminants into the air in quantities that would cause a nuisance, injury, or annoyance to the public or property pursuant to SCAQMD Rule 402. Therefore, the Proposed Project would not create adverse odors affecting a substantial number of people and impacts would be less than significant.

4. BIOLOGICAL RESOURCES

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

Discussion

a) The City of Bellflower is located within southern Los Angeles County and is highly urbanized. Accordingly, the potential for candidate, sensitive, or special status species or habitats is low within City limits and thus at the Proposed HOAs. The California Department of Fish and Wildlife (CDFW) California Natural Diversity Database identifies six candidate, sensitive, or special status species or habitats within the Whitter quadrangle, which includes the City of Bellflower. These include the western yellow-billed cuckoo (*Coccyzus americanus occidentalis*), bank swallow (*riparia riparia*), coastal California gnatcatcher (*Polioptila californica californica*), least Bell's vireo (*Vireo bellii pusillus*), crotch bumble bee (*Bombus Crotchii*), and the California Orcutt grass (*Orcuttia californica*). Implementation of the Proposed Project would not expand the existing footprint of currently developed areas or introduce any land uses that would adversely affect biological resources. However, the Proposed HOAs are already developed with a variety of urban land uses with limited landscaping, and no native vegetation is present on the sites. Therefore, the Proposed Project is not expected to result in impacts to species identified as a candidate, sensitive, or special status. No impact would occur.

b) The Proposed HOAs are highly developed and urbanized. No riparian habitat or other sensitive natural communities are present on the sites. Thus, the Proposed Project would not result in a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by CDFW or the U.S. Fish and Wildlife Service. No impact would occur.

c) The Proposed HOAs are highly developed and urbanized. No wetlands are present in the Proposed HOAs or in the surrounding area. Thus, the Proposed Project would not have an adverse effect on any state or federally protected wetlands. No impact would occur.

d) The Proposed HOAs are entirely disturbed with a variety of existing urban land uses. The Proposed HOAs are surrounded by urban development. Due to the highly developed nature of the HOAs and their surroundings, this area is not designated as a native resident or migratory wildlife corridor. The Proposed Project would not 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. No impact would occur.

e) The City has local policies(BMC § 12.08.090) or regulations that protect specific biological resources, including tree preservation. Thus, the Proposed Project would comply with the regulations and not conflict with any local policies or regulations protecting biological resources. No impact would occur.

f) The City is not regulated by any Natural Community Conservation Plan (NCCP) or Habitat Conservation Plan (HCP) (CDFW 2019). Thus, the Proposed Project would not conflict with the provisions of an adopted HCP, NCCP, or other approved local, regional, or state habitat conservation plan. No impact would occur.

5. CULTURAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V. Cultural Resources.				
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐

Discussion

a) A historical resource is defined in CEQA Guidelines § 15064.5(a)(3) as any object, building, structure, site, area, place, record, or manuscript determined to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. Historical resources are further defined as being associated with significant events, important persons, or distinctive characteristics of a type, period, or method of construction; representing the work of an important creative individual; possessing high artistic values; or yielding information important in prehistory or history. Resources listed in or determined eligible for the California Register of Historical Resources (California Register), included in a local register, or identified as significant in a historic resource survey are also considered historical resources under CEQA.

According to CEQA Guidelines § 15064.5(b), a project with an effect that may cause substantial adverse change in the significance of a historical resource is a project that may have a significant impact on the environment. Substantial adverse change is defined as physical demolition, relocation, or alteration of a resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.

According to the Conservation Element of the City's General Plan, the City does not include sites listed on the California Register or National Register of Historic Places (City of Bellflower 1994). However, buildings with historical significance may be located within the City and within the Proposed HOAs. Since the specific locations of proposed residential units are currently unknown within the Proposed HOAs, it is not yet known whether any future housing developments would affect historic structures. Therefore, impacts to historical resources would be potentially significant, and implementation of mitigation measure **MM-CUL-1** would be required. The impact would be reduced to a less-than-significant with implementation of this mitigation measure.

MM-CUL-1: In the event that historic resources are identified during the individual residential project entitlement process, a historical resource assessment must be completed so that the resource can be evaluated. The project applicant must retain a qualified (pursuant to City requirements) architectural historian to determine whether or not the resource is significant. If the resource is determined to be potentially significant, the architectural historian, in consultation with the City, will develop a mitigation plan. Construction activities must be redirected to other work areas until the mitigation plan has been implemented or the qualified architectural historian determines that work can resume in the vicinity of the find.

b) The Proposed HOAs are mostly developed with commercial or office/industrial uses, though there are some vacant areas. The potential for archaeological materials to be present within the Proposed HOAs is considered low because the areas have been previously disturbed. However, although unlikely, there is the potential for previously unknown subsurface artifacts to be encountered during ground-disturbance activities. Therefore, impacts to archaeological resources would be potentially significant, and implementation of mitigation measure **MM-CUL-2** would be required. Implementation of this mitigation measure would reduce this impact to a less-than-significant level.

MM-CUL-2: Should archaeological resources be discovered during ground-disturbing activities, the project contractor must halt or redirect ground-disturbing activities away from the vicinity of the find so that the find can be evaluated. The project applicant must retain a qualified (pursuant to City requirements) archaeologist and Native American monitor to determine whether or not the find is significant. If the find is determined to be potentially significant, the archaeologist, in consultation with the City and appropriate Native American monitor(s) and group(s) (if the find is a prehistoric or Native American resource), will l develop a treatment plan. Construction activities must be redirected to other work areas until the treatment plan has been implemented or the qualified archaeologist determines that work can resume in the vicinity of the find.

c) The Proposed HOAs are mostly developed and were previously disturbed. Therefore, the potential for human remains is deemed to be low considering the developed nature of the sites. Future residential projects would be required to comply with Health and Safety Code § 7050.5 and Public Resources Code § 5097.98, which ensure proper handling of any inadvertent human remain finds. Thus, impacts to human remains would be less than significant.

6. ENERGY

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

Environmental Setting

The following sources of energy are utilized in Los Angeles County and may be utilized by future development pursuant to the Proposed Project.

- **Natural gas:** Almost two-thirds of California households use natural gas for home heating, and about half of California's utility-scale net electricity generation is fueled by natural gas (EIA 2021).

- **Petroleum:** Petroleum products (gasoline, diesel, jet fuel), which are consumed almost exclusively by the transportation sector, account for almost 99 percent of the energy used in California by the transportation sector, with the rest provided by ethanol, natural gas, and electricity (Bureau of Transportation Statistics 2017). Between January 2007 and May 2016[an average of approximately 672 billion gallons of gasoline were purchased in California (California State Board of Equalization 2016). Gasoline and diesel fuel sold in California for motor vehicles is refined in California to meet specific formulations required by CARB (EIA 2021).

- **Electricity and renewables:** The California Energy Commission (CEC) estimates that 34 percent of California's retail electricity sales in 2018 was provided by Renewables Portfolio Standard-eligible renewable resources (EIA 2021).

- **Alternative fuels:** Conventional gasoline and diesel may be replaced (depending on the capability of the vehicle) with many alternative transportation fuels (e.g., biodiesel, hydrogen, electricity). Use of alternative fuels is encouraged through various statewide regulations and plans (e.g., Low Carbon Fuel Standard, California's 2017 Climate Change Scoping Plan [2017 Scoping Plan]).

Southern California Edison (SCE) is a regulated public utility that provides electricity to 15 million people within a 50,000-square-mile service area across central, coastal, and southern California (SCE 2021). SCE obtains electricity from a variety of sources, including SCE-owned facilities and other private and publicly owned facilities that provide electricity through contracts and agreements. Electricity is generated from a variety of energy sources, including nuclear, natural gas, hydroelectric, and a mix of other renewable resources (SCE 2020). In 2019, SCE achieved a renewable energy procurement rate of 35 percent (SCE 2020).

Regulatory Setting

Warren-Alquist Act

The 1974 Warren-Alquist Act established the California Energy Resources Conservation and Development Commission, now known as CEC. The Act was created as a response to the California Legislature's review of studies projecting an increase in statewide energy demand, which would potentially encourage the development of power plants in environmentally sensitive areas. The Act established State regulations for siting power plants to reduce potential environmental impacts and

sought to reduce demand for these facilities by directing CEC to develop statewide energy conservation measures to reduce wasteful, inefficient, and unnecessary uses of energy. Conservation measures recommended establishing design standards for energy conservation in buildings that ultimately resulted in the creation of the Title 24 Building Energy Efficiency Standards (California Energy Code), which are updated regularly and remain in effect today. The act additionally directed CEC to cooperate with the Office of Planning and Research, the California Natural Resources Agency, and other interested parties in ensuring that a discussion of wasteful, inefficient, and unnecessary consumption of energy is included in all environmental impact reports required on local projects.

State of California Energy Action Plan

CEC is responsible for preparing the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The current plan is the 2003 California Energy Action Plan (2008 update). The plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators in implementing incentive programs for zero-emission vehicles and addressing their infrastructure needs, and encouragement of urban design that reduces VMT and accommodates pedestrian and bicycle access.

Transportation-Related Regulations

EPA and National Highway Traffic Safety Administration (NHTSA) have issued rules to reduce greenhouse gas emission (GHG) emissions and improve Corporate Average Fuel Economy (CAFE) standards for light-duty vehicles for model years 2017 and beyond (77 *Federal Register* 62624). NHTSA's CAFE standards have been enacted under the Energy Policy and Conservation Act since 1978. This national program requires automobile manufacturers to build a single light-duty national fleet that meets all requirements under both Federal programs and the standards of California and other states. The purpose of this program is to increase fuel economy and limit vehicle emissions, including carbon dioxide emissions, of cars and light-duty trucks (77 *Federal Register* 62630).

The Safer Affordable Fuel-Efficient Vehicles Rule, promulgated by NHTSA and EPA in 2020, set new CAFE standards for passenger cars and light-duty trucks, model years 2021–2026 (NHTSA and EPA 2020). This rule also revoked a waiver granted by EPA to the State of California under Section 209 of the Clean Air Act to enforce more stringent emission standards for motor vehicles than those required by EPA for the explicit purpose of GHG reduction and, indirectly, criteria air pollutant and ozone precursor emission reduction (NHTSA and EPA 2020). Various regulatory and planning efforts are aimed at reducing dependency on fossil fuels, increasing the use of alternative fuels, and improving California's vehicle fleet. Senate Bill (SB) 375 aligns regional transportation planning efforts, regional GHG emission reduction targets, and land use and housing allocation. CARB, in consultation with the metropolitan planning organizations, provides each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in their respective regions for 2020 and 2035. The Southern California Association of Governments (SCAG) serves as the MPO for the Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. SCAG adopted its 2020 SoCal Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) with a planning horizon year of 2045. In March 2018, the CARB adopted the target update for the SB 375 targets, tasking SCAG to achieve an 8 percent and a 19 percent per capita reduction below 2005 levels by 2020 and 2035, respectively (SCAG 2020).

Under Assembly Bill (AB) 2076 (Chapter 936, Statutes of 2000), CEC and CARB prepared and adopted a joint agency report in 2003, *Reducing California's Petroleum Dependence*. Included in this report are recommendations to increase the use of alternative fuels to 20 percent of on-road transportation fuel use by 2020 and 30 percent by 2030, significantly increase the efficiency of motor vehicles, and reduce per capita VMT (CEC and CARB 2003).

AB 1007 (Chapter 371, Statutes of 2005) required CEC to prepare the State Alternative Fuels Plan to increase the use of alternative fuels in California.

In January 2012, CARB approved the Advanced Clean Cars program, which combines the control of GHG emissions and criteria air pollutants, as well as requirements for greater numbers of zero-emission vehicles, into a single package of standards for vehicle model years 2017–2025. The program's zero-emission vehicle regulation requires battery, fuel cell, and/or plug-in hybrid electric vehicles to account for up to 15 percent of California's new vehicle sales by 2025.

Renewable Energy Regulations

California enacted legislation requiring the increasing use of renewables to produce electricity for consumers. California utilities are required to generate 33 percent of their electricity from renewables by 2020 (SB X1-2 of 2011), 52 percent by 2027 (SB 100 of 2018), 60 percent by 2030 (also SB 100 of 2018), and 100 percent by 2045 (also SB 100 of 2018).

California Building Energy Efficiency Standards (Title 24, Part 6)

The energy consumption of new residential and nonresidential buildings in California is regulated by Title 24 of the California Code of Regulations which establish Building Energy Efficiency Standards (California Energy Code). The California Energy Code was promulgated by CEC in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption and provide energy efficiency standards for residential and nonresidential buildings. CEC updates the California Energy Code every 3 years with more stringent design requirements for reduced energy consumption, which results in the generation of fewer GHG emissions. In 2016, CEC updated the California Energy Code, effective January 1, 2017. CEC estimates that the 2016 California Energy Code is 28 percent more efficient than 2013 California Energy Code for residential construction and is 5 percent more efficient for nonresidential construction.

The 2019 California Energy Code was adopted by CEC on May 9, 2018 and applies to projects constructed after January 1, 2020. The 2019 California Energy Code is designed to move California closer to its zero-net energy goals for new residential development. It does so by requiring all new residences to install enough renewable energy to offset all the electricity needs of each residential unit (24 Cal. Code of Regs. § 150.1(c)(4)). CEC estimates that the combination of mandatory on-site renewable energy and prescriptively required energy efficiency standards will result in a 53-percent reduction in new residential developments as compared to the 2016 California Energy Code. Nonresidential buildings are anticipated to reduce energy consumption by 30 percent as compared to the 2016 California Energy Code primarily through prescriptive requirements for high-efficiency lighting (CEC 2018). The Energy Code is enforced through the local plan check and building permit process. Local government agencies may adopt and enforce additional energy standards for new buildings as reasonably necessary because of local climatologic, geologic, or topographic conditions, provided that these standards exceed those provided in the California Energy Code.

Discussion

a) Implementation of the Proposed Project would result in the consumption of energy resources during construction and operation.

   Energy would be consumed during construction to operate and maintain construction equipment and transport construction materials. It also would be consumed for worker commutes and material and equipment haul trips. Levels of construction-related fuel consumption were calculated using equipment assumptions consistent with CalEEMod Version 20.4.0 and fuel consumption factors from EMFAC 2021. Though construction of units contemplated in the Proposed Project is expected to occur over the eight-year timeframe, energy was modeled for the first year of construction. As construction equipment becomes more fuel efficient with time, modeling the first year of construction would be the most conservative estimate of yearly energy

consumption. The energy use for the first year of construction was then multiplied by eight to estimate the total use from all construction activities of the Proposed Project. See Appendix C for detailed calculations. An estimated total of 361,596 gallons of gasoline and 258,340 gallons of diesel would be consumed during the eight years of construction, accounting for both on-site equipment use and off-site vehicle travel for worker commutes and haul trips.

The energy needs for construction would be temporary and are not anticipated to require additional capacity or substantially increase peak or base period demands for electricity and other forms of energy. Associated energy consumption would be typical of that associated with residential projects in an urban setting. Automotive fuels would be consumed to transport people to and from the Proposed HOAs. Energy would be required for construction elements and transport construction materials. The one-time energy expenditure required to construct the physical infrastructure associated with the Proposed Project would be nonrecoverable. There is no atypical construction related energy demand associated with the Proposed Project. Non-renewable energy would not be consumed in a wasteful, inefficient, and unnecessary manner when compared to other construction activity in the region.

Operational-Related Energy

The operation of the residences planned for in the Proposed Project would result in the use of electricity and natural gas for building operations and transportation fuel consumption from commute trips taken by new residents and employees. This would include natural gas and electricity for use in appliances (e.g., water heating, building heating and cooling, clothes washers, dishwashers). Electricity would be used for lighting in buildings, as well as for street and public lighting. Transportation-related energy consumption would include the use of fuels and electricity to power cars, trucks, and public transportation vehicles.

All housing units to be developed as part of the Proposed Project would be required to comply with the California Energy Code standards for building energy efficiency. As development under the Proposed Project would likely occur through 2030, the California Energy Code is anticipated to be updated with increasingly stringent energy efficiency requirements. This would result in increased building energy efficiency over time as buildings continue to be developed. Table 6 summarizes the levels of energy consumption associated with the operation of residential land uses that would be built. In total, the increase in development potential associated with implementation of the Proposed Project would consume an estimated 15,963 megawatt-hours per year of electricity and 541,871 therms per year of natural gas. Fuel consumption associated with project-related vehicle trips would not be considered wasteful, inefficient, or unnecessary in comparison to other similar developments in the region.

Table 6
Energy Consumption Summary Associated with the Operation of the Proposed Project for the First Year of Build-Out (2022)

Energy Type	*Energy Consumption*	*Units*
Electricity	15,963	MWh/year
Natural Gas	541,871	therm/year
Gasoline	2,100,661	gal/year
Diesel	61,889	gal/year

Notes: MWh/year = megawatt-hours per year; therm/year = therms per year, gal/year = gallons per year.

Source: Calculations by Ascent Environmental in 2021

Based on the estimated annual vehicle miles traveled (56,121,351.00 miles) from the CalEEMod model outputs and estimated miles per gallon from the CARB mobile source emissions inventory EMFAC2021 Web Database, gasoline consumption is estimated at 2,100,661 gallons of gasoline per year and 61,889 gallons of diesel per year. (See Appendix C). The housing units proposed would be subject to State and Federal regulations regarding fuel efficiency standards for vehicles in California which are designed to reduce wasteful, inefficient, and unnecessary use of energy for transportation. Furthermore, as described in the project description, several HOAs are within the TOD SP area, which is intended to guide land use, mobility, and economic development within Downtown Bellflower and support multimodal transportation, which would reduce fuel use from single occupancy vehicles. The application of these operational regulations and the plans for development in the TOD SP would reduce wasteful, inefficient, and unnecessary use of energy for buildings and transportation. This impact would be less than significant.

b) Implementation of the Proposed Project would also be consistent with State policies related to energy efficiency and renewable energy. The residential units proposed by the 2021-2029 Housing Element would comply with the California Energy Code which is intended to increase the energy efficiency of new development projects in the State. The 2019 California Energy Code is designed to move the State closer to its zero-net energy goals and will require all single-family and multi-family (up to three stories) residential units to install enough renewable energy to offset the cooling demand needs of each residential unit. Through the permitting process, all development projects proposed under the Proposed Project would comply with the current and future versions of California's Building Energy Efficiency Standards. SCE, as an electricity utility, is required to comply with the State's Renewable Portfolio Standard. Because electricity utilities in the State are required to increase the percentage of renewable energy sources in the electricity they provide, over time electricity consumed as part of the Proposed Project will increasingly be provided by renewable sources. Due to the inclusion of State regulations related energy efficiency and renewable energy, implementation of the Proposed Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. This impact would be less than significant.

7. GEOLOGY AND SOILS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. Geology and Soils. Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42.)	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

Discussion

a.i-ii) Fault rupture is the displacement that occurs along the surface of a fault during an earthquake. By definition, an active fault is one that has had surface displacement within Holocene time (about the last 11,700 years). A potentially active fault has demonstrated surface displacement during Quaternary time (approximately the last 1.6 million years) but has had no known Holocene movement. Faults that have not moved in the last 1.6 million years are considered inactive.

The Proposed HOAs are not located within an Alquist-Priolo Earthquake Fault Zone and no active or potentially active faults are present within these areas. Therefore, the potential for surface fault rupture due to faulting is considered low. Nevertheless, the Proposed HOAs are located in the seismically active Southern California region and various faults are present in the vicinity of the site. The Newport-Inglewood Fault is the nearest Alquist-Priolo Earthquake Fault Zone, located over six miles west of the Proposed HOAs (CGS 2019). Other nearby active faults include the Whittier Fault, over seven miles northeast of the Proposed HOAs; the Palos Verdes Fault, over seven miles southwest of the Proposed HOAs; the Raymond Fault, over 14 miles north of the Proposed HOAs; and the Hollywood Fault, over 17 miles north-northwest of the Proposed HOAs. The San Andreas Fault Zone is approximately 40 miles northeast of the Proposed HOAs.

Approval of the Proposed Project would ultimately allow for new residential development as these actions are designed to accommodate the development of up to 4,147 new housing units to meet the City's RHNA allocation. No specific housing units are currently proposed; however, any future housing units could be subject to moderate to strong ground shaking in the event of an earthquake on one of the many nearby active faults.

Future applications for construction of housing units would be subject to additional CEQA review that may require additional environmental analysis and mitigation measures. These projects would be required to comply with the most recently adopted California Building Code (CBC), which is contained in Title 24, Part 2 of the California Code of Regulations. The CBC includes seismic design criteria to reduce the potential for structural damage. In addition, geotechnical investigations would be required to identify site-specific seismic hazards. In accordance with the CBC, the geotechnical investigations would recommend corrective actions to prevent structural damage and ensure public safety in the event of an earthquake. Through compliance with the CBC and any additional site-specific requirements, the Proposed Project and any new housing units would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving fault rupture or strong seismic ground shaking. Impacts would be less than significant.

a.iii) Liquefaction is a phenomenon in which loose and saturated soil loses strength during strong ground shaking events. The factors known to influence liquefaction potential include intensity and duration of ground motion, gradation characteristics of the subsurface soils, and groundwater level.

Approval of the Proposed Project would ultimately allow for new residential development as these actions are designed to accommodate the development of up to 4,147 new housing units to meet the City's RHNA allocation. No specific housing units have yet been proposed; however, all proposed HOAs are within a liquefaction zone and could be susceptible to seismic-related ground failure (CGS 2019).

Future applications for construction of new housing units would be subject to additional CEQA review that may require additional environmental analysis and mitigation measures. These projects would be required to comply with the most recently adopted CBC, which includes seismic design criteria to reduce the potential for structural damage. In addition, geotechnical investigations would be required for each proposed development to identify site-specific liquefaction potential and requirements to reduce liquefaction hazards. As most of the HOAs have been previously developed with existing structures, it is not likely that there would be any impacts related to liquefaction. To further ensure that potential impacts would not result, the City will review all projects on a case-by-case basis. Through compliance with the CBC and any additional site-specific requirements, the proposed discretionary actions and any future housing units would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure. Impacts would be less than significant.

a.iv) A landslide is defined as the movement of a mass of rock, debris, or earth down a slope. The City of Bellflower, including all Proposed HOAs, is not within a landslide zone (CGS 2019). The Proposed HOAs are generally flat in topography and are not surrounded by slopes. There is negligible potential for landslides or slope instabilities to occur within the Proposed HOAs. Therefore, the Proposed Project and any future housing units would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. No impact would occur.

b) Soil erosion refers to the process by which soil or earth material is loosened or dissolved and removed from its original location. Erosion can occur by varying processes and may occur in a particular development area where bare soil is exposed to wind or moving water (both rainfall and surface runoff). The processes of erosion are generally a function of material type, terrain

steepness, rainfall or irrigation levels, surface drainage conditions, and general land uses. Topsoil is used to cover surface areas for the establishment and maintenance of vegetation due to its high concentrations of organic matter and micro-organisms.

Approval of the Proposed Project would ultimately allow for new residential development as these actions are designed to accommodate the future development of up to 4,147 new housing units to meet/exceed the City's RHNA allocation. No specific housing units have yet been proposed; however, construction of future housing units could require grading and earth-moving activities that may result in soil erosion or loss of topsoil.

Future applications for construction of housing units would be subject to additional CEQA review that may require additional environmental analysis and mitigation measures. The Proposed HOAs are within the jurisdiction of the Los Angeles Regional Water Quality Control Board (RWQCB) and any future housing units would be subject to all existing regulations associated with the protection of water quality, including erosion and sediment control. Any projects that result in a disturbance area of more than one acre (43,560 square feet) are required to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ). The Construction General Permit requires the development of a storm water pollution prevention plan (SWPPP), which includes best management practices (BMPs) for erosion and sediment control. Furthermore, construction activities would be required to comply with SCAQMD Rule 403 (Fugitive Dust), which requires daily watering of unpaved areas to stabilize soil and prevent wind erosion events. As most of the HOAs have been previously developed with existing structures, it is not likely that there would be any impacts related to soil erosion. To further ensure that potential impacts would not result, the City will review all projects on a case-by-case basis. Through compliance with applicable permit requirements and regulations, the potential for erosion would be reduced. Therefore, the Proposed Project and any future housing units would not result in substantial soil erosion or the loss of topsoil. Impacts would be less than significant.

c) Subsidence is the sudden collapse of the ground's surface that occurs because of a subsurface gap or void. Subsidence is typically caused by withdrawal of groundwater or oil resources or wells beneath a surface. According to the California Geologic Energy Management Division, there are no groundwater or oil wells within the Proposed Project areas (CalGEM 2019); therefore, subsidence is not expected to occur. As discussed under Thresholds (a)(iii) and (iv) above, the Proposed HOAs are not within a landslide zone but are within a liquefaction zone (CGS 2019).

Approval of the Proposed Project would not directly result in the physical development of any new residential housing. However, these actions are designed to accommodate the development of up to 4,147 new housing units to meet the City's RHNA plus additional residential units. No specific housing units have yet been proposed; however, future housing units could be located on a geologic unit or soil that is unstable.

Future applications for construction of housing units would be subject to additional CEQA review that may require additional environmental analysis and mitigation measures. These projects would be required to comply with the most recently adopted CBC, which includes seismic design criteria to reduce the potential for structural damage. In addition, geotechnical investigations would be required for each proposed development to identify site-specific geological conditions and requirements to reduce potential hazards. As most of the HOAs were previously developed with existing structures, it is not likely that there would be any impacts related to subsidence. To further ensure that potential impacts would not result, the City will review all projects on a case-by-case basis. Through compliance with the CBC and any additional site-specific requirements, the proposed discretionary actions and any future housing units would not result

in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. Impacts would be less than significant.

d) Expansive soils are typically associated with fine-grained clayey soils that have the potential to shrink and swell with repeated cycles of wetting and drying.

Approval of the Proposed Project would not directly result in the physical development of any new residential housing. However, these actions are designed to accommodate the development of up to 4,147 new housing units to meet the City's RHNA allocation plus provide additional units. No specific housing units have yet been proposed; however, future housing units could be located in areas underlain with expansive soils.

Future applications for construction of housing units would be subject to additional CEQA review that may require additional environmental analysis and mitigation measures. Site-specific geotechnical investigations could be required to identify subsurface conditions, including the presence of expansive soils, at each development site. In accordance with the CBC, the geotechnical investigations would recommend corrective actions to prevent structural damage for any dwellings constructed on expansive soils. Therefore, the Proposed Project and any future housing units would not create substantial direct or indirect risks to life or property. Impacts would be less than significant.

e) The City of Bellflower is served by a municipal sewer system and Los Angeles County Sanitation District. The Proposed Project and any future housing units would not require septic tanks or other similar alternative wastewater disposal systems. No impact would occur.

f) Pleistocene or older (older than 11,000 years) continental sedimentary deposits have high potential to contain paleontological resources. Holocene-age deposits (less than 10,000 years old) are generally considered to have a low paleontological potential because they are geologically immature and are unlikely to have fossilized the remains of organisms.

Approval of the Proposed Project would ultimately allow for new residential development as these actions are designed to accommodate the development of up to 4,147 new housing units to meet the City's RHNA allocation plus additional units. No specific housing units have yet been proposed; however, construction of future housing units could require excavation to varying depths.

Future applications for construction of housing units would be subject to additional CEQA review that may require additional environmental analysis and mitigation measures. The City of Bellflower is almost completely developed and most of the Proposed HOAs were previously disturbed. Therefore, it is likely that excavation would be limited to shallow depths within disturbed, artificial fill or Holocene age alluvium. However, site-specific geotechnical investigations would be required to identify subsurface conditions, evaluate the potential for encountering paleontological resources, and, if required, identify measures to reduce impacts on paleontological resources. Therefore, the Proposed Project and any future housing units would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. Impacts would be less than significant.

8. GREENHOUSE GAS EMISSIONS

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

Environmental Setting

Greenhouse gases (GHGs) are gases in the earth's atmosphere that trap heat through a phenomenon called the "greenhouse effect." Prominent GHGs that contribute to the greenhouse effect are carbon dioxide (CO_2), methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. The greenhouse effect occurs when solar radiation enters the Earth's atmosphere and infrared radiation is absorbed by GHGs rather than being reflected back into space. This trapping of infrared radiation results in the warming of the atmosphere and is responsible for maintaining a habitable climate on earth. However, GHG emissions from human activities have greatly increased GHG concentrations in the atmosphere and caused levels of warming far above natural levels, resulting in global climate change. All reputable scientific studies agree that more than half of the observed increase in average global temperature from 1951 to 2010 was caused by anthropogenic (i.e., human-caused) increases in GHG concentrations (IPCC 2014:5). GHG emissions contributing to global climate change are attributable, in large part, to human activities associated with on-road and off-road transportation, industrial/manufacturing activities, electricity generation and consumption, residential and commercial on-site fuel use, agriculture, and deforestation.

Climate change is a global issue because GHGs are global pollutants; even local GHG emissions contribute to global impacts. Many GHGs have long atmospheric lifetimes, from one to several thousand years, and persist in the atmosphere for long enough durations to be dispersed around the globe. Although the lifetime of any particular GHG molecule is dependent on multiple variables and cannot be determined with certainty, scientists have concluded that more CO_2 is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, and other forms of sequestration, resulting in a net increase in atmospheric CO_2 (IPCC 2013:467). The quantity of GHGs in the atmosphere that ultimately result in climate change is not precisely known but is enormous; no single project alone would measurably contribute to an incremental change in the global average temperature, or to global, local, or micro climates. From the standpoint of CEQA, GHG impacts relative to global climate change are inherently cumulative.

Regulatory Setting

Statewide GHG Emission Targets and the Climate Change Scoping Plan

Reducing GHG emissions in California has been the focus of the state government for approximately two decades (State of California 2018). GHG emission targets established by the state legislature include reducing statewide GHG emissions to 1990 levels by 2020 (Assembly Bill 32 of 2006) and reducing them to 40 percent below 1990 levels by 2030 (Senate Bill 32 of 2016). Executive Order (EO) S-3-05 calls for statewide GHG emissions to be reduced to 80 percent below 1990 levels by 2050. EO B-55-18 calls for California to achieve carbon neutrality by 2045 and achieve and maintain net negative GHG emissions thereafter. These targets align with the scientifically established levels needed globally to limit the rise in global temperature to no more than 2 degrees Celsius, the warming threshold at which major climate disruptions, such as super droughts and rising sea levels, are projected; these targets also pursue efforts to limit the temperature increase even further to 1.5 degrees Celsius (UN 2015:3).

The 2017 Climate Change Scoping Plan (2017 Scoping Plan), prepared by the California Air Resources Board, outlines the main strategies California will implement to achieve the legislated GHG emission target for 2030 and "substantially advance toward our 2050 climate goals" (CARB 2017:1, 3, 5, 20, 25–26). It identifies the reductions needed by each GHG emission sector (e.g., transportation, industry, electricity generation, agriculture, commercial and residential, pollutants with high global warming potential, and recycling and waste). California also implemented more detailed legislation addressing GHG emissions associated with industrial sources, transportation, electricity generation, and energy consumption.

Senate Bill (SB) 375 aligns regional transportation planning efforts, regional GHG emission reduction targets, and land use and housing allocation. CARB, in consultation with the metropolitan planning organizations, provides each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in their respective regions for 2020 and 2035.

Local Climate Action Planning

In December 2012, the Bellflower City Council adopted a Climate Action Plan (CAP) which detailed how the City would achieve its proportional share of state GHG emission reductions based on AB 32 and the CARB's 2008 Climate Change Scoping Plan to reduce emissions to 1990 levels by 2020 (City of Bellflower 2012). The City's CAP met the programmatic requirements of CEQA Guidelines § 15183.5 and described specific measures and performance standards for reducing community emissions. In 2010, the City was estimated to generate 339,985 metric tons of carbon dioxide equivalent ($MTCO_2e$). The CAP also estimated projected emissions to be 362,446 $MTCO_2e$ in 2020 and 386,674 $MTCO_2e$ in 2030. To reduce emissions the City adopted three strategies that would reduce emissions from all sectors of the City's inventory. These three strategies include reducing emissions from buildings, urban form and mobility, and government operations. Because the CAP's emission targets and GHG emission reduction measures were based on AB 32 (reduce emissions to 1990 levels by 2020) and does not consider the recent State targets under SB 32 (reduce emissions by 40 percent below 1990 levels by 2030), it is not relied upon to determine whether the project would have a significant impact on GHGs and climate change.

Discussion

a) To estimate the construction emissions associated with the Proposed Project's residential units, a specific methodology was employed. Proposed Project residential units were equally apportioned over the eight year Housing Element horizon to all the proposed development areas, based upon proposed densities and development area acreages. Therefore, construction emissions were estimated based on a yearly timeframe to assess a representative scenario of how development could occur. The first year of construction was modeled to occur in 2022 because this would be the most conservative analysis due to the fleet turnover and the potential increase in efficiency of construction equipment engine technology compared to the future years of the Housing Element development period. The emissions estimated for 2022 were multiplied over an eight year timeframe to get the total project construction emissions. To accommodate the change in land uses from nonresidential to residential, it was assumed that 50 percent of the existing nonresidential land uses within the development areas would be replaced with new residential units. The 50 percent replacement factor allows for mixed use development to occur on parcels with existing nonresidential development or new proposed mixed-use development. Therefore, 50 percent of the existing uses were considered to be demolished to accommodate the proposed residential units. For specific construction assumptions and modeling inputs, refer to Appendix B.

   Based on modeling conducted for the Proposed Project, the residential construction activities would generate an estimated total 7,875 $MTCO_2e$ from the use of heavy-duty off-road equipment, materials transport, and worker commute. These emissions amortized over the life of the

Proposed Project (i.e., 30 years based on SCAQMD-recommended methodology) would be 263 $MTCO_2e$ per year. Refer to Appendix B for detailed construction modeling inputs and parameters.

Using the same methodology as descripted in Section 3, Air Quality, by 2030, the Proposed Project is estimated to result in emissions of 27,443 $MTCO_2e$ per year directly from vehicle use, on-site natural gas consumption, landscaping equipment use, and indirectly from electricity consumption, solid waste disposal, and water and wastewater treatment. Amortized construction emissions and operational emissions from the Proposed Project would result in a total of 27,706 $MTCO_2e$ per year. Table 7 summarizes the anticipated level of emissions for the Proposed Project by emissions sector. Refer to Appendix B for detailed input parameters and assumptions.

Table 7
Greenhouse Gas Emissions Comparison Summary

Emissions Sector	***$MTCO_2e$***
Amortized Construction	263
Area	973
Energy	6,833
Mobile	16,979
Solid Waste	959
Water	1,698
Total	**27,706**
Project Population[a]	13,643
2030 Efficiency Metric[b]	2.0
SCAQMD 2035 Efficiency Metric Threshold	3.0
CAP 2030 Efficiency Metric Threshold	2.1
Exceed Thresholds?	No

[a] Total housing units proposed, 4,147, multiplied by a factor of 3.29 persons per housing unit.

[b] Total project emissions, 27,706 $MTCO_2e$ per year, divided by population, 13,643.

Source: Modeling performed by Ascent Environmental, Inc. in 2021

To evaluate whether the Proposed Project would result in a significant impact on the environment, the project's emissions were evaluated using an efficiency-based metric measured in $MTCO_2e$ per year per capita. An efficiency metric may be used to represent a project's consistency with the State's long-term reduction targets and thus evaluate a project's cumulative contribution to global climate change. Furthermore, by analyzing the project against the quantitative efficiency metric thresholds, this analysis assesses the Proposed Project's contribution to progress towards the State's GHG reduction targets in SB 32 and long-term goals in EO S-3-05. Notably, the Proposed Project only includes residential land uses; therefore, the use of a service population-based metric (i.e., residents and employees) is not applicable. Thus, employees are excluded from the efficiency metric threshold and a per capita metric was used.

SCAQMD provides a recommended efficiency threshold for year 2035 based on SB 375 and a reduction of 40 percent from the State's 2020 target GHG emissions. This 40 percent reduction is also consistent with CARB's 2017 Scoping Plan and SB 32 reduction targets of 40 percent below 1990 levels by 2030. This reduction results in an efficiency threshold for projects to be 3.0 $MTCO_2e$ per year (SCAQMD 2010). A project specific-efficiency metric was estimated by applying the total project emissions, 27,706 $MTCO_2e$ per year, to the Proposed Project's estimated population of 13,643 residents (3.29 persons per 4,147 housing units), which was estimated to

be 2 $MTCO_2e$ per year per capita. To provide additional context for project emissions, the Proposed Project's estimated efficiency metric was also compared to a CAP-derived efficiency metric threshold of 2.1 using a 40 percent reduction from 2020 target emissions of 283,550 $MTCO_2e$ and a population projection of 79,733 for 2030. Because the Proposed Project would remove existing nonresidential uses, the Proposed Project is anticipated to result in an overall decrease in emissions due to the reduction in vehicle uses and building operations. Because the Proposed Project would not exceed the efficiency thresholds provided by SCAQMD or estimated from the CAP, it would not result in a significant impact on the environment and impacts would therefore be less than significant.

b) As discussed in the Threshold a) above, the Proposed Project's GHG emissions would not exceed the efficiency threshold of 3.0 $MTCO_2e$ per year, which considers the State's GHG emission reduction targets of 40 percent below 1990 levels under the 2017 Scoping Plan and SB 32. CARB has outlined a number of potential strategies for achieving the 2030 reduction target in the 2017 Scoping Plan. Appendix B of the 2017 Scoping Plan includes detailed GHG reduction measures and local actions that land use development projects and municipalities can implement to support the statewide goal. For project-level CEQA analyses, the 2017 Scoping Plan states that projects should implement feasible mitigation, preferably measures that can be implemented on-site. The Proposed Project would include GHG reduction features that would be consistent with the measures listed in Appendix B of the 2017 Scoping Plan as detailed below. The Proposed Project would be consistent with reducing the rate of growth in VMT by locating residences in an area served by a high level of multimodal transportation.

SCAG's RTP/SCS

Consistent with SCAG's Connect SoCal RTP/SCS alignment of transportation, land use, and housing strategies, the Proposed Project would implement smart land use strategies. As discussed in Section 17, *Transportation*, of this IS/MND, the Proposed Project would support the Connect SoCal overall land use pattern of reinforcing the trend of locating new housing in High Quality Transit Areas with the intent of reducing VMT and GHGs. Thus, the Proposed Project would also help increase the share of total trips that use transit. In addition, the RHNA allocation provided in the Housing Element was developed by SCAG. Therefore, the Proposed Project would be consistent with the SCAG 2020 RTP/SCS regional and local trip and VMT reduction goals.

Bellflower Green Building Standards Code

The Proposed Project would comply with the California Green Building Standards Code that would reduce GHG emissions by increasing energy efficiency, reducing indoor and outdoor water demand, and installing energy-efficient equipment. The Proposed Project would also incorporate characteristics that would reduce transportation-related GHG emissions by combining residential and commercial uses next to transit stations, thereby encouraging alternative forms of transportation and pedestrian activity. Therefore, the Proposed Project would be consistent with the City's Green Building Standards Code.

Compliance with City Climate Action Plan

The City will review all future projects on a case-by-case basis and ensure that said projects will comply with the requirements of the CAP. Projects will be required to provide design features and amenities that are recommended in the CAP as part of its point system for improvements to reduce GHG.

Summary

Because the Proposed Project would be consistent with CARB's 2017 Scoping Plan, SB 32, the SCAG RTP/SCS, and the City's local building code, it would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions. Therefore, this impact would be less than significant.

9. HAZARDS AND HAZARDOUS MATERIALS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. Hazards and Hazardous Materials.				
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
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?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	☒

Discussion

a) A hazardous material is any substance that, due to its quantity, concentration, and physical or chemical characteristics, poses a present or potential hazard to human health or to the environment if released. Hazardous materials include, but are not limited to, inorganic and organic chemicals, solvents, mercury, lead, asbestos, paints, oil, gasoline, cleansers, and pesticides.

Approval of the Proposed Project would ultimately allow for new residential development as these actions are designed to accommodate the development of up to 4,147 new housing units to meet the City's RHNA allocation plus additional units. No specific housing units have yet been proposed; however, construction and operation of future housing units could involve minor and short-term transport, use, or disposal of hazardous materials.

Future applications for construction of housing units would be subject to additional CEQA review that may require additional environmental analysis and mitigation measures. In accordance with regulatory standards, an environmental site assessment (ESA) could be required to identify site-specific hazards associated with current and historical uses of properties proposed for development. The site-specific ESA would provide recommendations for further investigations or corrective actions, such as remediation of contaminated soils and abatement and removal of hazardous substances, if needed.

The future construction of housing units could involve the temporary use, transport, and disposal of hazardous materials in the form of inorganic and organic chemicals, solvents, mercury, lead, asbestos, paints, oil, gasoline, cleansers, or pesticides. Although minor amounts of household

hazardous waste could be generated (e.g., cleaning products, landscaping chemicals and fertilizers), operation of residential land uses would not involve activities that would generate substantial hazardous waste, such as industrial processes.

Construction and operational activities would be required to comply with applicable laws and regulations related to the handling, use, and transport of hazardous materials and wastes. Specifically, the Resources Conservation and Recovery Act is a Federal law that addresses the handling, disposal, recycling, treatment, storage, and transportation of hazardous waste. In addition, the Comprehensive Environmental Response Compensation and Liability Act is a federal law that authorizes EPA to identify hazardous and toxic material sites, as well as assign responsibility for and oversee the cleanup of those sites. Titles 8, 22, and 26 of the California Code of Regulations (CCR), and their enabling legislation set forth in Chapter 6.95 of the Health and Safety Code, were established at the State level to ensure compliance with Federal laws to reduce the risk to human health and the environment from the routine use of hazardous substances. These regulations, as appropriate, are monitored by the State (e.g., California Occupational Health and Safety Administration [Cal OSHA] for health and safety in the workplace or the California Department of Toxic Substances Control [DTSC] for generators or transporters hazardous waste), and/or local jurisdictions (e.g., the Los Angeles Consolidated Fire Protection District and the Los Angeles County Environmental Health Division) to ensure hazardous materials are properly handled, transported, and disposed of.

Through compliance with regulatory requirements and implementation of site-specific recommendations, the Proposed Project and any future housing units would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Impacts would be less than significant.

b) Refer to the discussion for Threshold (a) above. Through compliance with regulatory requirements and implementation of site-specific recommendations, the Proposed Project and any future housing units would not create a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment. Impacts would be less than significant.

c) Existing schools within a quarter mile of the HOAs include Thomas Jefferson Elementary School, Valley Christian Preschool, Las Flores Home Education Independent Study Academy, YMCA Mayne Preschool, Ramona Elementary School, and Ernie Pyle Elementary School. As described under Threshold (a) above, construction and operation of any future housing units would be required to comply with applicable laws and regulations related to the handling, use, and transport of hazardous materials and wastes. Through compliance with applicable regulatory requirements, the Proposed Project and any future housing units would not result in significant impacts related to the release of hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Impacts would be less than significant.

d) Government Code § 65962.5 requires the California Environmental Protection Agency (CalEPA) to develop and update annually the Cortese List, which is a list of hazardous waste sites and other contaminated sites. According to CalEPA, the following data resources provide information regarding the facilities or sites identified as meeting the Cortese List requirements (CalEPA 2021a):

- List of Hazardous Waste and Substances sites from DTSC EnviroStor database;
- List of Leaking Underground Storage Tank (LUST) Sites from the State Water Resources Control Board's (SWRCB) GeoTracker database;

- List of solid waste disposal sites identified by the SWRCB with waste constituents above hazardous waste levels outside the waste management unit;

- List of "active" Cease and Desist Orders and Cleanup and Abatement Orders from the SWRCB; and

- List of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code, identified by DTSC.

Based on a review of the data resources listed above, there are several active SWRCB cleanup program sites, LUST cleanup sites, and DTSC cleanup sites within or near the Proposed HOAs (SWRCB 2021; DTSC 2021; CalEPA 2021b; CalEPA 2021c; and CalEPA 2016).

Approval of the Proposed Project would ultimately allow for new residential development as these actions are designed to accommodate the future development of up to 4,147 housing units to meet the City's RHNA allocation plus additional units. No specific housing units have yet been proposed; however, future housing units could be developed on hazardous materials sites included on the Cortese List.

Future applications for construction of housing units would be subject to additional CEQA review that may require additional environmental analysis and mitigation measures. In accordance with regulatory standards, an ESA could be required to identify site-specific hazards associated with current and historical uses of the property proposed for development. The site-specific ESA would provide recommendations for further investigations or corrective actions, if needed. Through compliance with applicable regulatory requirements and implementation of site-specific recommendations, the Proposed Project and any future housing units would not create a significant hazard to the public or the environment. Impacts would be less than significant.

e) There are no public airports within two miles of the Proposed HOAs. The closest public airport is the Long Beach Airport, located approximately 3.5 miles southwest of the nearest HOAs. The HOAs are not within the planning boundary/airport influence area of the Long Beach Airport (Los Angeles County Airport Land Use Commission 2003). Therefore, the Proposed Project and any future housing units would not result in a safety hazard or excessive airplane noise for people residing or working in the project area. No impact would occur.

f) According to the Safety Element of the Bellflower General Plan, the City has an Emergency Operations Plan that is utilized during extraordinary emergency situations associated with natural disasters, technological incidents, and human-caused events. Major roadways adjacent to the HOAs, including Rosecrans Avenue, Alondra Boulevard, Artesia Boulevard, Lakewood Boulevard, Clark Street, and Bellflower Boulevard, are identified as disaster movement routes (City of Bellflower 2017).

Approval of the Proposed Project would ultimately allow for new residential development as these actions are designed to accommodate the development of up to 4,147 new housing units to meet the City's RHNA allocation plus additional units. No specific housing units are yet proposed; however, future housing units could generate new vehicle trips that would affect traffic on designated disaster movement routes.

Construction activities have potential to result in short-term, temporary impacts on surrounding roadways from partial lane closures or the presence of construction vehicles, which may cause temporary traffic slowdown. If needed, site-specific traffic control plans may be implemented to reduce construction-related traffic impacts from the future development projects. Once operational, the future developments are not anticipated to generate substantial vehicle trips because they would be considered infill development within proximity to public transportation

(refer to Section 17, *Transportation*, for additional information). Site-specific traffic studies could be conducted to forecast traffic associated with each development and determine if improvements to the existing circulation network are needed to accommodate the new development. In addition, the project design for each new development would be reviewed by the Los Angeles County Fire Department to ensure that adequate emergency access is provided throughout construction and operation. Therefore, the Proposed Project and any future housing units would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Impacts would be less than significant.

g) The Proposed HOAs are not located within an area classified by the California Department of Forestry and Fire Protection (CAL FIRE) as a state responsibility area or as a high fire hazard severity zone (CAL FIRE 2007; CAL FIRE 2011). Therefore, the Proposed Project and any future housing units would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. No impact would occur.

10. HYDROLOGY AND WATER QUALITY

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

Discussion

a) The State Water Resources Control Board developed Regional Water Quality Control Plans (or Basin Plans) that designate beneficial uses and water quality objectives for California's surface waters and groundwater basins, as mandated by both the Clean Water Act (CWA) and the State's Porter-Cologne Water Quality Control Act. Water quality standards are thus, established in these Basin Plans and provide the foundation for the regulatory programs implemented by the State.

The Los Angeles RWQCB's Basin Plan, which covers the 11 HOAs, specifically designates beneficial uses for surface waters and ground waters; sets objectives to conform with the State's anti-degradation policy; and describes implementation programs to protect all waters in the Region (Los Angeles RWQCB 2014). In other words, the Los Angeles RWQCB Basin Plan provides all relevant information necessary to carry out Federal mandates for the anti-degradation policy; 303(d) listing of impaired waters; and related total maximum daily loads; and provides information relative to NPDES and Waste Discharge Requirement permit limits. Under Section 303(d) of the CWA, States are required to identify water bodies that do not meet their water quality standards (Los Angeles RWQCB 2014).

Although the specific locations of the future residential units within the HOAs are not currently known, construction of future residential units would require site work for grading, clearing, potential demolition of existing structures, and construction of structures and infrastructure improvements. These construction activities could result in soil erosion and loss of topsoil which could then affect water quality. However, future development projects would be required to comply with all existing regulations that ensure protection of water quality standards. For instance, all projects that would result in disturbance of one acre of land or more (including laydown and stockpile areas) are required to comply with the State Water Resources Control Board Order No. 2012-0006-DWQ (NPDES Permit No. CAS000002), *National Pollutant Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities* (Construction General Permit). The Construction General Permit requires development of a SWPPP, implementation of erosion and sediment BMPs, monitoring, and reporting. Pursuant to the Construction General Permit, prior to terminating permit coverage, the project sites must be stabilized and not pose any additional sediment discharge risk than it did prior to the commencement of construction activity.

During operations of the Proposed Project, there is the potential for future residential development to generate surface water pollutants. Potential pollutants generated post-construction that could affect water quality include sedimentation runoff from post-construction areas left exposed; fertilizer-derived nutrients from an increase in landscaped surface area; heavy-metal runoff from parking lots; organic compounds derived from hydrocarbons, solvents, and pesticides; trash and debris deposited in drain inlets; and hydrocarbons such as oil and grease from paved areas. Nonetheless, the Proposed HOAs are already disturbed and most are developed with existing commercial or residential structures. While the Proposed Project could result in additional impervious surfaces within the HOAs, individual future residential projects would be required to comply with all applicable regulations related to drainage and stormwater discharge. Further, all development within the City must comply with the Planning and Land Development Program requirements described in Los Angeles Regional Water Quality Control Board Order No R4-2012-0175 (NPDES Permit No. CAS004001), *Waste Discharge Requirements for Municipal Separate Storm Sewer System Discharges Within the Coast Watersheds of Los Angeles County, Except Those Discharges Originating from the City of Long Beach MS4* (LA County MS4 Permit – modified July 2018) (Los Angeles RWQCB 2012. The LA County MS4 Permit requires implementation of post-construction BMPs that would reduce stormwater pollution. As such, due to compliance with existing construction and post-construction regulations, impacts would be less than significant.

b) The Proposed HOAs are located within the Coastal Plain of Los Angeles Groundwater Basin (Central Basin) (Department of Water Resources 2019). The Central Basin is a high priority basin under the Sustainable Groundwater Management Act (SGMA), which requires that all basins designated as high or medium priority by DWR form a groundwater sustainability agency (GSA) to prepare and submit a groundwater sustainability plan or directly submit an alternative analysis in lieu of forming a GSA. The Water Replenishment District of Southern California (WRD) submitted an alternative analysis on the basin condition that demonstrates that the basin has operated within a sustainable yield over a period of at least 10 years (Water Replenishment District of Southern California 2016). The Proposed HOAs include vacant land and areas already developed with impervious surfaces and therefore are not considered significant groundwater recharge areas. As discussed in Section 19, *Utilities and Service Systems*, water service in the Proposed HOAs is provided by the Bellflower Somerset Mutual Water Company (BSMWC). Although BSMWC serves a lot of its customers from groundwater supplies, primary groundwater production wells are several miles away from the City and not within the Proposed HOAs. The Proposed Project and any future housing units would not significantly decrease groundwater supplies. Therefore, impacts would be less than significant.

c.i) The Proposed HOAs are mostly developed with impervious surfaces. The closest river to the Proposed HOAs is the San Gabriel River, which runs in the north-south direction through the City boundaries, approximately 300 feet east of the nearest HOA. The Proposed Project would not result in the alteration of the San Gabriel River. Onsite runoff within the Proposed HOAs is presently conveyed to catch basins located along City streets. As discussed under Threshold (b), above, the Proposed Project could introduce a small amount of additional impervious surfaces to the Proposed HOAs but such areas would be required to comply with existing regulations regarding drainage and pollutant discharge. Therefore, the drainage pattern of the Proposed HOAs would not be significantly altered with implementation of the Proposed Project. Further, per the LA County MS4 Permit, the future residential development projects could be required to prepare an erosion control plan which would incorporate BMPs to control erosion, debris, and construction-related pollutants (County of Los Angeles 2017). Therefore, through compliance with existing regulations, the Proposed Project and future residential development would not result in substantial erosion or siltation on- or off-site. Impacts would be less than significant.

c.ii) As discussed under Threshold c.i), above, the HOAs are mostly developed but the Proposed Project could add small amounts of impervious surfaces. Onsite runoff within the areas is presently conveyed to catch basins and storm drains located along City streets. The Proposed Project would not introduce additional impervious surfaces to the areas. Therefore, the drainage pattern of the Proposed HOAs would not be significantly altered with implementation of the Proposed Project. Thus, the Proposed Project and any future housing units would not substantially increase the rate or amount of runoff in a manner which would result in flooding on- or off-site. Impacts would be less than significant.

c.iii) As discussed under Threshold c.i), above, the Proposed HOAs are currently mostly developed with impervious surfaces, though a small amount of additional impervious surfaces could be added. Onsite runoff within the Proposed HOAs is presently conveyed to catch basins and stormdrains located along City streets. Because the Proposed Project would not introduce substantial additional impervious surfaces to the Proposed HOAs, future residential units would not significantly alter the existing drainage pattern. Further, future development of residential units would be required to comply with the requirements of the LA County MS4 Permit, which requires implementation of post-construction BMPs that would reduce potential stormwater pollution. Thus, the Proposed Project and any future housing units would not 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. Impacts would be less than significant.

c.iv) As discussed under Threshold c.i), above, the Proposed HOAs are mostly developed with impervious surfaces. Onsite runoff within the Proposed HOAs is presently conveyed to catch basins and storm drains located along City streets. Because the future residential units would introduce a small amount of additional impervious surfaces that would be required to comply with all applicable regulations regarding drainage and discharge to the area, the Proposed Project and any future housing units would not significantly alter the existing drainage pattern in a way that would impede or redirect flood flows. Thus, impacts would be less than significant.

d) According to maps provided by the Federal Emergency Management Agency, the Proposed HOAs are located within Zone X, which is outside of the 100-year flood zone area. Zone X includes areas of 0.2 percent annual chance of flood, areas of one percent annual chance of flood with average depths of less than one foot or with drainage areas less than one square mile, and areas protected by levees from one percent annual chance of flood (FEMA 2019). The Proposed HOAs are located approximately 16 miles east of the Pacific Ocean. Thus, the future residential development would not be located within a tsunami area. There are no existing lakes or reservoirs near the Proposed HOAs; thus, no seiche hazards are expected. Therefore, because no flood, tsunami, or seiche hazards are present nearby, there would be no impact.

e) The Proposed HOAs are located within the Los Angeles Region Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties (Basin Plan), designed to preserve, and enhance water quality and protect the beneficial uses of all regional waters. As discussed under Threshold c.i), above, the nearest river to the HOAs is the San Gabriel River, which is located approximately 300 feet from the nearest HOA. Various portions of the San Gabriel River are listed as impaired by Section 303(d) of the Clean Water Act and the Basin Plan (SWRCB 2016; LARWQCB 2014). As discussed under Thresholds c.i) through c.iv), above, the Proposed Project would not result in the alteration of the San Gabriel River. The Proposed Project could introduce a small amount of additional impervious surfaces to the HOAs which would be subject to all applicable rules and regulations regarding drainage and discharge. Future residential development within the HOAs would not result in significant alteration of the existing drainage pattern. The Proposed Project would not affect the water quality in the San Gabriel River. The Proposed Project and any future housing units would not conflict with or obstruct the objectives of the Los Angeles Basin Plan for Coastal Watersheds. Impacts would be less than significant impact.

As discussed under Threshold b), above, the Proposed HOAs are located within the Central Basin (DWR 2019), a high priority basin under SGMA. WRD submitted an alternative analysis on the basin condition that demonstrates that the basin has operated within a sustainable yield over a period of at least 10 years (Water Replenishment District of Southern California 2016). The Proposed Project and any future housing units would not directly involve groundwater use, as no wells are proposed on-site. Therefore, the Proposed Project and any future housing units would introduce additional impervious surfaces that would be required to comply with existing rules and regulations regarding groundwater recharge in the area. The Proposed Project and any future housing units would not obstruct a sustainable groundwater management plan. Impacts would be less than significant.

11. LAND USE AND PLANNING

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. Land Use and Planning.				
Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

Discussion

a) Future residential units anticipated by the Proposed Project would be located within the eleven (11) identified HOAs throughout the city and would not result in the division of an established community. The new residential units would replace existing land uses. No impact would occur.

b) The Proposed 2021 – 2029 Housing Element is required to comply with California law. The Housing Element is one of the mandatory General Plan Elements and must be internally consistent with the other General Plan Elements. The proposed 2021-2029 Housing Element, TOD SPA, and zoning changes would result in consistency between the General Plan, and zoning. The proposed project would not result in a conflict with other City of Bellflower policies or regulations adopted for the purpose of eliminating or mitigating an environmental effect.

Therefore, the Proposed Project would be consistent with all City of Bellflower land use plans, policies, and/or regulations adopted for the purpose of avoiding or mitigating and environmental effect. Impacts would be less than significant.

12. MINERAL RESOURCES

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

Discussion

a) The City is highly urbanized and almost completely developed. No mineral resources are known to occur in or around the Proposed HOAs (DOC 1982). Further, the 11 HOAs are highly disturbed. Therefore, valuable mineral resources are not known to exist within the City or the HOAs, and the Proposed Project would not result in the loss of availability of a known mineral resource. No impact would occur.

b) The City is highly urbanized and almost completely developed. The General Plan Conservation Element does not identify any areas known to produce oil, natural gas, aggregate or mineral deposits (City of Bellflower 1994). Further, the Proposed HOAs are mostly disturbed. Therefore, valuable mineral resources are not known to exist within the City or the Proposed HOAs and the Proposed Project would not result in the loss of availability of a known mineral resource. No impact would occur.

13. NOISE

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

Discussion

a) Noise is defined as unwanted sound; however, not all unwanted sound rises to the level of a potentially significant noise impact. To differentiate unwanted sound from potentially significant noise impacts, the City has established noise regulations that take into account noise-sensitive land uses. The following discussion includes a brief description of the fundamental principles of noise and commonly used noise descriptors, a summary of applicable noise standards, and an evaluation of project-generated construction and operational noise.

Noise Principles and Descriptors

In the science of acoustics, the fundamental model consists of a sound (or noise) source, a receiver, and the propagation path between the two. Sound is the mechanical energy of a vibrating object transmitted by pressure waves through a liquid or gaseous medium (e.g., air) to a human ear. Noise is defined as loud, unexpected, annoying, or unwanted sound. As sound travels through the atmosphere from the source to the receiver, noise levels attenuate (i.e., decrease) depending on a variety of factors, including geometric spreading (i.e., spherical, or cylindrical spreading), ground absorption (i.e., hard versus soft sites), atmospheric conditions (e.g., wind direction and speed, air temperature, humidity, turbulence), and shielding by natural or human-made features. Geometric spreading is the way in which sound intensity decreases further away from the source, and it occurs because the area that the sound energy covers becomes larger with increasing distance.

The amplitude of pressure waves generated by a sound source determines the loudness of that source, also called the sound pressure level (SPL). SPL is most commonly described by using decibels (dB) because this logarithmic unit best corresponds to the way the human ear interprets sound pressures. However, the decibel scale does not adequately characterize how humans perceive noise because the human ear is not equally sensitive to loudness at all frequencies (i.e., pitch) in the audible spectrum. To approximate the response of the human ear, sound levels of individual frequency bands are weighted, depending on the human sensitivity to those frequencies. Then, an “A-weighted” sound level (expressed in units of A-weighted decibels or dBA) can be computed based on this information. All sound levels discussed in this section are expressed in A-weighted decibels.

Because decibels are logarithmic units, SPLs expressed in dB cannot be added or subtracted through ordinary arithmetic. Under the decibel scale, a doubling of sound energy corresponds to a 3-dB increase. In typical noisy environments, changes in noise of 1–2 dB are generally not perceptible. However, it is widely accepted that people can begin to detect sound level increases of 3 dB in typical noisy environments. Further, a 5-dB increase is generally perceived as a distinctly noticeable increase, and a 10-dB increase is generally perceived as a doubling of loudness (Caltrans 2013a:2-10).

Various noise descriptors have been developed to describe time-varying noise levels. The noise descriptors used in this section include:

- Equivalent Continuous Sound Level (L_{eq}): L_{eq} represents an average of the sound energy occurring over a specified period. In effect, L_{eq} is the steady-state sound level containing the same acoustical energy as the time-varying sound level that occurs during the same period (Caltrans 2013a:2-48). For instance, the 1-hour equivalent sound level, also referred to as the hourly L_{eq}, is the energy average of sound levels occurring during a 1-hour period and is the basis for noise abatement criteria used by Caltrans and Federal Transit Administration (FTA) (Caltrans 2013a:2-47; FTA 2018:210).

- Maximum Sound Level (L_{max}): L_{max} is the highest instantaneous sound level measured during a specified period (Caltrans 2013a:2-48; FTA 2018:207–208).

- Community Noise Equivalent Level (CNEL): CNEL is the energy average of the A-weighted sound levels occurring over a 24-hour period, with a 10-dB penalty applied to sound levels occurring during the nighttime hours between 10 p.m. and 7 a.m. and a 5-dB penalty applied to the sound levels occurring during evening hours between 7 p.m. and 10 p.m. (Caltrans 2013a:2-48).

Noise-Sensitive Receptors

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, and because of the potential for nighttime noise to result in sleep disruption. Noise-sensitive receptors are also considered vibration-sensitive receptors. Commercial and industrial buildings where vibration could interfere with operations within the building, including levels that may be well below those associated with human annoyance, are also considered vibration-sensitive receptors. Table 8 details the sensitivity noise standards for the City by land use sensitivity classification.

Table 8
City of Bellflower Use Sensitivity Noise Standards

Land Use Sensitivity Classification	***Exterior Noise Standard***	***Interior Noise Standard***
Sensitive	CNEL 65	CNEL 55
Conditionally Sensitive	CNEL 75	CNEL 55
Non-Sensitive	CNEL 75	CNEL 75

Source: City of Bellflower General Plan Noise Element

City of Bellflower Documents Relating to Noise

The following documents regulate noise within the City of Bellflower:

- Bellflower Municipal Code § 8.32.010.

- Bellflower Municipal Code Chapter 15.04 incorporating the CBC. CBC 117.1, as adopted by the BMC, restricts construction activities as follows:

No construction activities may commence within the City of Bellflower except as set forth in Table 9 below or as otherwise approved by the Building Official:

Table 9
Construction Hours of Operations

Day(s)	*Start Time*	*End Time*
Monday through Friday	7:00 a.m.	6:00 p.m.
Saturdays	8:00 a.m.	6:00 p.m.
Sundays and City Holidays	Not Permitted	Not Permitted

For purposes of this section, construction includes, without limitation, site preparation, demolition, grading, excavation, and the erection, improvement, remodeling, or repair of buildings or structures, including operation of equipment or machinery and the delivery of material associated with those activities, irrespective of whether a building permit is required for the construction.

- City of Bellflower General Plan Noise Element (1994)

The Noise Element is based in part on the community noise compatibility guidelines established by the California State Governor's Office of Planning and Research and are intended for use in assessing the compatibility of various land use types with a range of noise levels. Table 10 provides the guidelines of land use compatibility for community noise sources. Policies 1.1, 1.2 1.4, 1.5, 1.7, 1.8; 2.1-2.3; and 3.1-3.3 apply to the Proposed Project. This includes the following regulations regarding noise levels:

Table 10
Guidelines for Noise Compatible Land Uses

Land Use Categories	*Day-Night Average Exterior Sound Level (CNEL, dB)*						
	50	*55*	*60*	*65*	*70*	*75*	*80*
Residential Single-Family, Duplex, Mobile Homes	A	A	A/C	C	N	U	U
Residential Multi- Family	A	A	A/C	C	N	U	U
Transient Lodging, Hotel, Motel	A	A	A/C	C	N	U	U
School, Library, Church, Hospital, Nursing Home	A	A	A/C	A/C	C/N	N	U
Auditorium, Concert Hall, Amphitheater	C	C	C	C/N	U	U	U
Sports Arena, Outdoor Spectator Sports	C	C	C	C	C/N	U	U
Playground, Neighborhood Park	A	A	A	A	A/U	N/U	U
Golf Course, Riding Stable, Water Recreation, Cemetery	A	A	A	A	A/N	A/N	U
Office Building, Business, Commercial, Professional	A	A	A	A	A/C	C/N	N
Agriculture, Industrial, Manufacturing, Utilities	A	A	A	A	A/C	C/N	N

Notes: Based on the Governor's Office of Planning and Research, "General Plan Guidelines," 1990. To help guide determination of appropriate land use and mitigation measures vis-a-vis existing or anticipated ambient noise levels.

A = Normally Acceptable: Specified land use is satisfactory, based upon the assumption buildings involved are conventional construction without any special noise insulation.

C = Conditionally Acceptable: New construction or development only after a detailed analysis of noise mitigation is made and needed noise insulation features are included in project design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning would suffice.

N – Normally Unacceptable: New construction or development generally should be discouraged. A detailed analysis of the noise reduction requirements must be made and noise insulation features included in the design of a project.

U – Clearly Unacceptable: New construction or development should generally not be undertaken.

Source: *City of Bellflower General Plan*, Noise Element, 1994.

Construction Noise

Noise from construction activities would be generated by the operation of vehicles and equipment involved during various stages of construction including demolition, site preparation, grading, building construction, architectural coating, and paving. The noise levels generated by construction equipment would vary depending on factors such as the type and number of equipment, the specific model (horsepower rating), the construction activities being performed, and the maintenance condition of the equipment.

Individual pieces of construction equipment anticipated to be used during residential unit construction could produce maximum noise levels of 74 dBA to 90 dBA at a reference distance of 50 feet from the noise source (FHWA 2006). These maximum noise levels would occur when equipment is operating under full power conditions. Equipment operating under full power only occurs during a portion of a day. Thus, estimated usage factors, consistent with Federal Highway Administration (FHWA) guidance, were used to estimate average hourly noise levels for each piece of equipment. Then, to evaluate project anticipated construction noise levels that would occur throughout the day, the evaluation assumed that up to three construction equipment pieces would operate simultaneously at 50 feet from the nearest noise-sensitive receptor. The modeling resulted in a combined predicted noise level (L_{eq}) of 85.2 dB for construction of a typical residential structure that would be built under the Housing Element. See Appendix D for additional data and detailed modeling results.

The City not adopted construction-related noise thresholds based upon decibels. However, construction noise impacts generally occur when construction activities are prolonged and occur during sensitive times of the day. This may result in disturbing people when sleeping. Construction activities must comply with Noise Element Policy No. 1.4 which limits construction activities to the day-time hours (i.e., 7:00 a.m. and 8:00 p.m.), when people are not generally sleeping and are less sensitive to noise. Additionally, CBC Section 117.1 (*see* BMC § 15.04.040) allows construction between the hours of 7:00 a.m. to 6:00 p.m. during weekdays and 8:00 a.m. to 6:00 p.m. on Saturdays. In addition, for comparison purposes, noise levels can be compared to California Occupational Health and Safety Administration (Cal OSHA) standard limit of noise exposure which are 90 dB or less over eight continuous hours, or 105 dB or less over one continuous hour. Modeling conducted assumed a scenario with multiple pieces of equipment operating simultaneously throughout the day and predicted noise levels (i.e., 85.2 dB [L_{eq}]) would not exceed the Cal OSHA one-hour or eight-hour standard limits of noise exposure. Thus, because construction activities would be temporary, would occur during the daytime hours when people are less sensitive to noise, and would not exceed Cal OSHA's recommended maximum exposure levels, construction noise impacts would be less than significant**.**

Operational Traffic Noise

The existing noise environment in the Proposed HOAs is dominated by traffic noise from nearby roadways, as well as nearby commercial and residential activities. The primary source of noise

associated with long-term operations of the Proposed Project would be generated by traffic associated with the future new residential units.

With respect to the community noise assessment for operational noise levels, changes in noise levels of less than 3 dBA are generally not discernable to most people, while changes greater than 5 dBA are readily noticeable and would be considered a significant increase. Therefore, the significance threshold for mobile source noise is based on human perceptibility to changes in noise levels (increases) with consideration of existing ambient noise conditions and City's guidelines for noise compatible land use in Table 10. As part of the modeling conducted for the purposes of air quality and GHG estimation, an estimate of net vehicle trips was calculated. For a description of the specific approach and methodology used to model the project, see Section 3, *Air Quality*, Threshold b). Based on this modeling, average daily weekday trips are likely to decrease with the assumed change in land use from non-residential (primarily commercial) to high and/or medium density residential. Therefore, the Proposed Project would not result in an increase in traffic noise levels. For this reason, operational traffic noise impacts would be less than significant.

b) The Proposed Project would not result in any major operational sources of vibration (e.g., rail lines, transit stations). While residential units such as those that would be allowed under the Project are considered sensitive receptors, it is difficult to determine specific vibration impacts since actual designs of projects have not been submitted. The city will review all projects on case-by-case basis and will require mitigation and conditions of approval as appropriate. Therefore, this discussion focuses on short-term construction-generated vibration. Prior to the analysis, a brief discussion of vibration principles is included.

Foundations of Vibration

Vibration can be interpreted as energy transmitted in waves through the ground or man-made structures, which generally dissipate with distance from the vibration source. Because energy is lost during the transfer of energy from one particle to another, vibration becomes less perceptible with increasing distance from the source.

Vibration sources include the use of heavy-duty equipment during construction and operational sources include major transit (e.g., rail, transit stations) development. Maintenance operations and traffic traveling on roadways can also be a source of such vibration. If its amplitudes are high enough, ground vibration has the potential to damage structures, cause cosmetic damage or disrupt the operation of vibration-sensitive equipment such as electron microscopes and advanced technology production and research equipment. Ground vibration and groundborne noise can also be a source of annoyance to individuals who live or work close to vibration-generating activities.

In describing vibration in the ground and in structures, the motion of a particle (i.e., a point in or on the ground or structure) is used. The concepts of particle displacement, velocity, and acceleration are used to describe how the ground or structure responds to excitation. Although displacement is generally easier to understand than velocity or acceleration, it is rarely used to describe ground and structure borne vibration because most transducers used to measure vibration directly measure velocity or acceleration, not displacement. Accordingly, vibratory motion is commonly described by identifying the peak particle velocity (PPV).

Federal Transit Administration

To address the human response to ground vibration, FTA has set forth guidelines for maximum-acceptable vibration criteria for different types of land uses. These guidelines are presented in Table 11.

Table 11
Ground-Borne Vibration (GBV) Impact Criteria for General Assessment

Land Use Category	*GVB Impact Levels (VdB re 1 micro-inch/second)*		
	Frequent Events[1]	*Occasional Events*[2]	*Infrequent Events*[3]
Category 1: Buildings where vibration would interfere with interior operations.	65 [4]	65 [4]	65 [4]
Category 2: Residences and buildings where people normally sleep.	72	75	80
Category 3: Institutional land uses with primarily daytime uses.	75	78	83

Notes: VdB = vibration decibels referenced to 1 µ inch/second and based on the root mean square (RMS) velocity amplitude.

[1] "Frequent Events" is defined as more than 70 vibration events of the same source per day.

[2] "Occasional Events" is defined as between 30 and 70 vibration events of the same source per day.

[3] "Infrequent Events" is defined as fewer than 30 vibration events of the same source per day.

[4] This criterion is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes. Vibration-sensitive manufacturing or research would require detailed evaluation to define acceptable vibration levels.

Source: FTA 2018.

California Department of Transportation

In 2013, Caltrans published the Transportation and Construction Vibration Manual (Caltrans 2013b). The manual provides general guidance on vibration issues associated with construction and operation of projects in relation to human perception and structural damage. Table 12 presents recommendations for levels of vibration that could result in damage to structures exposed to groundborne vibration.

Table 12
Caltrans Recommendations Regarding Levels of Vibration Exposure

Maximum PPV (in/sec)		*Type of Building and Condition*
Transient Sources	*Continuous/Frequent Intermittent Sources*	
0.12	0.08	Extremely fragile historic buildings, ruins, ancient monuments
0.2	0.1	Fragile buildings
0.5	0.25	Historic and some old buildings
0.5	0.3	Older residential structures
1.0	0.5	New residential structures
2.0	0.5	Modern industrial/commercial buildings

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

Source: Caltrans 2013b:38

Construction Vibration

Possible sources of vibration would include heavy-duty construction equipment such as pile drivers, bulldozers, dump trucks, backhoes, rollers, and blasting activities.

When considering potential impacts from construction-related vibration, both structural damage and human disturbance within occupied nearby structures are considered. Regarding structural damage, Caltrans provides guidance for various structure types. Generally, the buildings located in the Proposed HOAs consist of commercial buildings and a mix of newer and older residential structures. Therefore, to provide a conservative analysis this analysis uses Caltrans guidance for older residential structures which states that they could be damaged if exposed to vibration levels that exceed 0.3 PPV/second (Caltrans 2013b). Assuming normal propagation conditions, vibration generated by a bulldozer could exceed the threshold for structural damage within approximately 11 feet of bulldozer activity. It is unlikely that a bulldozer would operate within 11 feet of any existing building. Additionally, construction of future housing units would not include vibration-intensive activities such as blasting or pile driving. Therefore, construction activities from the Proposed Project and any future housing units would not result in structural damage to nearby structures from vibration-generating construction activities.

Regarding human disturbance from construction activities, FTA considers a vibration level of 65 vibration decibels (VdB) to be the threshold of perceptibility for humans. Based on FTA's vibration criteria, a significant impact would occur if vibration levels exceeded 80 VdB within places where people normally sleep (FTA 2018). However, as detailed above, construction activity would occur between the hours of 7:00 a.m. to 6:00 p.m. during weekdays and 8:00 a.m. to 6:00 p.m. on Saturdays; and thus, would generally not take place when people are sleeping.

As discussed above, construction activities would not result in structural damage to nearby structures from vibration-generating construction activities. Additionally, construction activities would take place during the daytime hours when people are generally not sleeping and would therefore not be disrupted. The Proposed Project and future housing units would result in a less than significant impact.

c) The Proposed HOAs are located within the City of Bellflower, not within the vicinity of a private airstrip, an airport land use plan, or within 2 miles of a public airport. Therefore, the Proposed Project would not expose people to excessive airport-related noise and there would be no impact.

14. POPULATION AND HOUSING

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

Discussion

a) The Proposed Project could introduce up to 4,147 new residential units within the Proposed HOAs. According to 2020 U.S. Census data, the City had an estimated population of 77,131 persons and an average household size of 3.29 persons in 2020 (U.S. Census Bureau 2020). Due to the addition of up to 4,147 new residential units, the Proposed Project would introduce up to approximately 13,643 persons to the Proposed HOAs. However, a portion of the future residential projects will replace the existing population currently residing within the HOAs' existing residential units. Further, the Proposed Project would be located within developed areas that are already served by existing infrastructure. Thus, the project would not result in indirect unplanned growth in the area. Impacts would be less than significant.

b) While the Proposed Project could remove existing residential units, it would include a substantial number of units and would more than replace any lost units. Up to 4,147 new residential units could be constructed over the Proposed Project horizon. Therefore, development of the future residential units would not displace any existing residential housing or people, and no impact would occur.

15. PUBLIC SERVICES

ENVIRONMENTAL ISSUES	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
XV. Public Services.				
Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☒	☐

Discussion

a.i) The Consolidated Fire Protection District for Los Angeles County (LACFD) provides fire protection and emergency medical services for the City, including the Proposed HOAs. The LACFD provides traditional fire and life safety services to approximately 4 million residents living in 1.23 million housing units in 58 cities and all unincorporated areas of Los Angeles County (LACFD 2017). The LACFD has two stations located within the City: Station 23, located at 9548 East Flower Street; and Station 98, located at 9814 Maplewood Avenue (LACFC 2019).

Construction of the future residential units contemplated by the Proposed Project could increase the demand for fire protection and emergency medical services, and could cause the occasional exposure of combustible materials, such as wood, plastics, sawdust, coverings, and coatings, to heat sources including machinery and equipment sparking, exposed electrical lines, welding activities, and chemical reactions in combustible materials and coatings. Typical of any development, however, all construction managers and personnel should be trained in fire prevention and emergency response, as required by Cal OSHA. Further, fire suppression equipment required by any typical construction would also be maintained in accordance with the 2019 California Fire Code as adopted by the Bellflower Municipal Code. Compliance with these regulations would reduce potential impacts of fire hazards to insignificant levels. Construction-related traffic could result in increased travel time due to flagging or stopping of traffic to accommodate trucks entering and exiting the construction site. However, all potential impacts would be temporary and on an intermittent basis and truck routes for material and equipment deliveries and disposal, would require approval by the City's Public Works Department. Therefore, impacts regarding emergency response times and emergency access during construction would be less than significant.

If constructed, occupancy of the 4,147 residential units would introduce up to approximately 13,643 new persons to the Proposed HOAs, which would increase the demand for fire protection and emergency medical services. A portion of this increased demand would be offset by the redevelopment of the underlying non-residential land uses. However, the residential units would be subject to fire protection design standards, as applicable, per the CBC and Chapter 15.40 of the Bellflower Municipal Code, to ensure adequate fire protection. Further, the future residential units would be located in urban infill areas within an existing fire service area that is already served by LACFD. Because the Proposed HOAs are already served by LACFD and compliance all

Federal, State, and local fire and emergency response regulations is required, the Proposed Project and any future housing units would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities. Impacts would be less than significant.

a.ii) Police protection for the City and the Proposed HOAs is provided by the Los Angeles County Sheriff's Department (LASD), which is under contract with the City's local law enforcement services. The LASD serves an area of approximately 4,084 square miles with a population of approximately 10 million persons. The LASD provides general law enforcement services to 42 contract cities; 141 unincorporated communities; 216 facilities, hospitals, and clinics located throughout the County; nine community colleges; the Metropolitan Transit Authority; and 37 Superior Courts. The LASD further provided services such as laboratories and academy training to other law enforcement agencies located within the County. In addition, the LASD is responsible in securing approximately 18,000 inmates daily in seven custody facilities which includes providing food and medical treatment. The LASD includes approximately 18,000 employees (LASD 2017). The Bellflower Sheriff Substation Sub Station is located at 16615 Bellflower Boulevard.

Construction of the future housing units could require the storage of equipment and building materials, which could result in theft, graffiti, and vandalism. Typical of any development, perimeter fencing would be required for those developments that store equipment and building materials onsite.

After construction, operations of future residential development could increase the demand for police protection services through the addition of approximately 13,643 persons within the Proposed HOAs. However, the Proposed HOAs are already developed and served by existing law enforcement, which is 0.001 percent of LASD's serving population of 10 million. Further, the Proposed Project and future residential development would be consistent with the existing/proposed zoning and land use designations at the Proposed HOAs and therefore this increase in population has already been accounted for in the City's plans for growth. Therefore, the Proposed Project and future housing units would not result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities.

a.iii) The Proposed Project could introduce approximately 13,643 persons to the Proposed HOAs, which could increase student enrollment within those schools located in the City. However, housing unit developers would be required to pay appropriate school fees to alleviate the potential burden on existing school capacities. Therefore, with payment of appropriate fees, impacts to schools would be less than significant.

a.iv) The Proposed Project would introduce approximately 13,643 persons to the Proposed HOAs, which could increase demand for parks within the City. Typical of any development, the applicant for future development would be required to pay park fees for the residential units to alleviate potential burden on existing parks. Therefore, with payment of appropriate fees, impacts to parks would be less than significant.

a.v) The Proposed Project does not propose any land uses that would directly result in the need for other additional public services. The additional population resulting from future housing units represents about a 17 percent increase over the existing City population, which is not considered significant. The Proposed Project and any future housing units would not result in the need or alteration of any other public facilities. Impacts would be less than significant.

16. RECREATION

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. Recreation.				
Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☒

Discussion

a) The Proposed Project could potentially increase population by approximately 13,643 persons, which could increase demand on parks and recreational facilities. However, a portion of the future residential projects will replace the existing population currently residing within the HOAs existing residential units. Future residential development projects would be required to pay park fees for the residential portion of development in order to alleviate potential burden on existing parks. Therefore, with payment of appropriate fees, impacts to parks would be less than significant.

b) The Proposed Project does not include the construction of public recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment. No impacts would occur.

17. TRANSPORTATION

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

Environmental Setting

This section describes the existing environmental setting, which is the baseline scenario against which project-specific impacts are evaluated. The environmental setting for transportation includes descriptions of roadway, transit, bicycle, and pedestrian facilities.

Roadway System

The roadway network serving the City consists of the following roadway classifications: freeways, major arterials, secondary arterials, collector streets, and local residential streets. A brief description of each, as described in the Circulation Element of General Plan, is provided below:

- Freeways generally provide inter-regional access. Their primary function is to move vehicles through the City; and thus, typically do not provide access to adjacent land uses, and limited access to arterial streets.

- Major arterial streets and highways are designed to move relatively high volumes of traffic between freeway systems, and between the freeway and local circulation system.

- Secondary arterials are designed to collect and distribute traffic from major highways and other arterials roadways to traffic destinations such as schools, shopping centers, and employment centers.

- Collector streets are intended to carry traffic between residential neighborhoods and the arterial street network.

- Local residential streets are intended to be low-speed, low-volume streets designed to serve individual properties in the City. They allow access to residential driveways and often provide parking for the neighborhood. They are not intended to serve through traffic traveling from one street to another, but solely local traffic.

Transit System

Transit within the City consists of the Bellflower Bus fixed-route bus system and paratransit service. The Bellflower Bus consists of two routes: the North Route and the South Route. Both routes have 30-minute headways. Paratransit service in the City, also known as Dial-A-Ride, is an “on-demand,” curb-to-curb transportation service for Bellflower residents 55 years or older and disabled persons of any age.

In addition, the City of Norwalk operates its own fixed route bus service including Route 1 which provides service from Rio Hondo College in the City of Whittier south to the City of Bellflower. The Los Angeles County Metropolitan Transportation Authority (MTA) also offers fixed route transit in the area. The City is served by MTA routes 127, 130, 266, and 631.

Bicycle and Pedestrian System

The bicycle facilities making up the City's bicycle network are defined by the following classifications:

- Multi-Use Paths (Class I) are physically separated from motor vehicle travel routes, with exclusive rights-of-way for non-motorized users like bicyclists and pedestrians.

- Bike Lanes (Class II) are one-way route types that carry bicycle traffic in the same direction as the adjacent motor vehicle traffic.

- Bike Routes (Class III) are suggested bicycle paths of travel marked by signs designating a preferred path between destinations.

Discussion

a) Each residential project would be subject to, and designed in accordance with, City plans, policies, and programs for transit, bicycle, and pedestrian facilities. Specifically, future residential development would be subject to General Plan and TOD SP policies. Additionally, subsequent project site designs would be required to incorporate improvements consistent with applicable City guidelines, standards, and specifications related to transit, bicycle, or pedestrian facilities. The following discussion includes a brief description of the regulatory setting and impact analyses related to pedestrian and bicycle facilities and transit services.

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is an association that includes the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, as well as 191 cities, including the City of Bellflower. As a metropolitan planning organization, SCAG is required to prepare a long-range transportation plan (the regional transportation plan) for all modes of transportation, including public transit, automobile, bicycle, and pedestrian, every four years for the six-county area. In addition to preparing the region's long-range transportation plan, SCAG assists in planning for transit, bicycle networks, clean air, and airport land uses.

Regional Transportation Plan/Sustainable Communities Strategy

SCAG is responsible for preparing and updating the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the corresponding Regional Transportation Improvement Program (RTIP) for the six-county region. In response to this requirement, SCAG completed the 2020-2045 RTP/SCS: *Connect SoCal* (Connect SoCal). The purpose of Connect SoCal is to establish regional access and identify mobility goals; identify present and future transportation needs, deficiencies, and constraints within the transportation system; analyze potential solutions; estimate available funding; and propose investments. On September 3, 2020, SCAG's Regional Council adopted the 2020 update to the RTP/SCS.

Federal Transportation Improvement Program

SCAG prepares and adopts the Federal Transportation Improvement Program (FTIP) on a biennial basis. The FTIP is a short-term listing of surface transportation projects that receive federal funds, are subject to a federally required action, or are regionally significant. SCAG adopted the Fiscal Year 2020/21-2025/26 FTIP in March 2021 (SCAG 2021). The project listing in the FTIP provides a detailed description for each individual project in Connect SoCal, including those in Los Angeles County and the City of Bellflower.

City of Bellflower General Plan

The General Plan provides a framework for future development and infrastructure within the City. The Circulation Element of the General Plan was adopted in 1997. Circulation Element Policies applicable to the Proposed Project include these: 1.3; 3.1 and 3.3; 4.1 to 4.6; and 5.2 and 5.4.

Downtown Bellflower Transit Oriented Development Specific Plan

The Downtown Bellflower Transit Oriented Development Specific Plan (TOD SP) provides design and development criteria for the City's downtown area. The future West Santa Ana Branch Transit Corridor, which includes a station in the City, would connect Downtown Los Angeles and Orange County by light rail. This new transit system is anticipated to attract new development, encourage the use of alternative modes of transportation, and improve access to employment centers (City of Bellflower 2019). The TOD SP was developed as a blueprint to be used in conjunction with the General Plan to guide the development of future projects in the area.

The TOD SP policies that are relevant to the mobility impacts analyzed in this IS/MND are: 1.1 to 1.5; 2.1 to 2.5; 3.1 to 3.3; and 4.1 to 4.3.

Bellflower/Alondra Mixed-Use Overlay Zone

The BAMU Overlay Zone (BMC Chapter 17.61) provides land use and development standards and regulations that implement goals and policies of the General Plan which encourages the development of a mixed-use, pedestrian and transit-oriented environment. The BAMU Overlay Zone applies to the area bounded by Alondra Avenue to the north (including properties north of Alondra Avenue at the intersection of Bellflower Boulevard), the Pacific Electric rail corridor to the south, Stevens Avenue to the west, and Woodruff Avenue to the east (City of Bellflower 2014). As stated in Section B, *Description of Proposed 2021-2029 Housing Element, Transit Oriented Development Specific Plan Amendment, and Required Zone Changes to the Mixed Use Overlay Zone*, Housing Opportunity Area 5 is within the BAMU Overlay Zone.

Bellflower Village Overlay Zone and Bellflower Village Overlay Zone – North

An overlay zone allows the property to be developed and operated in compliance with the standard underlying zone or take advantage of new provisions in the overlay zone (e.g., increased maximum height), so long as certain conditions are met. Development within the overlay zone is optional and is voluntarily triggered by a developer (City of Bellflower 2019). BVOZ and BVOZ-N encourage increased pedestrian activity and access through greater building density and mixed-use development. As stated in Section B of this IS/MND, Housing Opportunity Area 6 is within the BVOZ-N and a portion of Housing Opportunity Area 7 is within BVOZ-N.

Active Transportation Plan

The City of Bellflower and the City of Paramount developed a joint Active Transportation Plan (ATP) in 2019. The goal of the ATP is to increase the number of people who walk and bicycle for transportation and recreation. The ATP serves as a guide for future investments in bicycle and pedestrian programs and infrastructure to increase safety and provide connections for network users. The ATP presents existing facilities, opportunities, constraints, and destination points for bicycle users and pedestrians. Thus, the implementation of the ATP helps to meet goals related to reducing greenhouse gas emissions and VMT.

Impact to Pedestrian and Bicycle Facilities

Several HOAs of the Proposed Project are located within the TOD SP area, BAMU Overlay Zone, BVOZ, and BVOZ-N which are intended to encourage development which would increase pedestrian activity. Also, the TOD SP is proposed for amendment which would rename portions of the BAMU, BVOZ, and BVOZ-N to Mixed Use planning areas. Future development projects implemented under the Proposed Project would follow network design guidance as well as support the goals identified for the downtown area.

General Plan Policy 4.4 and Policy 4.6 support the inclusion of bicycle facilities in new developments such as bike parking and such improvements would be encouraged by the Housing Element in future residential projects. The Proposed Project would enhance the pedestrian environment by requiring the implementation of such policies and would not conflict with the existing or future bicycle system. Therefore, the Proposed Project and any future housing units would not adversely affect any existing or planned bicycle or pedestrian facility or conflict with a program, plan, ordinance, or policy addressing pedestrian or bicycle facilities. This impact would be less than significant.

Impact to Transit Services

The City expects to increase transit services in the future through the implementation of the West Santa Ana Branch Transit Coordinator as detailed in the TOD SP. TOD SP Policy 1.1 and Policy 1.2 encourage the development of complete streets and roadway improvements to increase the efficiency and safety of all modes of transportation including transit within the City. Additionally, General Plan Policy 3.1 calls to maintain the current level of transit service provided by the local transit system while working to enhance the system and increase the City's transit mode split. The Proposed 2021-2029 Housing Element proposes Policy 5.2 which calls for the creation of mixed use opportunities along key commercial corridors as a means of providing housing in close proximity to services and transit, enhancing pedestrian activity and community interaction (City of Bellflower 2021:39). Housing Element Policies 5.1 through 5.7 encourage a mix of housing types and infill development to increase density aligning with the City's vision for increased transit ridership. The Proposed Project is expected to increase ridership; however, based on the relatively low existing transit trip generation and the future plans for additional transit service, it is not expected to exceed the capacity necessary to accommodate all existing and future passengers. Therefore, the Proposed Project and any future housing units would not adversely affect any existing or planned transit service, or conflict with a program, plan, ordinance, or policy addressing transit facilities. This impact would be less than significant.

Bus routes are operated in Bellflower by MTA and Bellflower Bus. Combined, these transit routes operate on less than 15 minute headways during the AM and PM peak hour, and include the intersection of two or more major bus routes. The 11 HOAs are located with one half-mile of an existing major transit stop and within a high quality transit corridor.

In addition, the Bellflower Station Metro Project is currently in the planning and environmental review phase, with station completion anticipated prior to 2029 Housing Element buildout year. The Metro Project would provide transportation access between downtown Los Angeles and other suburbs in southern Los Angeles County. Providing a major transit hub within the TOD SP area would also reduce VMT per capita, as future residents and employers have additional transit opportunities to major employment centers in Los Angeles County.

Impact Summary

Improvements under the Proposed Project would support the City's goals to increase active transportation and transit access in the area. Additionally, the future residential housing projects would follow General Plan policies that encourage complete streets and other measures to increase safety and convenience for alternative modes of transportation. Thus, the future projects implemented under the Proposed Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Also, future applications for construction of housing units would be subject to additional CEQA review that may require additional environmental analysis and mitigation measures. Therefore, this impact would be less than significant.

b) Senate Bill (SB) 743, passed in 2013, required the Governor's Office of Planning and Research (OPR) to develop new CEQA Guidelines that address traffic metrics under CEQA. As stated in the legislation, upon adoption of the new guidelines, "automobile delay, as described solely by

level of service (LOS) or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to this division, except in locations specifically identified in the guidelines, if any."

Beginning July 2020, these updates provide that vehicle miles traveled (VMT) are the only method used to identify transportation impacts for CEQA purposes. CEQA Guidelines § 15064.3 applies statewide. CEQA Guidelines Section 15064.3(b) identifies criteria for analyzing the transportation impacts of a project. CEQA Guidelines § 15064.3(b)(1) addresses land use projects and describes that projects with specified proximity (i.e., 0.5-mile or less) to "major" or "high quality" transit should be presumed to cause a less-than-significant transportation impact. Additionally, CEQA Guidelines § 15064.3(b)(1) also describes that projects resulting in a decrease in VMT in the project area as compared to existing conditions should also be presumed to have a less-than-significant effect. CEQA Guidelines § 15064.3(b)(3), "Qualitative Analysis," explains that there may be conditions under which a qualitative rather than quantitative analysis of VMT is appropriate. This Section provides that if existing models or methods are not available to estimate the VMT for the particular project being considered, a lead agency may qualitatively analyze VMT generated by a project. Additionally, this Section notes that for many projects, a qualitative analysis of construction traffic may be appropriate. CEQA Guidelines § 15064.3(b)(4), "Methodology," explains that the lead agency has discretion to choose the most appropriate methodology to evaluate VMT subject to other applicable standards such as CEQA Guidelines § 15151 (standards of adequacy for EIR analyses).

In 2018, OPR published the most recent version of the *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Technical Advisory) which provides guidance for VMT analysis. The 2018 Technical Advisory provides guidance related to screening thresholds for small projects to indicate when detailed analysis is needed or if a project can be presumed to result in a less than significant VMT impact. The Technical Advisory notes that projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant transportation impact, absent substantial evidence indicating otherwise (OPR 2018). Therefore, using OPR guidance, projects that would generate fewer than 110 trips per day would be presumed to result in a less-than-significant VMT impact.

CEQA Guidelines § 15064.3 (b) requires that all transportation impacts be evaluated based upon VMT. Traditionally, transportation impacts were analyzed based on levels of service (LOS) on roadways and intersections. The Proposed Project is a discretionary project subject to CEQA. VMT analysis is required in CEQA documents unless it can be screened out by demonstrating that the project meets the required VMT reduction for an exemption.

The VMT guidelines contained in the Technical Advisory established that low income housing is exempt from a VMT analysis. However, moderate, and higher income housing units are not exempt. OPR guidelines state that the goal for residential development must be a 15 percent reduction in VMT when compared to pre-project baseline VMT. Demonstration of a 15 percent or greater reduction in VMT exempts the Proposed Project from further VMT analysis and is considered to be less than significant for CEQA purposes. The California State Travel Demand model established 13 vehicle miles travelled per person, and a typical residential unit in Bellflower contains three persons. Consequently, using the previously stated criteria each unit is expected to generate 39 VMT (13 VMT multiplied by 3 people per unit).

The Proposed Project could ultimately result in construction of residential units, and provides a policy framework for future development within the HOAs. All future projects would be subject to the City's development review process and would be required to demonstrate consistency with General Plan Circulation Element policies and requirements that address the circulation system.

Table 13 VMT guidelines were adopted in 2020. Future projects would be subject to the baseline VMT based on the year a transportation study is prepared, if applicable and required.

Table 13
Baseline VMT for Southern Los Angeles County

Baseline Area	*Residential VMT/Capita*	*Employment VMT / Employee*	*Total VMT/Service Population*
South County	12.7	18.4	31.1

Source: Los Angeles County Public Works Transportation Impact Analysis Guidelines, July 2020

Table 14 presents the analysis using the above-described criteria and the number of housing units differentiated by income level. The formula was based on the document, "Technical Advisory on Evaluating Transportation Impacts in CEQA"; OPR; April 2018. In addition, research sponsored by Caltrans has determined that VMT for very low- and low-income housing generates 47% less VMT than moderate- or higher-income housing.

Table 14
VMT Calculation Summary

Residential Units	*VMT / Unit*	*Total VMT*	*VMT Reduction*	*% VMT Reduction*
4,147 - Total	39	161,733	129,417 (1)	20%
Lower – 1,763	39	68,757	36,441(1)	53%
Moderate & Above Moderate – 2,384	39	92,976	N/A	N/A

Notes: 13-mile VMT/person, 3 persons per unit, average VMT is 39 miles

15% VMT reduction goal

Source: City of Bellflower. Caltrans 53% reduction factor for lower income units

To determine if the 4,147 net new residential units meet the above requirements, and/or reduce the VMT by 15 percent of existing VMT or greater, the City's Traffic Engineer conducted a brief analysis. The Proposed Project could add up to 4,147 net new housing units, of which approximately 43 percent would be for lower income categories. Applying a VMT reduction factor to these lower income units, the City calculated that overall VMT for the Proposed Project would be reduced by 20 percent, exceeding the 15 % threshold. Additionally, residential development within the Housing Opportunity Areas, including the TOD SP area, is intended to create transit-supportive uses around the future Metro Bellflower Transit Station and would meet OPR's screening criteria for projects near transit stations or a major transit stop that is located along a high-quality transit corridor. CEQA Guidelines § 15064.3(b)(1) states that lead agencies generally should presume that certain projects (including residential, retail, and officer projects, as well as projects that are a mix of these land uses) proposed within one half-mile of an existing major transit stop or an existing stop along a high quality transit corridor will have a less than significant impact on VMT. Pursuant to Public Resources Code § 21064.3, "major transit stop" means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. As shown in Table 14, the Proposed Project would reduce VMT by 20 percent, exceeding the 15 percent significance threshold.

The Proposed Project is consistent with other regional programs designed to reduce VMT, including SCAG's Connect SoCal. The Proposed Project would support the Connect SoCal overall land use pattern of reinforcing the trend of locating new housing and employment in High Quality Transit Areas with the intent of reducing VMT and GHG. The Proposed Project would also help increase the share of total trips that use transit. The TOD sub-district would provide residential and employment opportunities closer to major transit hub, which would ultimately reduce VMT per capita in the City.

All future projects would be subject to the City's development review process, and would be required to demonstrate consistency with policies and requirements. Any traffic demand measures required for mitigation would be required to comply with General Plan Circulation Element, which aims to encourage and facilitate high traffic generation land uses near public transit facilities, such as the future Metro Station. The Proposed HOAs are within a previously urbanized and developed area, and therefore future in-fill development facilitated by the Proposed Project would be expected to reduce VMT. Future housing and commercial development within the TOD SP area would provide more housing closer to employment and commercial areas, further increasing opportunities to reduce VMT and increase the ease of walking, cycling, and using public transit. Therefore, impacts related to VMT would be less than significant.

c) As shown in Figure 2 of this IS/MND, the Proposed HOAs are located along existing major roadways that would provide primary site access. The City is responsible for the enforcement of City standards governing the construction, alteration, and maintenance of buildings and structures. Subsequent projects under the Proposed Project, including housing site development and emergency access improvements would be subject to, and designed in accordance with City standards and specifications. These standards and specifications address potential design hazards including sight distance, driveway placement, and signage and striping. Additionally, any new transportation facilities, or improvements to such facilities associated with subsequent projects, would be constructed based on State and City industry design standards. Therefore, the Proposed Project and any future housing units would not substantially increase hazards due to a geometric design feature or incompatible uses. This impact would be less than significant.

d) Projects implemented under the Proposed Project would be required to meet all State and local regulations related to emergency access during construction and operations. As discussed above, by virtue of being designed in accordance with City standards and specifications, future residential projects would provide adequate emergency access. Additionally, future improvements would be required to comply with the California Fire Code (Title 24, Part 9, CCR), adopted by reference in Bellflower Municipal Code § 15.40.010, which requires the width of an unobstructed roadway to measure not less than 24 feet to provide adequate access for fire and emergency responders. Because all future transportation infrastructure improvements associated with the Proposed Project would be subject to review by the City and other responsible emergency service agencies, any such project would be designed to meet all applicable emergency access and design standards. Therefore, the Proposed Project would not result in inadequate emergency access. This impact would be less than significant.

18. TRIBAL CULTURAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. Tribal Cultural Resources.				
Has a California Native American Tribe requested consultation in accordance with Public Resources Code section 21080.3.1(b)?	☒ Yes		☐ No	
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:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	☐	☐	☒	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☐	☒	☐	☐

Discussion

a) The Proposed HOAs are developed with existing structures and improvements. None of these existing structures and improvements are listed or eligible for listing on the California Register of Historical Resources as defined by Public Resources Code § 5020.1(k) or of any known value to a Native American Tribe. To confirm that Native American resources would not be disturbed, in accordance with AB 52 and SB 18, the City sent letters on April 23, 2021, inviting consultation with the following Native American Tribal Governments: Gabrielino Tongva Nation; Soboba Band of Luiseno Indians; Gabrielino-Tongva Tribe; Gabrielino Band of Mission Indians – Kizh Nation; Gabrielino/Tongva San Gabriel Band of Mission Indians; Gabrielino Tongva Indians of California Tribal Council; and Torres Martinez Desert Cahuilla Indians. None of the tribes identified any significant tribal cultural resources exist within the Proposed HOAs. Project impacts would be less than significant.

b) As discussed in Section 5, *Cultural Resources*, of this IS/MND, due to the unknown location of the future residential units within the Proposed HOAs, it cannot be determined if any structures within the areas that could be considered to be historically significant and potentially impacts based on set forth in Public Resources Code § 5024.1(c). Furthermore, none of the Native American Tribes identified any specific historical or cultural resource that could be deemed significant during the consultation process. The potential for unknown buried tribal cultural resources is considered low in this fully developed urban environment where heavy soil disturbance has occurred. Although unlikely, if any previously unknown subsurface artifacts are encountered during ground-disturbance activities, **MM-CUL-1** and **MM-CUL-2** would be implemented, which requires grading to be halted in the event of an archaeological discovery and the resource to be addressed by a qualified archaeologist in accordance with the City's criteria. Therefore, impacts to unknown tribal cultural resources would be less than significant with mitigation.

19. UTILITIES AND SERVICE SYSTEMS

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

Discussion

a) **Water**: Water service is provided to the Proposed HOAs by four entities: 1) City of Bellflower, 2) Bellflower Somerset Mutual Water Company (BSMWC), 3) Bellflower Home Gardens Water Company and 4) Liberty Utilities. Customer needs are served through local groundwater with supplemental quantities coming from recycled water. BSMWC owns roughly three-quarters of the groundwater supplies needed to serve its customers and leases the remainder from the City of Bellflower (BSMWC 2019). Currently, the Proposed HOAs are already entirely disturbed and not used as local groundwater recharge facilities as the areas are mostly built out with a relatively high impervious condition. The primary groundwater production wells are several miles away from the City (BSMWC 2011). The future residential units contemplated by the Proposed Project would be located on previously developed areas and would be surrounded by existing development on all sides.

BSMWC has the capacity to serve the future residential units. Therefore, the Proposed Project would not require or result in the relocation or construction of new or expanded water facilities. Impacts would be less than significant.

Sewer: Two sanitary sewer systems exist in the City. One of the systems includes local lines operated by the City of Bellflower and the other system includes trunk sewers and treatment operated by Los Angeles County Sanitation Districts (LACSD) (City of Bellflower 2014). The City's Public Works Department manages the City's sanitation sewer collection system and serves a population of approximately 77,000 people. The collection system consists of about 99 miles of gravity sewer lines. Sewage is collected by City collector facilities and then conveyed to trunk sewers owned and maintained by LACSD District #2, which then treats the sewage at the regional Los Coyotes Water Reclamation Plant or the Joint Water Pollution Control Plant (JWPCP) in Carson. Wastewater generated by the Proposed Project would be treated only at the JWPCP (City of Bellflower 2019). Wastewater generated within the Proposed HOAs would flow into local sewer lines, owned by the City and eventually into the regional LASD sewer lines (City of Bellflower 2019).

The City prepared a Sewer System Management Plan (SSMP) in 2014 to provide a plan and schedule to properly manage, operate, and maintain all parts of the sanitary sewer system (City of Bellflower 2014). The SSMP includes the entire City and therefore the Proposed HOAs. The SSMP included an evaluation of the existing wastewater collection system within the City, including sewer line and manhole inspections, gas trap manholes, and sewer line cleaning. The Proposed HOAs are not located within areas of needed improvements and no new or expanded services would be required as a result of the Proposed Project. The Proposed Project would not require or result in the relocation or construction of construction of new or expanded water, wastewater treatment facilities, the construction or relocation of which could cause significant environmental effects. Impacts would be less than significant.

Stormwater Drainage: The Proposed HOAs are developed with existing land uses. Accordingly, the Proposed Project would not result in substantial amounts of additional impervious surfaces on site that could drastically alter the drainage pattern of the sites. Thus, the Proposed Project is not expected to require or result in the relocation or construction of new or expanded stormwater drainage. Impacts would be less than significant.

Electric and Telecommunications: Electric service is provided by SCE; telecommunication service is provided by multiple carriers. The Proposed HOAs are located on already developed areas and are surrounded by development on all sides. While on-site utility improvements would be required to serve future projects, such utilities are included in the Proposed Project. Construction of these utilities would not result in environmental effects aside those outlined in this IS/MND. Impacts would be less than significant.

b) The Proposed Project would increase the intensity of uses within the Housing Opportunity Areas, resulting in increased water use. CalEEMod default water usage rates were used to estimate the anticipated water demand of the Proposed Project. Based on the CalEEMod generation rates, total indoor and outdoor water use per day during project operation would be approximately 1,206,301 gallons per day or 440.3 million gallons per year (see Appendix A).

   The Proposed HOAs are within the water service boundaries of four water companies/entities. WC. The BSMWC serves potable water to an area of approximately 2.63 square miles of the City and approximately 46,230 people. The three other companies serve the balance of the city. According to BSMWC's 2011 Urban Water Management Plan, BSMWC would have adequate supplies to serve its service area for a 1-, 2-, and 3-year period during a single dry year and multiple dry years. With a 50 percent reduction of purchased water, BSMWC would still be able to provide 5,662 acre-feet per year of water or 5.1 million gallons per day to its service area. The water consumption estimated for the proposed project would consist of 0.9 percent of the water supply provided by BSMWC to its service area even with a 50 percent reduction in purchased water. Therefore, because BSMWC has adequate supplies to serve its service area during a single dry year and multiple dry years, and because water consumption estimated to occur as a result of the Proposed Project would be minimal, impacts would be less than significant.

c) LASD provides wastewater service to the Proposed HOAs. CalEEMod default water usage rates were used to estimate the anticipated water demand of the proposed project. Wastewater generated by the proposed project would be treated only at the JWPCP (City of Bellflower 2019). Based on the CalEEMod generation rates, wastewater use per day during project operation would be approximately 1,206,301 gallons per day or 440.3 million gallons per year (see Appendix A). The JWPCP currently has the capacity to handle approximately 100 million gallons of wastewater per day. The Proposed Project would result in 0.03 percent of JWPCP's current capacity. Therefore, the increase in wastewater attributed to the Proposed Project would be nominal and adequate capacity is available to serve the projected demand, in addition to the provider's existing commitments. Impacts would be less than significant.

d) The Proposed Project would generate solid waste and recycling during both the construction and operation. The California Integrated Waste Management Act of 1989 (AB 939) requires the City to divert 50 percent of its waste from landfills. The BMC requires diversion, via reuse or recycling of 100 percent of all inert debris, such as concrete and dirt, and 50 percent of the remaining construction and demolition debris generated by all construction and renovation projects. Future project applicants would be required to submit a waste management plan (WMP) prior to being issued a building or demolition permit for demolition within the Proposed HOAs.

   During operations, trash and recycling services are provided by CR&R. According to CR&R, waste generated in Bellflower is sent to the CR Transfer and Material Recovery Facility in Stanton, Southeast Resource Recovery Facility in Long Beach, with most of the loads going to the Downey Area Recycling and Transfer Facility (DART) in Downey (City of Bellflower 2019). DART is permitted to receive, handle, and process up to 5,000 tons per day of waste 24 hours per day, 7 days a week. Residual waste from the facility is transferred to a fully permitted Class III landfill or transformation facility. In 2019, the average annual tonnage was estimated to be 720 tons per day (County Sanitation Districts of Los Angeles County 2017). Impacts would be less than significant, as the Proposed Project's solid waste generation would not exceed the permitted capacity.

   CalEEMod default solid waste generation rates were used to estimate the anticipated solid waste generation of the Proposed Project. Based on the CalEEMod generation rates, waste use per day during project operation would be approximately 5.2 tons per day or 1,907.6 tons per year (see Appendix A). Thus, the Proposed Project is expected to generate approximately 0.05 percent of the total waste handled at the DART facility. All waste would be disposed of in accordance with AB 939, which mandates that 50 percent of solid waste generated be diverted from landfill disposal through source reduction, recycling, or composting. Once constructed, solid waste and recycling generated from the project site would be typical of that generated by similar residential and commercial uses, and could potentially include small amounts of hazardous materials. Any hazardous materials would be disposed of in compliance with City requirements. Therefore, due to the nominal increase in solid waste generated for the Proposed Project, and through compliance with existing regulations, the Proposed Project would not 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. Impacts would be less than significant.

e) The Proposed Project would be required to submit a WMP before the City issues a building or demolition permit in compliance with the BMC. During operations, future development would be required to comply with AB 939, which requires that 50 percent of solid waste generated be diverted from landfill disposal through source reduction, recycling, or composting. Therefore, based on compliance with Federal, State, and local regulations, impacts associated with solid waste disposal would be less than significant.

20. WILDFIRE

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

Discussion

a-d) The Proposed HOAs are not located within an area designated by CAL FIRE as a fire hazard severity zone or a local responsibility area (CAL FIRE 2007; CAL FIRE 2011). The Proposed Project and any future housing units would not impair an emergency response or evacuation plan, expose occupants to wildfire related pollutants, require infrastructure that would contribute to wildfire hazard or expose people to significant flooding or landslide risk due to wildfire. No impact would occur.

21. MANDATORY FINDINGS OF SIGNIFICANCE

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XXI. Mandatory Findings of Significance.				
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 an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
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.)	☐	☒	☐	☐
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Discussion

a) As discussed in Section 4, *Biological Resources*, the Proposed Project does not have the potential to 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, or reduce the number or restrict the range of a rare or endangered plant or animal. Additionally, as addressed in Section 5, *Cultural Resources*, the Proposed Project does not have the potential to eliminate important examples of the major periods of California history or prehistory. Therefore, impacts would be less than significant.

b) As addressed throughout this IS/MND, both construction and operations could result in individual-level impacts that could be potentially significant without the incorporation of mitigation. Thus, when coupled with impacts related to the implementation of other related projects located throughout the broader geographic area, the proposed project would potentially result in cumulative-level impacts if these individual-level significant impacts were left unmitigated. (See Section 5, *Cultural Resources*,

The Proposed Project allows for up to 4,147 new residential units within the 11 Housing Opportunity Areas that are developed with existing land uses. As mitigation measures would be required for impacts to Cultural Resources, cumulative impacts would be less than significant with mitigation incorporated.

c) As evaluated throughout this document, the Proposed Project could result in impacts to Cultural Resources. Therefore, effects on human beings would be less than significant with mitigation incorporated.

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