

CITY OF BELL GARDENS  
GENERAL PLAN CIRCULATION AND  
TRANSPORTATION ELEMENT UPDATE

INITIAL STUDY/NEGATIVE DECLARATION

DECEMBER 2021

*Prepared for:*  
City of Bell Gardens  
Public Works Department  
7100 Garfield Ave  
Bell Gardens, CA 90201

*Prepared by:*  
De Novo Planning Group  
180 E. Main Street, Suite 108  
Tustin, CA 92780

D e N o v o P l a n n i n g G r o u p

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A Land Use Planning, Design, and Environmental Firm



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GENERAL PLAN CIRCULATION AND  
TRANSPORTATION ELEMENT UPDATE**

Public Review Draft

Initial Study/Negative Declaration

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**LEAD AGENCY: CITY OF BELL GARDENS**

Public Works Department

7100 Garfield Avenue

Bell Gardens, CA 90201

Contact: Grissel Chavez, Public Works Director

GChavez@bellgardens.org

**PREPARED BY: DE NOVO PLANNING GROUP**

180 E. Main Street, Suite 108

Tustin, California 92780

Contact: Starla Barker, AICP

sbarker@denovoplanning.com

December 2021

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# 1 INTRODUCTION

## 1.1 STATUTORY AUTHORITY AND REQUIREMENTS

This Initial Study has been prepared in accordance with the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] Sections 21000, et seq.) and the State CEQA Guidelines (14 California Code of Regulations Title 14 Sections 15000, et seq.). This Initial Study is an informational document intended to be used as a decision-making tool for the Lead Agency and responsible agencies in considering and acting on the proposed Project.

Pursuant to CEQA Guidelines Section 15063, the City, as Lead Agency, has prepared this Initial Study to determine if the proposed Circulation and Transportation Element Update Project (Project) would have a significant effect on the environment. If, as a result of the Initial Study, the Lead Agency finds that there is evidence that mitigation cannot reduce the impact to a less than significant level for any aspect of the proposed Project, then the Lead Agency must prepare an Environmental Impact Report (EIR) to analyze project-related and cumulative environmental impacts. Alternatively, if the Lead Agency finds that there is no evidence that the proposed Project as proposed may cause a significant effect on the environment, the Lead Agency may prepare a Negative Declaration (ND). If the Lead Agency finds that there is evidence of a significant impact, but the impact can be reduced through mitigation, the Lead Agency may prepare a Mitigated Negative Declaration (MND). Such determination can be made only if “there is no substantial evidence in light of the whole record before the Lead Agency” that such significant environmental impacts may occur (PRC Section 21080(c)).

Pursuant to CEQA Guidelines Section 15063(c), the purposes of an Initial Study are to:

1. Provide the Lead Agency with information to use as the basis for deciding whether to prepare an EIR, MND or a ND;
2. Enable an applicant or Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to qualify for a ND;
3. Assist in the preparation of an EIR, if one is required, by;
  - a. Focusing the EIR on the effects determined to be significant,
  - b. Identifying the effects determined not to be significant,
  - c. Explaining the reasons for determining that potentially significant effects would not be significant, and
  - d. Identifying whether a program EIR, tiering, or another appropriate process can be used for analysis of the project’s environment effects.
4. Facilitate environmental assessment early in the design of a project;
5. Provide documentation of the factual basis for the finding in a MND or ND that a project will not have a significant effect on the environment;
6. Eliminate unnecessary EIRs; and
7. Determine whether a previously prepared EIR could be used with the project.

The environmental documentation, which is ultimately selected by the City in accordance with CEQA, is intended as an informational document undertaken to provide an environmental basis for subsequent discretionary actions upon the proposed Project. The resulting environmental documentation is not, however, a policy document and its approval and/or certification neither presupposes nor mandates any actions on the part of those agencies from whom permits and other discretionary approvals would be required.

## 1.2 SUMMARY OF FINDINGS

Pursuant to State CEQA Guidelines Section 15367, the City of Bell Gardens (City), as the Lead Agency, has the authority for environmental review and adoption of the environmental documentation, in accordance with CEQA. As set forth in State CEQA Guidelines Section 15070, an Initial Study leading to a Negative Declaration (IS/ND) or Mitigated Negative Declaration (IS/MND) can be prepared when:

- The Initial Study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment (resulting in a Negative Declaration), or
- The Initial Study identifies potentially significant effects, but:
  - Revisions in the project plans or proposals made by, or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and
  - There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment (resulting in a Mitigated Negative Declaration).

Based on the Environmental Checklist Form and supporting environmental analysis provided in [Section 4.0, Environmental Analysis](#), the proposed Project would have no impact or a less than significant impact concerning all environmental issue areas.

## 1.3 PUBLIC REVIEW PROCESS

The Notice of Intent (NOI) to Adopt a Negative Declaration has been provided to the Clerk of the County of Los Angeles and mailed to responsible agencies and trustee agencies concerned with the Project and other public agencies with jurisdiction by law over resources affected by the Project. A 30-day public review period has been established for the IS/ND in accordance with State CEQA Guidelines Section 15073. During the public review period, the IS/ND was made available for review at the following location:

- City of Bell Gardens Website:

<https://www.bellgardens.org/our-city/about-bell-gardens/document-central>

In reviewing the IS/ND, affected public agencies and interested members of the public should focus on the document's adequacy in identifying and analyzing the potential environmental impacts and the ways in which the Project's potentially significant effects can be avoided or mitigated.

Written comments on this IS/ND may be sent to:

Grissel Chavez  
Director of Public Works  
City of Bell Gardens  
7100 Garfield Avenue  
Bell Gardens, CA 90201  
Email: GChavez@bellgardens.org

Following receipt and evaluation of comments from agencies, organizations, and/or individuals, the City will determine whether any substantial new environmental issues have been raised, and if further documentation may be required. If no new environmental issues have been raised or if the issues raised do not provide substantial evidence that the Project would have a significant effect on the environment, the IS/ND will be considered for adoption and the Project for approval.

#### **1.4 INCORPORATION BY REFERENCE**

Pursuant to State CEQA Guidelines Section 15150, a ND may incorporate by reference all or portions of another document which is a matter of public record or is generally available to the public. Where all or part of another document is incorporated by reference, the incorporated language shall be set forth in full as part of the ND's text.

The documents outlined below, which were utilized during preparation of this Negative Declaration and are a matter of public record, are hereby incorporated by reference.

##### **Bell Gardens General Plan**

The City Council comprehensively adopted the City of Bell Gardens General Plan 2010 on November 27, 1995 (Resolution 95-27). The General Plan is a comprehensive legal document that sets forth the City's long-range planning policies and serves as the guiding document for achieving the community's vision for the future. The General Plan contains policies to guide land use and development and is organized into seven mandatory "elements" in accordance with California Government Code Section 65302: Land Use, Circulation and Transportation, Open Space and Recreation, Conservation, Safety, Noise, and Housing. The Circulation and Transportation Element is the subject of this ND.

##### **Bell Gardens General Plan EIR**

On November 27, 1995, the City certified the Final EIR and adopted General Plan 2010. The Final EIR analyzed potential environmental impacts associated with future development in the City allowed under the proposed Land Use Element. With the implementation of General Plan policies and programs, the Final EIR concluded that all impacts, with the exception of air quality, can be mitigated to insignificant levels. The Final EIR concluded that the City of Bell Gardens is located within a "non-attainment" basin and further contributions of pollutant emissions to the basin are considered a significant impact. A Statement of Overriding Considerations was adopted for the significant air quality impacts and noted that all new development will be subject to the environmental review requirements pursuant to state and local CEQA requirements, including the analysis of potential air quality impacts and any requisite mitigation. The environmental review undertaken for the City of Bell Gardens General Plan Update does not eliminate the requirements for any subsequent environmental review for development arising from the General Plan's implementation.

### **Bell Gardens Municipal Code**

The City of Bell Gardens Municipal Code consists of the City’s regulatory and penal ordinances, and certain administrative ordinances. The City’s Zoning Ordinance is codified into Title 9, *Zoning and Planning Regulations*. The purpose of the Zoning Ordinance is to provide for the creation of zones in the incorporated area of the city and to prescribe area requirements, classes of uses, and standards of development for buildings, structures, improvements, and premises in the various zones of the city. More specifically, the purpose is to encourage, classify, designate, regulate, restrict, and segregate the highest and best location and use of buildings, structures, and land to serve the needs of agriculture, residences, commerce, industry, and other purposes in appropriate places; to regulate and limit the height, number of stories and size of buildings and to administer property development standards, including but not limited to structure height, bulk, design, yard setbacks, lot coverage, density, parking, signage, landscaping, etc.; and to promote the public health, safety, welfare and general prosperity with the aim of preserving a wholesome, serviceable and attractive community.

### **Bell Gardens Complete Streets Plan**

The City adopted a Complete Streets Plan in February 2020 after a series of interviews, surveys, and community workshops were conducted. The City uses the Complete Streets Plan policies and context-sensitive complete street improvements to guide all efforts focused on walking, bicycling, and transit access improvements. In addition to recommendations tailored for major arterials, a Low-Stress Network with thirteen local street corridors was created to increase citywide connectivity to community destinations and reduce traffic speeds and volumes on local streets. Furthermore, the plan includes an “existing conditions” review and a list of prioritized projects based on need and cost.

### **Bell Gardens Bike Feasibility Study**

The City initiated its bicycle route system development process with a comprehensive bike lane feasibility study in 2015. The study includes an evaluation of the feasibility for bicycle facilities and alternatives on all major roadways within city limits accounting for existing conditions and consistency with other regional plans. The analysis concluded that transforming major roadways such as Eastern Avenue, Florence Avenue, Florence Place, Garfield Avenue, and Gage Avenue with bicycle safety elements would have the potential to increase bicycle activity and safety on city streets dramatically.



## 2 PROJECT DESCRIPTION

### 2.1 BACKGROUND

California Government Code Section 65300 et seq. requires all counties and cities to prepare and maintain a general plan for the long-term growth, development, and management of the land within the jurisdiction’s planning boundaries. The general plan acts as a “constitution” for development and is the jurisdiction’s lead legal document in relation to growth, development, and resource management issues. Development regulations (e.g., zoning and subdivision standards) are required by law to be consistent with the general plan.

General plans must address a broad range of topics, including, at a minimum, the following mandatory elements: land use, circulation, housing, conservation, open space, noise, and safety. General plans must also address the topics of environmental justice and climate change and resiliency planning, either as separate elements or as part of other required elements. At the discretion of each jurisdiction, the general plan may combine these elements and may add optional elements relevant to the physical features of the jurisdiction.

The City of Bell Gardens General Plan 2010 was adopted in 1995 and is a comprehensive, long-range plan that guides the City and serve as its constitution. The City’s General Plan contains seven sections or elements. These seven elements are Land Use, Circulation and Transportation, Open Space and Recreation, Conservation, Safety, Noise and Housing.

The California Government Code §65302 asserts that “The general plan shall include.... A circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, all correlated with the land use element of the plan.” Further, State law requires that the element shall “...plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.”

Transportation that is multimodal and sustainable is also called for in several State of California policies such as SB743 and SB 375, among others. These policies encourage the coordination of land use and transportation, in order to reduce greenhouse gas emissions, and support evaluation metrics that uplift the urgency of climate change.

### 2.2 PROJECT LOCATION AND SETTING

The City of Bell Gardens is a city of approximately 39,501 people.<sup>1</sup> The City was incorporated as a general law city in 1961 and has its roots as a ranch and farming community. The City is a densely populated and culturally diverse community.

The City of Bell Gardens is located in southeast Los Angeles County, between the Los Angeles River and the Rio Hondo within the Gateway Cities sub-region. The City is bounded by the City of Commerce to the

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<sup>1</sup> U.S. Census Bureau, *2020 U.S. Census*.

north, the City of Downey to the east, the City of South Gate to the south, and the cities of Bell and Cudahy to the west. The City comprises an area of approximately 2.4 square miles. Regional access to the City is provided by the Long Beach Freeway (Interstate 710), which runs along the City's western city limit and connects the City to the regional interstate highway network; refer to [Figure 2-1, \*Regional Location\*](#).

The roadway network in Bell Gardens loosely follows a grid pattern, with the orientation tilted in the northeast direction to follow the curvilinear Rio Hondo River. The main north-south thoroughfares of Eastern Avenue and Garfield Avenue are not parallel which causes a slight skew of the grid.

### 2.2.1 GENERAL PLAN LAND USES

The City's land uses are designated for residential, commercial, and industrial activity at varying levels of density and intensity. Residential parcels are low to medium-density, with some single-family housing primarily west of Eastern Avenue. Commercial parcels that encompass shopping, entertainment, and restaurant uses are concentrated along major thoroughfares such as Eastern Avenue and Florence Avenue. The heaviest concentration of these uses is located in Downtown Bell Gardens, centered near the Eastern Avenue and Florence Avenue intersection. Commercial uses in this area are mostly big-box retail and national chains. Neighborhood-serving commercial shops and restaurants are located elsewhere in the City, typically along major roadways such as Eastern Avenue, Florence Avenue, Garfield Avenue, and Gage Avenue. Industrial and light manufacturing uses are clustered in the south and east areas of the City. [Figure 2-2, \*General Plan Land Use Map\*](#) and [Figure 2-3, \*Zoning Map\*](#), show the existing land uses and zoning for the City of Bell Gardens.

### 2.2.2 CIRCULATION ELEMENT

The City's Circulation and Transportation Element was adopted in 1995 and contains policies to resolve ongoing transportation challenges and address the community's needs. The City identified and prioritized roadways, highways, and public utilities within the element to receive improvements over time and programs to address capacity issues on roads, accessibility to public transit, and truck parking in residential zones.

### 2.2.3 BELL GARDENS COMPLETE STREETS PLAN

The City adopted a Complete Streets Plan in February 2020 after a series of interviews, surveys, and community workshops were conducted. The City now uses the policies and context-sensitive complete street improvements within this plan to guide all efforts focused on walking, bicycling, and transit access improvements. In addition to recommendations tailored for major arterials, a Low-Stress Network with thirteen local street corridors was created to increase citywide connectivity to community destinations and reduce traffic speeds and volumes on local streets. Furthermore, the plan includes an "existing conditions" review and a list of prioritized projects based on need and cost.

### 2.2.4 EXISTING ROADWAY CLASSIFICATIONS

The City's street network is organized into four classifications to carry local and regional traffic: major highways, secondary highways, collector streets, and local streets. A brief description of each roadway classification is provided below. [Figure 2-4, \*Street Hierarchy\*](#), highlights the existing street classification for roadways in the City.

**Major Highways.** These multi-lane roadways accommodate large traffic volumes and provide connections to the rest of the street network. These roadways often have more than three lanes of traffic in each

direction and a landscaped median within 84 feet to 100 feet of right-of-way. Typically, commercial and industrial land uses line these corridors in the City.

**Secondary Highways.** Secondary highways connect traffic from collector streets to major highways. Typical roadway characteristics belonging to this classification include two lanes in each direction within 64 feet to 80 feet of right-of-way. These roadways operate similarly to major highways except for lower traffic volumes. Residential, commercial, and industrial buildings populate the immediate area around each secondary highway.

**Collector Streets.** All roadways classified as collectors connect traffic from major and secondary highways to the local street network. A typical collector roadway has one traffic lane in each direction within 40 to 60 feet of right-of-way. Collector streets primarily serve the residential areas of the City, and sometimes include neighborhood-serving retail uses.

**Local Streets.** Local streets primarily serve local traffic and connect residential areas to local points of interest. These roadways typically have one travel lane in each direction within a 30-to-40-foot right-of-way. All local streets serve residential regions in Bell Gardens.

#### 2.2.5 NON-MOTORIZED FACILITIES

Sidewalks in the City generally have the basic features needed to provide comfortable walking spaces for users. For instance, most streets have curb ramps and vegetation that provide ample shade, which ensure accessibility and enhance the walking experience. However, a small proportion of City streets do not have sidewalk facilities available on both sides of the road on Scout Avenue and Park Lane. On Scout Avenue, sidewalks are missing on two segments: Florence Avenue to Foster Bridge Boulevard and Live Oak Street to Florence Avenue. On Park Lane, sidewalks are not available in front of Bell Gardens John Anson Ford Park.

The City has bicycle routes and bicycle paths along the Los Angeles River and Rio Hondo, located along with the City's western and eastern city limits. Local and regional destinations are accessible by the bicycle routes on Eastern Avenue, Gage Avenue, Florence Avenue, Florence Place, and Garfield Avenue. Residents can access the existing bicycle paths at the Los Angeles River path entrance on Clara Street in the City of Cudahy and the Rio Hondo bike path via the gate on Florence Avenue and from John Anson Ford Park. [Figure 2-5, \*Existing Bicycle Infrastructure\*](#), shows the existing bicycle facilities in the City.

#### 2.2.6 TRANSIT

Four carriers provide all existing transit service within the City: the Los Angeles County Metropolitan Transportation Authority (Metro), Commerce Municipal Bus Lines, Montebello Bus, and Bell Gardens trolley system. [Figure 2-6, \*Existing Transit Service\*](#), shows the existing bus lines within the City.

Metro offers local and regional services for the City's residents with Line 110, 111, and 258. City residents and visitors have access to Commerce's three bus routes (Green, Orange, and Yellow) on Garfield Avenue and Gage Avenue, as shown in [Figure 2-6](#). Montebello Municipal Lines only has one route, Route 30, operating exclusively on Garfield Avenue within the City. The City provides residents with local transit service with a trolley that travels in a loop and connects to all major City landmarks and shopping areas.

### 2.2.7 GOODS MOVEMENT

The City has truck routes designated on Eastern Avenue, a north-south major highway, north of Gage Avenue, Florence Avenue, and Garfield Avenue. Figure 2-7, *Truck Routes*, illustrate the truck routes in the City.

## 2.3 PROJECT CHARACTERISTICS

The City of Bell Gardens is proposing an update to its existing Circulation and Transportation Element. The Circulation and Transportation Element provides a blueprint for establishing a convenient, safe, and sustainable transportation network in Bell Gardens, which serves users of all modes including walking, biking, rolling, riding transit, and driving. The purpose of the element is to improve the current infrastructure in Bell Gardens as a foundation for an integrated and comprehensive transportation network, which will reduce reliance on the private automobile and enhance other transportation options. The element sets forth goals, policies, and programs to support connectivity in the context of the land uses set forth in the existing Land Use Element. The proposed Circulation and Transportation Element Update would not modify the City of Bell Gardens General Plan Land Use Map, land use designations, nor intensities/densities identified within the General Plan Land Use Element. Additionally, the proposed Circulation and Transportation Element Update would not result in any new roadways or increase existing roadway capacities.

The mobility framework set forth in the proposed Circulation and Transportation Element supports State and regional transportation efforts to establish a more sustainable, multi-modal network to combat reliance on the private automobile, increase access to opportunity for diverse stakeholders, and reduce greenhouse gas emissions.

### 2.3.1 MOBILITY GOALS AND VISION

The goals stated below provide guidance for policy, programs, and infrastructural changes to enhance the mobility network of Bell Gardens.

- M 1 Establish a multi-modal transportation network which offers safe, comfortable, and convenient travel for users of all modes including drivers, transit riders, bicyclists, walkers, and rollers. Infrastructure shall support the needs of diverse Bell Gardens residents and visitors such as children, elderly, people with disabilities, emergency responders, and movers of commercial goods.
- M 2 Employ transit-oriented land use planning and provide appealing, safe, and widely accessible alternatives to private automobile use in order to reduce vehicle miles traveled per capita with the goals of reducing risk of traffic collisions, lowering greenhouse gas emissions, and improving public health.

### Roadway Classifications

Bell Gardens roadway classifications are designated based on what type of traffic the roadway carries along with its geometric characteristics. In the 1995 Bell Gardens General Plan, the roadway network was divided into freeways, major highways, secondary highways, and collector streets. These naming conventions followed best practices of the time. However, cities across the United States have updated their conventions to reflect not only how roadways move vehicular traffic but also how they connect communities. The City of Bell Gardens Circulation and Transportation Element Update proposes new

classifications for the roadway network. [Table 2-1, Roadway Classifications](#), compares the roadway classifications from the existing 1995 Circulation and Transportation Element with the Circulation and Transportation Element Update.

**Table 2-1: Roadway Classifications**

1995 General Plan	2021 Circulation Element Update	Description
Freeway	Freeway	<ul style="list-style-type: none"> <li>Provide access to the regional system of interstate and state freeways</li> <li>Vehicular traffic only</li> </ul>
Major Highway	Boulevard	<ul style="list-style-type: none"> <li>Move large volumes of traffic through the community to freeways, other boulevards, or avenues</li> <li>Has sidewalks, bus stops, and sometimes, bike lanes which connect with commercial uses</li> </ul>
Secondary Highway	Avenue	<ul style="list-style-type: none"> <li>Move traffic from collectors to boulevards and keep through traffic off of residential, local streets</li> <li>Has sidewalks, bus stops, and sometime, bike facilities which provide connections between community destinations</li> </ul>
Collector	Collector	<ul style="list-style-type: none"> <li>Move traffic from boulevards and avenues to local streets</li> <li>Has sidewalks, more residential character, and slower vehicle speeds allowing active transportation users more comfort when moving to neighborhood destinations</li> </ul>
Local	Local	<ul style="list-style-type: none"> <li>Provide direct access to individual (typically residential) parcels</li> <li>Has sidewalks, only one-vehicular lane in each direction, and is primarily accessed by residents of the street</li> </ul>

**Policies**

**M 2.1 Performance Standards.** Performance standards used to evaluate roadways will utilize both levels of service (LOS) and vehicle miles traveled (VMT). The desired LOS for roadways will be LOS D or less, although exceptions will be made where this is infeasible due to other mobility policy priorities. VMT will be considered to prioritize reductions in emissions and improvements to roadway safety. Amendments to Bell Gardens roadway plans will pursue reductions in VMT.

If the VMT analysis determines mitigation measures and/or proportional share costs to address impacts from the proposed development, all mitigation measures and collection of proportional share costs are to be completed within the City of Bell Gardens or deposited with the City of Bell Gardens into a trust account until such quantity of funds are accrued to complete the shared cost mitigation measure.

**M 2.2 Funding.** Diverse funding sources will be sought out to maintain, operate, and improve the roadway network and reduce the cost to the public.

- M 2.3 **Regional Coordination.** Local project plans will coordinate with Caltrans, SCAG, and Metro to integrate local and regional improvements and further local and regional mobility goals.
- M 2.4 **Complete Streets.** Apply a Complete Streets approach to roadway network improvements, which utilize innovative design solutions for mobility. The 2020 Bell Gardens Complete Streets Plan will be used to guide upcoming improvements.
- M 2.5 **Prioritize Improvements.** Streets that are currently overcapacity – segments of Eastern Avenue, Garfield Avenue, and Clara Street, and all of Gage Avenue – will be prioritized for infrastructure improvement, as set out in the Complete Streets Plan. Traffic signal improvements and other vehicle flow treatments can be explored to reduce gridlock and congestion.
- M 2.6 **Public Safety.** Place high priority on safety and reduction of collisions.
- M 2.7 **Active Transportation.** Promote active transportation infrastructure such as bicycle lanes, increased sidewalk lighting, and improved pedestrian crossings on classified streets.
- M 2.8 **Green Infrastructure.** Incorporate green infrastructure in roadway design when possible.
- M 2.9 **Infrastructure Installation.** Minimize operational disruptions by consolidating the installation of future infrastructure needs and projects, with opportunities for upgrades.
- M 2.10 **Driveway Consolidation.** Minimize the number of curb cuts along classified streets in order to improve active transportation safety and roadway function.

#### **Programs**

- M 2.a **Capital Improvement Program.** Regularly update the Capital Improvement Program based on adopted mobility policies, funding opportunities, and community needs.
- M 2.b **Development.** Assist applicants in demonstrating compliance with mobility policies and require developments to include roadway network improvements in line with Bell Gardens mobility goals. Accommodating active transportation users (through bicycle parking) or transit users (by providing information on transit and vanpool/carpooling options) should also be encouraged.
- M 2.c **Transportation Impact Analysis.** Ensure that transportation impact analyses are conducted in a manner which assesses contributions to desired local, regional, and environmental mobility goals. The City should update its traffic analysis guidelines to incorporate Vehicle Miles Traveled (VMT) metrics and associated thresholds of significance.
- M 2.d **Design Standards.** Develop design standards consistent with Complete Streets, which support the needs of all roadway users to more efficiently guide future designs and plans.
- M 2.e **Safety Records.** Gather and utilize thorough collision data to assess safety issues and develop plans to improve safety for vulnerable roadway users.
- M 2.f **Review Circulation Element.** Review the Circulation Element as new state, local, and regional policies and initiatives are developed to ensure that it reflects current conditions and priorities.

## **Public Transportation**

### **Proposed Improvements**

To encourage transit ridership, the comfort and convenience of transit should be improved. Providing accessibility and safety is one important step in this goal. Bus stops should therefore be ADA accessible and have amenities such as shelters, benches, trash cans, lighting, route information, and police presence for added safety. These treatments should be implemented consistently across the city.

Providing an electric car share would encourage the sharing of automobiles as resources and offer more mobility options for Bell Gardens residents without access to a privately owned vehicle.

The Florence Avenue and Garfield Avenue corridors have access to diverse destinations within Bell Gardens, as well as bus lines provided by City of Montebello, City of Commerce, and Metro. Florence Avenue, most notably, will serve as a direct connection to the new Florence Avenue and Salt Lake Avenue Metro rail stop proposed through the upcoming West Santa Ana Branch light rail expansion. The City also identifies the need to have a new pedestrian bridge constructed over the I-710 freeway, to connect Bell Gardens residents from the southwesterly City border near Julia Asmus Park, to the neighboring City of South Gate. There is a lack of pedestrian access in this southwestern part of the City to safely connect residents walking to adjacent communities. With the upcoming development of the light rail transit project bringing a rail stop to the City of South Gate within close proximity to the LA River and the Bell Gardens border, there is a great opportunity to improve pedestrian access that will further connect residents to newly expanded rail access located just outside city limits. Improving service in these corridors will diversify the destinations that are easily accessible by transit from within Bell Gardens.

The Town Trolley's current fixed route has 52 stops and takes a meandering route through Bell Gardens' key destinations. Given this, the connections provided by this service can be slow and not time efficient. Converting this service to an on-demand service would improve ridership and offer improved access to destinations.

### **Policies**

- M 3.1 **Regional Coordination.** Collaborate with other local transit agencies, along with Metro and SCAG to create a convenient and affordable regional transit network that provides access to Bell Gardens residents.
- M 3.2 **Rail Access.** Work with adjacent cities, such as Cudahy, Bell, South Gate, and Commerce to create convenient bus service to existing and upcoming Metro rail stops.
- M 3.3 **Rail Expansion.** Support Metro's development of the West Santa Ana Branch rail, along with any upcoming rail service which would serve the city.
- M 3.4 **Land Use.** Integrate land use and transportation planning in order to prioritize density and transit-oriented design. Locate key destinations such as commercial districts, employment centers, and public resources near transit routes whenever possible.

### **Programs**

- M 3.a **Transit Stops.** Provide attractive, convenient bus stops, which include shelters, benches, trash cans, and transit information. Bicycle racks should also be explored at bus stops to encourage

multi-modal use. Ensure that stops are also ADA accessible and have safety measures such as lighting and police presence for safety.

- M 3.b **Enhance Service.** Participate in funding programs to enhance bus service to improve routes, offer more frequent service, and conduct periodic evaluation.
- M 3.c **New Development.** Work with developers and transit agencies to facilitate transit-oriented design and enhance accessibility.
- M 3.d **Promote Transit.** Encourage the use of transit by publishing transit maps and information, implementing marketing programs, and enhancing integration with active transportation modes.
- M 3.e **Carpool.** Offer car- and vanpooling for public employees and incentivize private businesses to do the same.
- M 3.f **Electric Car Share.** Invest in an electric car share in order to encourage resource sharing and improve mobility options for residents without access to a vehicle.
- M 3.g **Enhance Service on Garfield and Florence Avenues.** Improve service on Garfield Avenue and Florence Avenue in order to bolster connections to service offered by other transit agencies, especially rail.
- M 3.h **On-Demand Service.** Convert the Town Trolley to an on-demand service to encourage its greater use and provide more direct connections to destinations for residents.

## Active Transportation

### Proposed Improvements

The 2020 City of Bell Gardens Complete Streets Plan sets forth a blueprint for initial improvements to active transportation infrastructure. This plan works towards improving safety, public health, and connectivity, and includes a planning toolbox for infrastructure improvement.

The goal of pedestrian treatments should be to reduce risk of collision, increase accessibility for people with various mobility needs, and improve safety. The 2020 City of Bell Gardens Complete Streets Plan outlines treatments by corridor. Treatments include high-intensity activated crosswalks (HAWKs), speed humps, curb extensions, raised crosswalks, among others in order to reduce traffic stress, make crossing the street safer, and improve accessibility.

The goal of bicycle treatments should be to reduce risk of collisions, improve bicyclist comfort, and allow convenient safe storage at key destinations. The 2020 City of Bell Gardens Complete Streets Plan outlines bicycle treatments for key corridors. Boulevards and 4-lane avenues are recommended to have Class II bike lanes, while 2-lane avenues and collectors are recommended to have Class III bike routes.

### Policies

- M 4.1 **Regional Coordination.** Support regional goals as set forth by Los Angeles County and SCAG.
- M 4.2 **New Development.** Require that new developments contribute to active transportation goals and are cohesive with the existing network. Requirements may include adequately-sized sidewalks, outdoor seating options, bike parking, and/or bike share facilities.



- M 4.3 **Low-Stress Network.** Prioritize active transportation infrastructure improvements on low-stress streets as identified in the 2020 City of Bell Gardens Complete Streets Plan, which will serve to connect local and regional destinations. Low-stress streets will have reduced vehicle speeds, decreased cut-through traffic, and safety improvements.
- M 4.4 **Land Use.** Prioritize density in land use planning in order to make walking and bicycling more convenient modes of transit.

### **Programs**

- M 4.a **Development Review.** Facilitate the demonstration of conformance to pedestrian and bicycle initiatives in development applications.
- M 4.b **Funding.** Pursue diverse funding sources for the implementation of bicycle and pedestrian infrastructure.
- M 4.c **Capital Improvement Program.** Integrate pedestrian and bicycle goals into the Capital Improvement Program.
- M 4.d **Encourage Active Transportation.** Create appealing and convenient infrastructure which is clear of obstructions, appropriately located, and readily usable in order to facilitate increased walking and biking.
- M 4.e **Traffic Calming.** Implement measures to reduce traffic speeds and increase pedestrian visibility, such as high-visibility crosswalks, curb extensions, and speed humps on streets with destinations that generate pedestrian trips such as schools, parks, churches, and local-serving commercial use.
- M 4.f **Bicycle Access on Key Corridors.** Improve bicycle access on key corridors, especially those such as Garfield Avenue, Eastern Avenue, Jaboneria Road, and Clara Street, which provide paths across the City.
- M 4.g **Regional Bike Network.** Increase connections to, and public information, about river bike paths, especially the Rio Hondo River Bike Path.
- M 4.h **Bicycle Storage.** Ensure that key destinations such as shopping centers and recreation/social venues have sufficient and reliable bicycle parking.
- M 4.i **Expand Crossing Guard Program.** Expand the existing crossing guard program in collaboration with schools to allow stakeholders to request crossing guards at new locations.

### **Parking Management**

#### **Policies**

- M 5.1 **Balanced Supply.** Establish a balanced supply that sufficiently meets the needs of drivers, but does not do so in excess, in order to reduce vehicle trips and encourage active transportation.
- M 5.2 **New Development.** Require that new developments provide off-street parking for new residential units. Reduce these requirements for development in high-density, mixed-use, and/or transit-rich areas.

- M 5.3 **Development Policy.** Restrict the overprovision of on-site parking for private developments.
- M 5.4 **Public Awareness.** Publicize the City’s current parking program more widely, on the City website and stakeholder meetings.
- M 5.5 **Electric Vehicle Charging.** Require private developers to include electric vehicle charging spaces in their parking provisions.

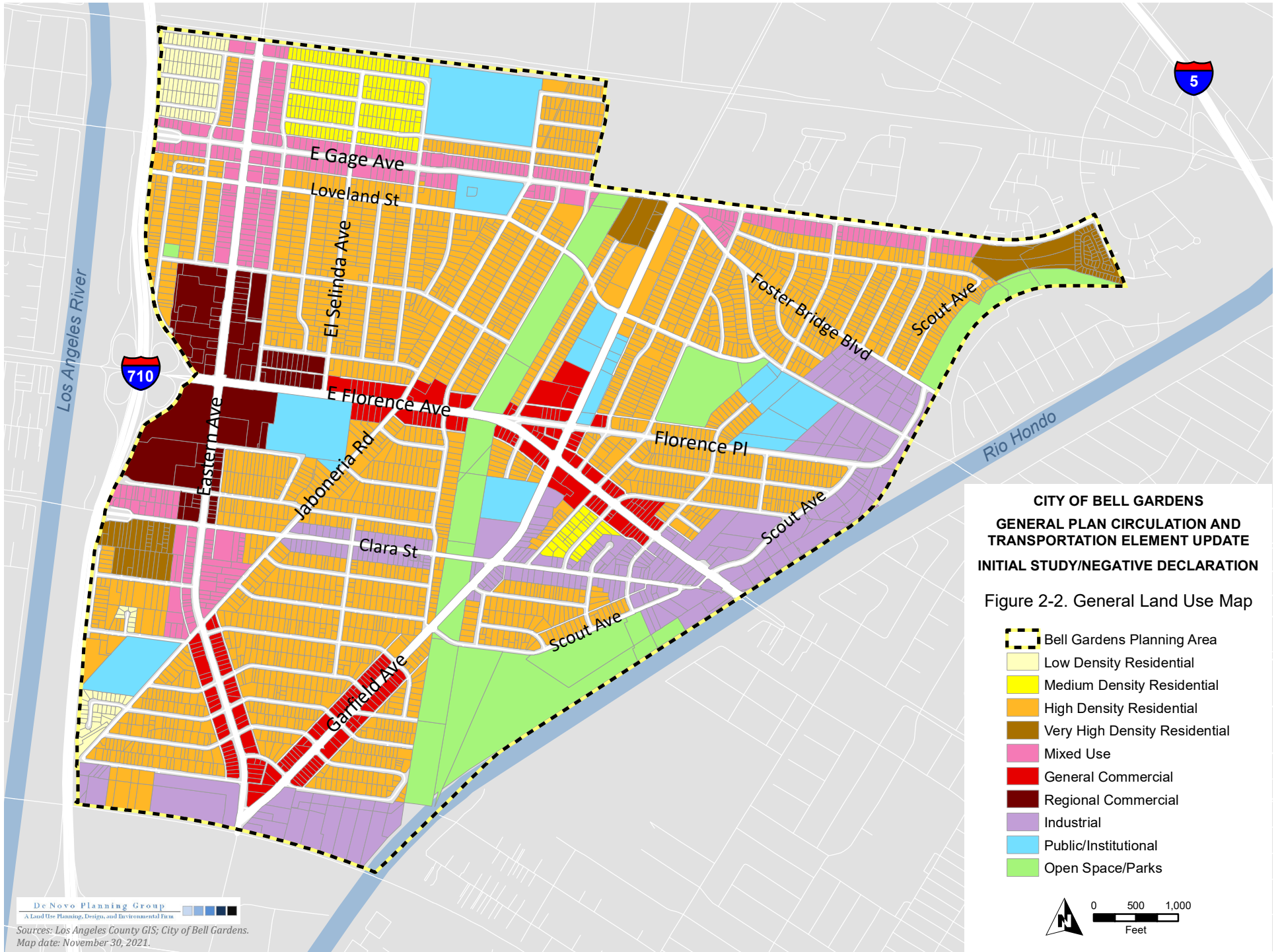
**Programs**

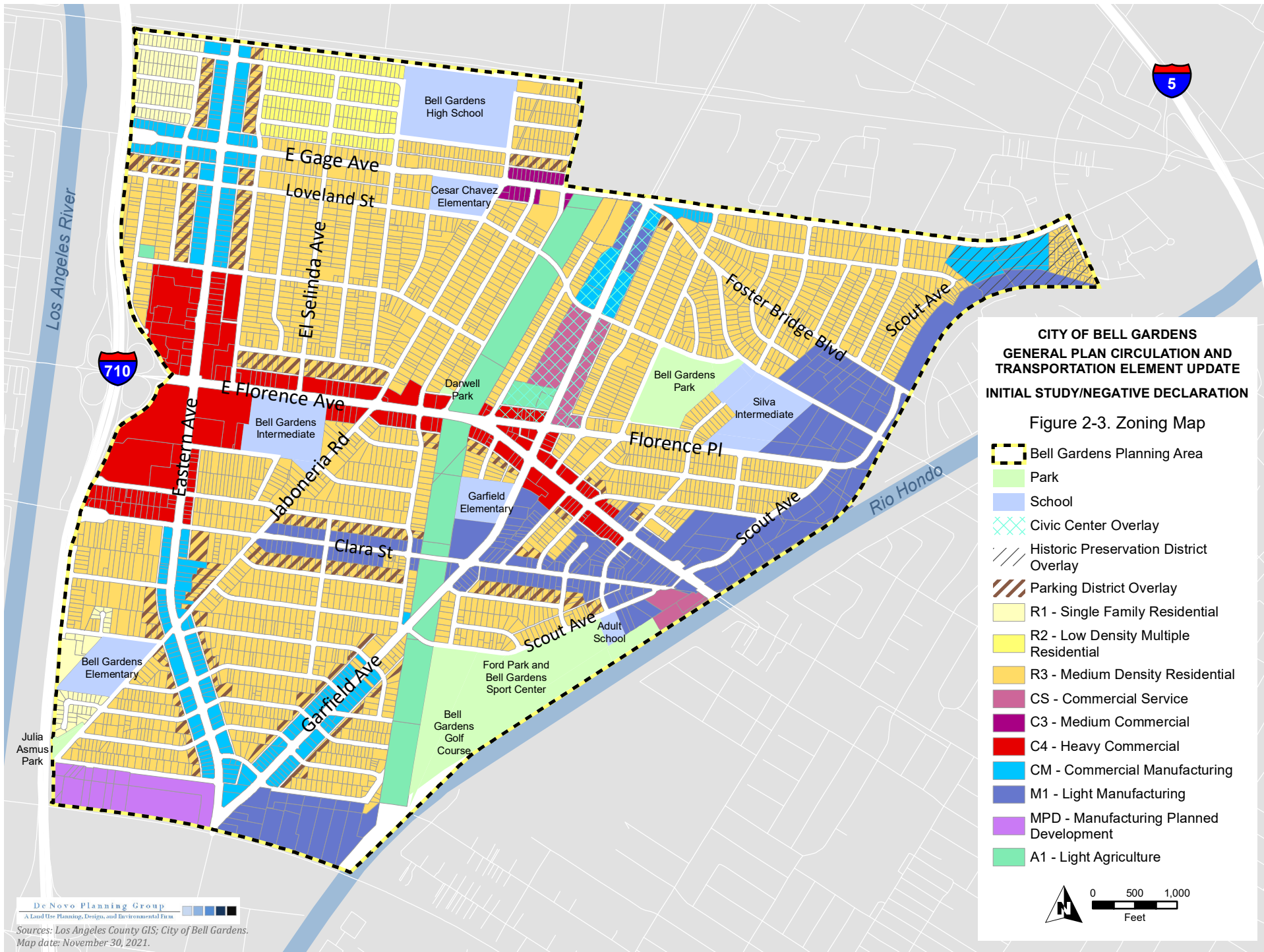
- M 5.a **Shared Parking.** Identify and allow shared parking opportunities to use underutilized lots more effectively.
- M 5.b **Electric Vehicle Charging.** Increase access to electric vehicle charging opportunities by including on-street charging spaces in highly traveled areas such as in commercial corridors or near public facilities.

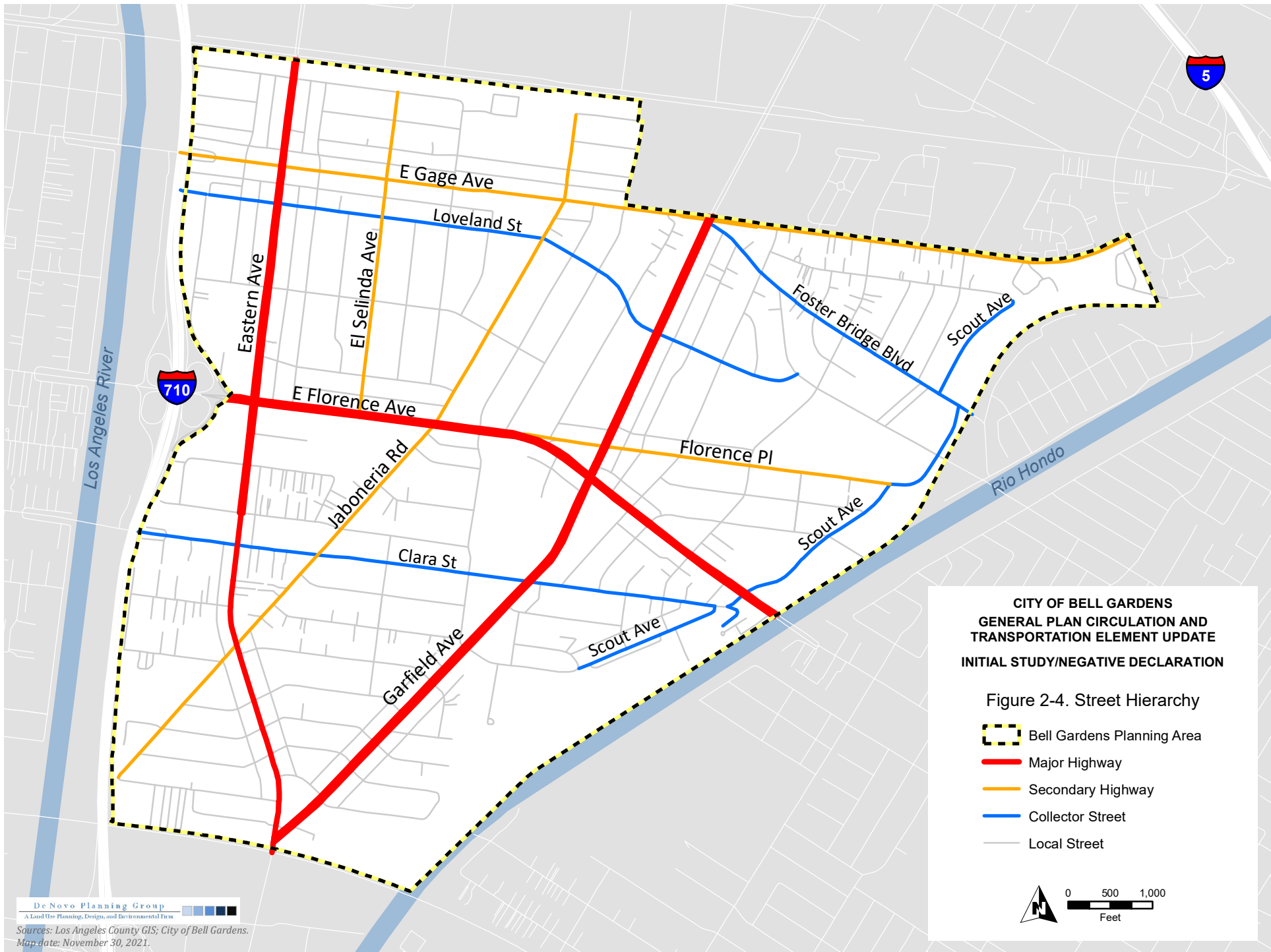
**REQUIRED APPROVALS**

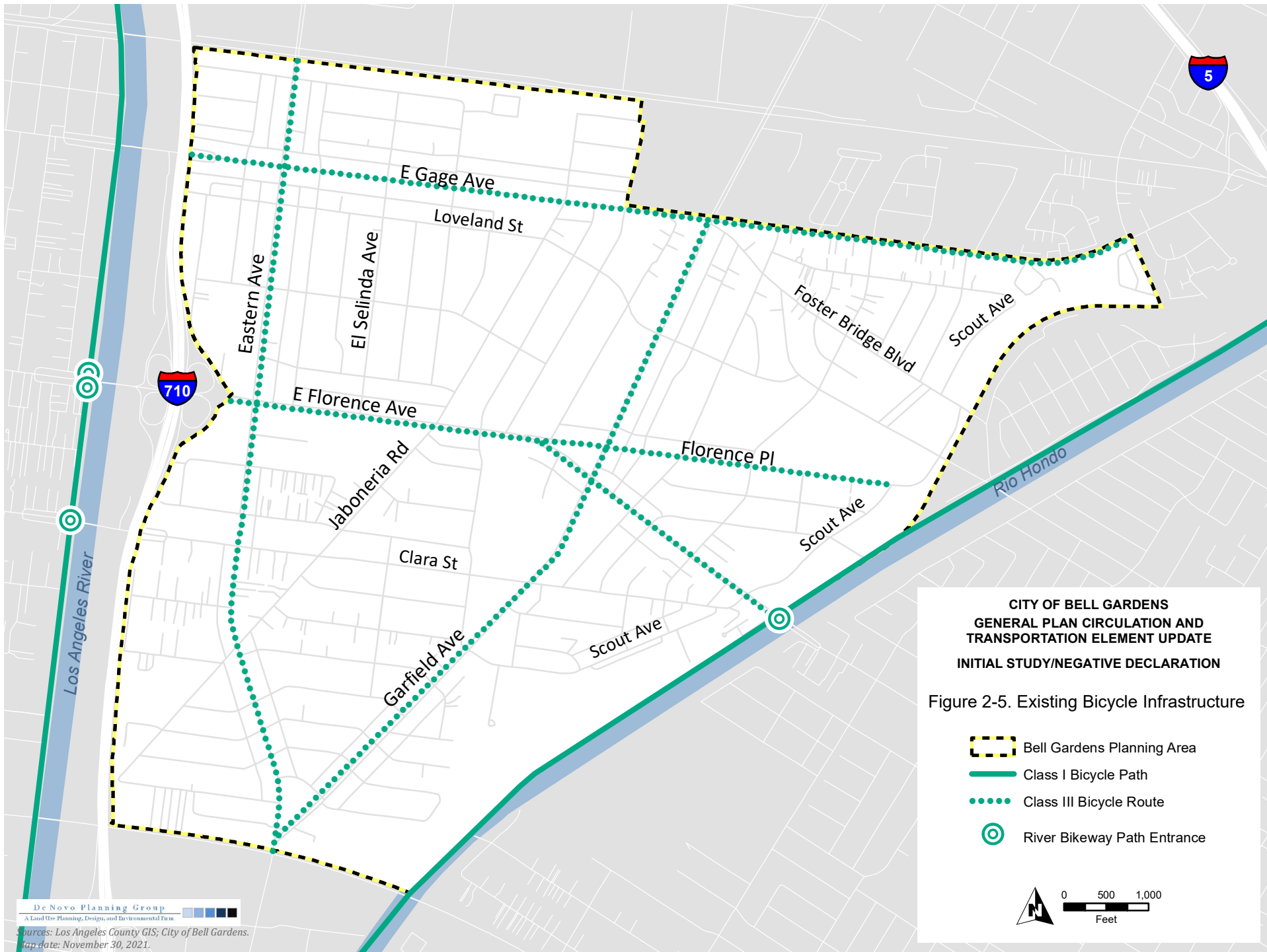
The City of Bell Gardens City Council is the City’s legislative body and the approving authority for the City of Bell Gardens Circulation and Transportation Element. In order to implement the proposed Project, the City Council must approve the General Plan Circulation and Transportation Element and adopt the Initial Study/Negative Declaration prepared for the Project.











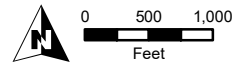


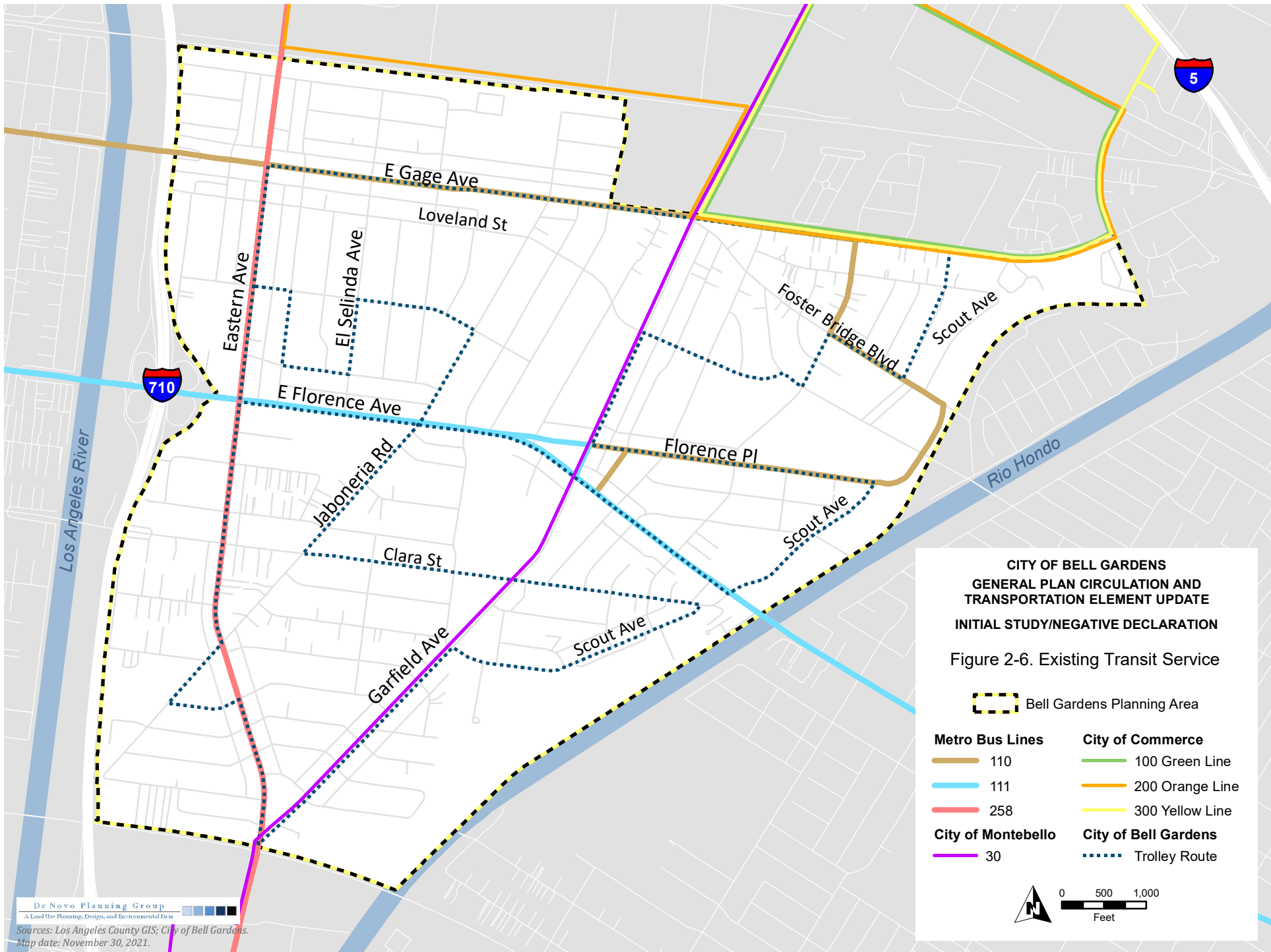


**CITY OF BELL GARDENS  
GENERAL PLAN CIRCULATION AND  
TRANSPORTATION ELEMENT UPDATE  
INITIAL STUDY/NEGATIVE DECLARATION**

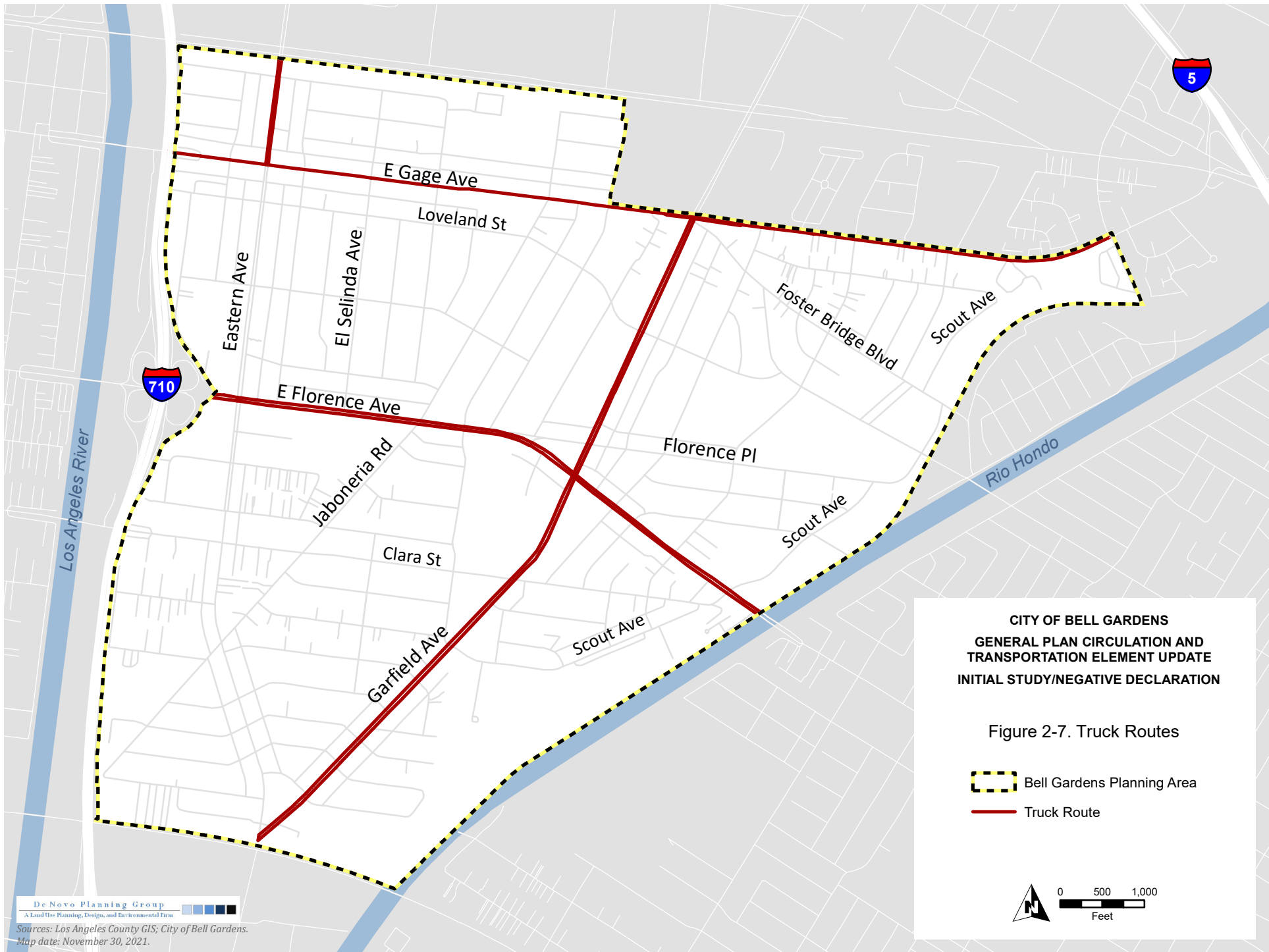
Figure 2-5. Existing Bicycle Infrastructure

-  Bell Gardens Planning Area
-  Class I Bicycle Path
-  Class III Bicycle Route
-  River Bikeway Path Entrance







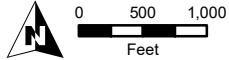




**CITY OF BELL GARDENS  
GENERAL PLAN CIRCULATION AND  
TRANSPORTATION ELEMENT UPDATE  
INITIAL STUDY/NEGATIVE DECLARATION**

Figure 2-7. Truck Routes

-  Bell Gardens Planning Area
-  Truck Route



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### 3 ENVIRONMENTAL CHECKLIST FORM

#### 3.1 BACKGROUND

<b>1. Project Title:</b> General Plan Circulation and Transportation Element Update
<b>2. Lead Agency Name and Address:</b> City of Bell Gardens Public Works Department 7100 Garfield Avenue Bell Gardens, California 90201
<b>3. Contact Person and Address:</b> Grissel Chavez Public Works Director City of Bell Gardens 7100 Garfield Avenue Bell Gardens, California 90201 Email: GChavez@bellgardens.org
<b>4. Project Location:</b> City of Bell Gardens (Citywide)
<b>5. Project Sponsor's Name and Address:</b> City of Bell Gardens – Public Works Department 7100 Garfield Avenue Bell Gardens, California 90201
<b>6. General Plan Designation:</b> Various
<b>7. Zoning:</b> Various
<b>8. Description of the Proposed Project:</b> See Section 2.3.
<b>9. Surrounding Land Uses and Setting:</b> See Section 2.2.
<b>10. Other public agencies whose approval is required:</b> None.
<b>11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?</b>  In compliance with AB 52, the City distributed letters to applicable Native American tribes informing them of the Project on November 9, 2021. At the time this Initial Study was made available for public review, no requests for consultation have been received; refer to Response 4.18.

### 3.2 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” or “Less Than Significant With Mitigation Incorporated” as indicated by the checklist on the following pages.

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

### 3.3 DETERMINATION

On the basis of this initial evaluation:

X	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.

CITY OF BELL GARDENS

  
 \_\_\_\_\_  
 Grissel Chavez  
 Public Works Director

12-16-2021  
 \_\_\_\_\_  
 Date

### 3.4 EVALUATION OF ENVIRONMENTAL IMPACTS

The environmental analysis in this section is patterned after CEQA Guidelines Appendix G. An explanation is provided for all responses with the exception of “No Impact” responses, which are supported by the cited information sources. The responses consider the whole action involved, including on- and off-site project level and cumulative, indirect and direct, and short-term construction and long-term operational impacts. The evaluation of potential impacts also identifies the significance criteria or threshold, if any, used to evaluate each impact question. If applicable, mitigation measures are identified to avoid or reduce the impact to less than significant. There are four possible responses to each question:

- Potentially Significant Impact. This response is appropriate when there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries, upon completion of the Initial Study, an EIR is required.
- Less than Significant With Mitigation Incorporated. This response applies when 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.
- Less than Significant Impact. A less than significant impact is one which is deemed to have little or no adverse effect on the environment. Mitigation measures are, therefore, not necessary, although they may be recommended to further reduce a minor impact.
- No Impact. These issues were either identified as having no impact on the environment, or they are not relevant to the project.

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## 4 ENVIRONMENTAL ANALYSIS

### 4.1 AESTHETICS

<i>Except as provided in Public Resources Code Section 21099, would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?				X
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
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 point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?				X
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				X

- 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 point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?***
- d) ***Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?***

**No Impact.** The City of Bell Gardens is an urbanized area located within the north central section of the coastal plain of Los Angeles County. The coastal plain is bounded by: the Santa Monica Mountains on the north; the Elysian, Repetto, Merced and Puente Hills on the northeast; the Los Angeles-Orange County line on the southeast; and the Pacific Ocean on the south and west. The Bell Gardens General Plan 2010

does not identify any scenic vistas within the General Plan planning area (planning area). There are no State scenic highways within or adjacent to the planning area.<sup>2</sup>

The Project proposes an update to a policy document to support State and regional transportation efforts to establish a more sustainable, multi-modal transportation network. The Circulation and Transportation Element Update proposes circulation policies that would support connectivity in the context of the land uses set forth in the existing Land Use Element and does not approve or allow for the implementation of any specific circulation system projects or improvements. The proposed Circulation and Transportation Element Update would not result in any new roadways or increase existing roadway capacities and has not identified specific infrastructure improvements.

Adoption of the Circulation and Transportation Element Update would not result in any physical environmental changes, as defined by CEQA, and would not result in any impact related to aesthetics. Future circulation improvement projects, consistent with the General Plan, would undergo environmental review on a project-by-project basis and would be reviewed for consistency with policies, programs, and the established regulatory framework aimed to reduce potential impacts to aesthetic resources. If necessary, mitigation would be recommended to reduce potential impacts to aesthetic resources to a less than significant level. The Circulation and Transportation Element policies and programs would not have an impact on existing General Plan policies protecting or enhancing aesthetic resources. Therefore, no impacts to aesthetics resources would occur as a result of the proposed Project.

**Mitigation Measures:** No mitigation is required.

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<sup>2</sup> California Department of Transportation, *California State Scenic Highways*, <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>, accessed November 9, 2021.



## 4.2 AGRICULTURE AND FORESTRY RESOURCES

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				X
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
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))?				X
d. Result in the loss of forest land or conversion of forest land to non-forest use?				X
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?				X

- 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) *Result in the loss of forest land or conversion of forest land to non-forest use?***
- d) *Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?***

**No Impact.** Based on data from the California Department of Conservation, most of the land in the City is designated by the State as "Urban and Built Out," which includes areas occupied by structures with a

building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel.<sup>3</sup> A portion of the City is designated as “Unique Farmland,” which consists of lesser quality soils used for the production of the State’s leading agricultural crops. The Bell Gardens General Plan 2010 does not designate any land within the City for agricultural use and there is no land in the City under a Williamson Act contract. There are no timber resources or forest land within the City.

The Circulation and Transportation Element Update proposes circulation policies that would support connectivity in the context of the land uses set forth in the existing Land Use Element and does not approve or allow for any new roadways, any increase in existing roadway capacities, or the implementation of any specific circulation system projects or improvements. Further, the proposed Project would not result in any changes to existing land use and zoning designations. Adoption of the Circulation and Transportation Element Update would not result in any physical environmental changes, as defined by CEQA, and would not involve the conversion of farmland to a non-agricultural use or conflict with existing zoning for agricultural use or a Williamson Act contact, and would not result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impacts would occur in this regard.

**Mitigation Measures:** No mitigation is required.

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<sup>3</sup> California Department of Conservation, *Los Angeles County Important Farmland 2018 (Sheet 2 of 2)*, November 2020.

### 4.3 AIR QUALITY

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

- a) Conflict with or obstruct implementation of the applicable air quality plan?**
- b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?**
- c) Expose sensitive receptors to substantial pollutant concentrations?**
- d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?**

**No Impact.** The City is located within the South Coast Air Basin (SCAB), which is within the jurisdictional boundary of the South Coast Air Quality Management District (SCAQMD).<sup>4</sup> The SCAQMD administers the Air Quality Management Plan (AQMP) for the SCAB. The AQMP is a regional and multi-agency effort aimed at reducing air pollutant emissions and achieving State and national air quality standards.

The Project proposes an update to a policy document to support State and regional transportation efforts to establish a more sustainable, multi-modal transportation network. The Circulation and Transportation Element Update proposes circulation policies that would support connectivity in the context of the land uses set forth in the existing Land Use Element and does not approve or allow for any new roadways, any increase in existing roadway capacities, or the implementation of any specific circulation system projects or improvements.

<sup>4</sup> South Coast Air Quality Management District, *Final 2016 Air Quality Management Plan*, March 2017.

Adoption of the Circulation and Transportation Element Update would not result in any physical environmental changes, as defined by CEQA, and would not result in any impact related to air quality. The proposed Circulation and Transportation Element Update policies would support and encourage multi-modal transportation options and reduced automobile trips and VMT, supporting improved air quality within the SCAB. Proposed policies include, but are not limited to, applying a Complete Streets approach; promoting active transportation infrastructure; incorporating green infrastructure; accommodating active transportation and transit users; and improving bicycle access and increasing connections. Any future circulation improvement projects, consistent with the General Plan, would undergo environmental review on a project-by-project basis and would be reviewed for consistency with policies, programs, and the established regulatory framework aimed to reduce potential impacts to air quality. If necessary, mitigation would be recommended to reduce potential impacts to a less than significant level.

The Circulation and Transportation Element Update would not violate any air quality standard or contribute to an existing air quality violation, would not result in a cumulatively considerable increase of any criteria pollutant, would not expose sensitive receptors to pollutant concentrations, and would not create objectionable odors. Adoption of the Circulation and Transportation Element Update would support the AQMP and would therefore be considered consistent with the AQMP. Therefore, no impacts to air quality would occur as a result of the proposed Project.

***Mitigation Measures:*** No mitigation is required.

#### 4.4 BIOLOGICAL RESOURCES

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 Game or U.S. Fish and Wildlife Service?				X
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
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?				X
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?				X
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
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?				X

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

- b) *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?***
- c) *Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?***
- 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?***

**No Impact.** According to the Bell Gardens General Plan 2010, trees and lush vegetation used to be found along the rivers surrounding the City of Bell Gardens; however, urbanization and the channelization of the Rio Hondo and Los Angeles Rivers have destroyed native vegetation and brought in non-native lawn grass, hedges and trees, resulting in the loss of natural riparian habitats. Due to urbanization, native plants and animal communities are not expected to be present within the City. There are many endangered, rare and threatened animals and plants in the region, but, according to the General Plan 2010, studies and surveys have not identified the presence of such plants or animals in Bell Gardens.

The City consists of an urbanized area and is largely void of sensitive plants, wildlife, and habitats. According to the United States Fish and Wildlife Service (USFWS) National Wetlands Inventory, the City contains a small amount of Freshwater Emergent Wetland (PEM1Cx) and a Freshwater Pond (PUSCx) in the northeastern portion of the City, and a small Freshwater Pond (PUBHx) in the southeast.<sup>5</sup> The Rio Hondo Channel comprises the eastern boundary of the City and the channelized Los Angeles River lies west of the City.

The City of Bell Gardens Municipal Code does not contain any provisions related to tree preservation and there is no adopted habitat conservation plan or natural community conservation plan in Bell Gardens.

The Project proposes an update to a policy document to support State and regional transportation efforts to establish a more sustainable, multi-modal transportation network. The Circulation and Transportation Element Update proposes circulation policies that would support connectivity in the context of the land uses set forth in the existing Land Use Element and does not approve or allow for any new roadways, any increase in existing roadway capacities, or the implementation of any specific circulation system projects or improvements.

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<sup>5</sup> United States Fish and Wildlife Service, *National Wetlands Inventory*, <https://www.fws.gov/wetlands/data/Mapper.html>, accessed November 10, 2021.

Adoption of the Circulation and Transportation Element Update would not result in any physical environmental changes, as defined by CEQA, and would not result in any impact related to biological resources. Any future circulation improvement projects, consistent with the General Plan, would undergo environmental review on a project-by-project basis and would be reviewed for consistency with policies, programs, and the established regulatory framework aimed to reduce potential impacts to biological resources. If necessary, mitigation would be recommended to reduce potential impacts to a less than significant level.

The Circulation and Transportation Element Update would not substantially affect any special-status species or its habitat, or have a substantial effect on riparian habitat or other sensitive natural community; would not adversely affect wetlands, interfere with wildlife movement or wildlife corridors, or impede the use of native wildlife nursery sites; would not conflict with local policies or ordinances protecting biological resources, and would not conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. Therefore, no impacts to biological resources would occur as a result of the proposed Project.

***Mitigation Measures:*** No mitigation is required.

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## 4.5 CULTURAL RESOURCES

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?				X
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?				X
c. Disturb any human remains, including those interred outside of dedicated cemeteries?				X

- a) **Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?**
- b) **Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?**
- c) **Disturb any human remains, including those interred outside of formal cemeteries?**

**No Impact.** According to CEQA Guidelines Section 15064.5, a historical resource is a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources (CRHR); a resource included in a local register of historical resources; or any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant. A resource is considered historically significant if it meets at least one of the following criteria:

- Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States;
- Associated with the lives of persons important to local, California or national history;
- Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values; or
- Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.

Bell Gardens has several historic structures within its boundaries which may be considered as resources worthy of preservation. A number of important structures are called out in the City's General Plan as historically significant, including Old Specht Home, Site of the Laguna School, Governor Gage Mansion, Woodworth House, and Peterson House. Other important structures in the City include the Barberino House and the Clara Street Water Company.

Archaeological resources are the physical remains of past human activities and can be either prehistoric or historic in origin. According to the Bell Gardens General Plan 2010, a record search at the UCLA Archaeology Center showed that no prehistoric or historic sites were identified within the City. No archaeological surveys were done in the City; thus, no sensitive sites have been found. The General Plan indicates a low potential for archaeological resource discovery is expected in the area.

There are no dedicated cemeteries within the City. Most Native American human remains are found in association with prehistoric archaeological sites. As discussed above, there are no known archaeological resources within the Project site or surrounding area and the potential for archaeological resources is considered low. However, there is the potential for previously unknown human remains to be discovered/disturbed during future ground disturbing activities.

The Project proposes an update to a policy document to support State and regional transportation efforts to establish a more sustainable, multi-modal transportation network. The Circulation and Transportation Element Update proposes circulation policies that would support connectivity in the context of the land uses set forth in the existing Land Use Element and does not approve or allow for any new roadways, any increase in existing roadway capacities, or the implementation of any specific circulation system projects or improvements.

Adoption of the Circulation and Transportation Element Update would not result in any physical environmental changes, as defined by CEQA, and would not result in any impact related to cultural resources. Any future circulation improvement projects, consistent with the General Plan, would undergo environmental review on a project-by-project basis and would be reviewed for consistency with policies and programs aimed to reduce potential impacts to cultural resources. If necessary, mitigation would be recommended to reduce potential impacts to a less than significant level. If human remains are found, the remains would require proper treatment in accordance with applicable laws, including State of California Health and Safety Code Sections 7050.5-7055 and Public Resources Code Section 5097.98 and Section 5097.99. Health and Safety Code Sections 7050.5-7055 describe the general provisions for treatment of human remains. Specifically, Health and Safety Code Section 7050.5 prescribes the requirements for the treatment of any human remains that are accidentally discovered during excavation of a site. Health and Safety Code Section 7050.5 also requires that all activities cease immediately, and a qualified archaeologist and Native American monitor be contacted immediately.

The Circulation and Transportation Element Update would not result in any impact related to historical or archaeological resources, including human remains. Therefore, no impacts to cultural resources would occur as a result of the proposed Project.

***Mitigation Measures:*** No mitigation is required.

## 4.6 ENERGY

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

**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?**

**No Impact.** The Project proposes an update to a policy document to support State and regional transportation efforts to establish a more sustainable, multi-modal transportation network. The Circulation and Transportation Element Update proposes circulation policies that would support connectivity in the context of the land uses set forth in the existing Land Use Element and does not approve or allow for any new roadways, any increase in existing roadway capacities, or the implementation of any specific circulation system projects or improvements.

Adoption of the Circulation and Transportation Element Update would not result in any physical environmental changes, as defined by CEQA, and would not result in any impact related to energy. The proposed Circulation and Transportation Element Update policies would support and encourage multi-modal transportation options and reduced automobile trips and VMT, supporting reduced energy consumption. Proposed policies include, but are not limited to, providing improved infrastructure and programs to support walking, biking, and transit use. Any future circulation improvement projects, consistent with the General Plan, would undergo environmental review on a project-by-project basis and would be reviewed for consistency with policies and programs aimed to reduce potential impacts to energy. If necessary, mitigation would be recommended to reduce potential impacts to a less than significant level.

The Circulation and Transportation Element Update would not result in any potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources and would not conflict with a state or local plan for renewable energy or energy efficiency. Therefore, no impacts related to energy would occur as a result of the proposed Project.

**Mitigation Measures:** No mitigation is required.

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#### 4.7 GEOLOGY AND SOILS

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X
2) Strong seismic ground shaking?				X
3) Seismic-related ground failure, including liquefaction?				X
4) Landslides?				X
b. Result in substantial soil erosion or the loss of topsoil?				X
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?				X
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?				X
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X

- a) ***Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:***
- 1) ***Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.***
  - 2) ***Strong seismic ground shaking?***
  - 3) ***Seismic-related ground failure, including liquefaction?***
  - 4) ***Landslides?***
- b) ***Result in substantial soil erosion or the loss of topsoil?***
- c) ***Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?***
- d) ***Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?***
- e) ***Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?***
- f) ***Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?***

**No Impact.** The City of Bell Gardens is located in the north coastal section of the coastal plain of Los Angeles County. The coastal plain is bounded by: the Santa Monica Mountains on the north; the Elysian, Repetto, Merced and Puente Hills on the northeast; the Los Angeles-Orange County line on the southeast; and the Pacific Ocean on the south and west. The geology of Bell Gardens and the surrounding area is characterized by a top layer of undivided successions of nonmarine sand and gravel of Quaternary age and marine sandstone and siltstone of Pleistocene and late Pliocene age.

The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. The Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Act requires the State Geologist to establish regulatory zones, known as "Alquist-Priolo Earthquake Fault Zones," around the surface traces of active faults and to issue appropriate maps. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (typically 50 feet). Bell Gardens is not located in an Alquist-Priolo Earthquake Fault Zone, and no active or potentially active fault traces run through the City.<sup>6</sup> However, several active and potentially active faults

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<sup>6</sup> California Geologic Survey, *Earthquake Zones of Required Investigation*, <https://maps.conservation.ca.gov/cgs/EQZApp/app/>, accessed November 10, 2021.

are mapped within six miles of the City. Considering the locations of these mapped faults relative to the City, the potential impact of surface fault rupture occurrence in the City is also considered to be low.

Liquefaction is a phenomenon where earthquake-induced ground vibrations increase the pore pressure in saturated, granular soils until it is equal to the confining, overburden pressure. Engineering research of soil liquefaction potential indicates that generally three basic factors must exist concurrently in order for liquefaction to occur. These factors include:

- A source of ground shaking, such as an earthquake, capable of generating soil mass distortions.
- A relatively loose silty and/or sandy soil.
- A relatively shallow groundwater table (within approximately 50 feet below ground surface) or completely saturated soil conditions that will allow positive pore pressure generation.

According to the General Plan 2010, virtually all of the City of Bell Gardens is underlain by recent late Holocene alluvium consisting of silt, gravel, sand, and clay and is characterized by soils that were flooded historically (less than 1,000 years ago) and undifferentiated late Pleistocene alluvium consisting of well consolidated gravel, sand, silt, and clay. These soils are susceptible to the effects of liquefaction. In addition, the groundwater is at relatively shallow depths, ranging from 30 to 50 feet. According to the California Geological Survey, virtually all of the City is located within a Liquefaction Zone.<sup>9</sup>

Landslides are mass movements of the ground that include rock falls, relatively shallow slumping and sliding of soil, and deeper rotational or transitional movement of soil or rock. According to the California Geological Survey, the City is not located within a Landslide Zone.

The City of Bell Gardens is overlain by two soil associations: the Tujunga-Soboba Association, which covers approximately 20 percent of the western and eastern sections of the City; and the Hanford Association, which covers the majority of the City at the central sections. Both Tujunga-Soboba and Hanford Associations have low shrink-swell behavior, low corrosivity, and slight septic tank limitations. The Tujunga-Soboba Association is limited by its ability to withstand pressure from building foundations. It is not suitable for use as a water retention structure and is a good source of sand. The Hanford Association has moderate capacity to withstand soil pressure and has severe to moderate limitation as a water retention structure. However, due to the urbanized nature of the City, the import and export of soil during construction activities may have changed the soil associations in developed areas. With most of the City developed, the General Plan notes that surface soils may no longer reflect the soil associations identified.

Paleontological resources refer to any fossilized remains, traces, or imprints of organisms, preserved in or on the earth's crust, that are of paleontological interest and that provide information about the history of life on earth. According to the Bell Gardens General Plan 2010, with the City nearly built out, the discovery of paleontological resources is unlikely. Records of known sites do not indicate the presence of resources in the City or the surrounding area. The Los Angeles County Museum of Natural History has indicated that the entire City of Bell Gardens has a low potential and sensitivity for paleontological resources.

The Project proposes an update to a policy document to support State and regional transportation efforts to establish a more sustainable, multi-modal transportation network. The Circulation and Transportation Element Update proposes circulation policies that would support connectivity in the context of the land uses set forth in the existing Land Use Element and does not approve or allow for any new roadways, any

increase in existing roadway capacities, or the implementation of any specific circulation system projects or improvements.

Adoption of the Circulation and Transportation Element Update would not result in any physical environmental changes, as defined by CEQA, and would not result in any impact related to geology and soils. Any future circulation improvement projects, consistent with the General Plan, would undergo environmental review on a project-by-project basis and would be reviewed for consistency with policies, programs, and the established regulatory framework aimed to reduce potential impacts associated with geology and soil conditions. If necessary, mitigation would be recommended to reduce potential impacts to a less than significant level.

The Circulation and Transportation Element Update would not result in any impact related to risks to people or property associated with seismic hazards; would not result in substantial soil erosion; would not result in impacts related to soils susceptible to landslide, lateral spreading, subsidence, liquefaction or collapse; and would not require the construction of any wastewater disposal systems. Therefore, no impacts related to geology and soils would occur as a result of the proposed Project.

***Mitigation Measures:*** No mitigation is required.



#### 4.8 GREENHOUSE GAS EMISSIONS

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

**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?***

**No Impact.** Various gases in the Earth’s atmosphere, classified as atmospheric greenhouse gases (GHGs), play a critical role in determining the Earth’s surface temperature. Solar radiation enters Earth’s atmosphere from space, and a portion of the radiation is absorbed by the Earth’s surface. The Earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation.

Greenhouse gases, which are transparent to solar radiation, are effective in absorbing infrared radiation. As a result, this radiation that otherwise would have escaped back into space is now retained, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse effect. Among the prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), ozone (O<sub>3</sub>), water vapor, nitrous oxide (N<sub>2</sub>O), and chlorofluorocarbons (CFCs).

Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. In California, the transportation sector is the largest emitter of GHGs, followed by the industrial sector (California Energy Commission, 2020).

Carbon dioxide equivalents are a measurement used to account for the fact that different GHGs have different potential to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. This potential, known as the global warming potential of a GHG, is also dependent on the lifetime, or persistence, of the gas molecule in the atmosphere. Expressing GHG emissions in carbon dioxide equivalents takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO<sub>2</sub> were being emitted.

Consumption of fossil fuels in the transportation sector was the single largest source of California’s GHG emissions in 2014, accounting for 41 percent of total GHG emissions in the state. This category was

followed by the industrial sector (24%), the electricity generation sector (including both in-state and out-of-state sources) (15%) and the agriculture sector (8%) (California Energy Commission, 2016).

***Regulatory Framework:***

U.S. Environmental Protection Agency Endangerment Finding. The U.S. Environmental Protection Agency's (EPA) authority to regulate GHG emissions stems from the U.S. Supreme Court decision in *Massachusetts v. EPA* (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing Clean Air Act and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court's ruling, the EPA finalized an endangerment finding in December 2009. Based on scientific evidence it found that six GHGs (CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, hydrofluorocarbons [HFCs], perfluorocarbons [PFCs], and sulfur hexafluoride [SF<sub>6</sub>]) constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing Clean Air Act and the EPA's assessment of the scientific evidence that form the basis for the EPA's regulatory actions.

Assembly Bill 32 (California Global Warming Solutions Act of 2006). California passed the California Global Warming Solutions Act of 2006 (AB 32; California Health and Safety Code Division 25.5, Sections 38500-38599). AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and establishes a cap on Statewide GHG emissions. AB 32 requires that Statewide GHG emissions be reduced to 1990 levels by 2020. AB 32 specifies that regulations adopted in response to Assembly Bill (AB) 1493 (Pavley Bill) should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then the California Air Resources Board (CARB) should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

Senate Bill 375. Senate Bill (SB) 375, signed in September 2008 (Chapter 728, Statutes of 2008), aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocations. SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a sustainable communities' strategy (SCS) or alternative planning strategy (APS) that will prescribe land use allocation in that MPOs regional transportation plan. CARB, in consultation with MPOs, is required to provide each affected region with GHG reduction targets emitted by passenger cars and light trucks in the region for the years 2020 and 2035. These reduction targets are to be updated every eight years but can be updated every four years if advancements in emissions technologies affect the reduction strategies to achieve the targets. CARB is also charged with reviewing each MPO's SCS or APS for consistency with its assigned targets. If MPOs do not meet the GHG reduction targets, transportation projects may not be eligible for funding.

Executive Order S-3-05. Executive Order S-3-05 set forth a series of target dates by which Statewide emissions of GHGs would be progressively reduced, as follows:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

The Executive Order directed the California Environmental Protection Agency (Cal/EPA) Secretary to coordinate a multi-agency effort to reduce GHG emissions to the target levels. The Secretary is required to submit biannual reports to the Governor and California Legislature describing the progress made

toward the emissions targets, the impacts of global climate change on California’s resources, and mitigation and adaptation plans to combat these impacts. To comply with Executive Order S-3-05, the Cal/EPA Secretary created the California Climate Action Team, made up of members from various State agencies and commissions. The Climate Action Team released its first report in March 2006, which proposed to achieve the targets by building on the voluntary actions of California businesses, local governments, and communities and through State incentive and regulatory programs.

Title 24, Part 6. The California Energy Efficiency Standards for Residential and Nonresidential Buildings, Title 24, Part 6 of the California Code of Regulations (CCR) and commonly referred to as “Title 24” were established in 1978 in response to a legislative mandate to reduce California’s energy consumption. Part 6 of Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The 2019 Title 24 standards took effect on January 1, 2020. Under 2019 Title 24 standards, residential buildings will use about 53 percent less energy, mainly due to solar photovoltaic panels and lighting upgrades, when compared to those constructed under 2016 Title 24 standards.

Title 24, Part 11. The California Green Building Standards Code (CCR Title 24, Part 11), commonly referred to as CALGreen, is a Statewide mandatory construction code developed and adopted by the California Building Standards Commission and the Department of Housing and Community Development. CALGreen also provides voluntary tiers and measures that local governments may adopt that encourage or require additional measures in five green building topical areas. The most recent update to the CALGreen Code went into effect on January 1, 2020.

Senate Bill 3. Signed into law on September 2016, SB 32 codifies the 2030 GHG reduction target in Executive Order B-30-15 (40 percent below 1990 levels by 2030). SB 32 authorizes CARB to adopt an interim GHG emissions level target to be achieved by 2030. CARB also must adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions.

CARB Scoping Plan. On December 11, 2008, CARB adopted its Climate Change Scoping Plan (Scoping Plan), which functions as a roadmap to achieve GHG reductions in California required by AB 32 through subsequently enacted regulations. The Scoping Plan contains the main strategies California will implement to reduce CO<sub>2</sub>eq emissions by 174 million metric tons (MT), or approximately 30 percent, from the State’s projected 2020 emissions levels of 596 million MTCO<sub>2</sub>eq under a business as usual (BAU) scenario. This is a reduction of 42 million MTCO<sub>2</sub>eq, or almost ten percent, from 2002 to 2004 average emissions, and requires the reductions in the face of population and economic growth through 2020.

The Scoping Plan calculates 2020 BAU emissions as the emissions that would be expected to occur in the absence of any GHG reduction measures. The 2020 BAU emissions estimate was derived by projecting emissions from a past baseline year using growth factors specific to each of the different economic sectors (e.g., transportation, electrical power, industrial, commercial, and residential). CARB used three-year average emissions, by sector, from 2002 to 2004 to forecast emissions to 2020. The measures described in the Scoping Plan are intended to reduce projected 2020 BAU emissions to 1990 levels, as required by AB 32.

AB 32 requires CARB to update the Scoping Plan at least once every five years. CARB adopted the first major update to the Scoping Plan on May 22, 2014. The 2014 Scoping Plan summarizes recent science related to climate change, including anticipated impacts to California and the levels of GHG reduction necessary to likely avoid risking irreparable damage. It identifies the actions California has already taken to reduce GHG emissions and focuses on areas where further reductions could be achieved to help meet the 2020 target established by AB 32. The 2014 Scoping Plan also looks beyond 2020 toward the 2050 goal, established in Executive Order S-3-05, and observes that “a mid-term statewide emission limit will ensure that the State stays on course to meet our long-term goal.” The 2014 Scoping Plan did not establish or propose any specific post-2020 goals, but identified such goals adopted by other governments or recommended by various scientific and policy organizations.

In December 2017, CARB approved the California’s 2017 Climate Change Scoping Plan: The Strategy for Achieving California’s 2030 Greenhouse Gas Target (2017 Scoping Plan). This update focused on implementation of a 40-percent reduction in GHGs by 2030 compared to 1990 levels. To achieve this, the 2017 Scoping Plan draws on a decade of successful programs that addresses the major sources of climate changing gases in every sector of the economy:

- **More Clean Cars and Trucks:** The 2017 Scoping Plan establishes far-reaching programs to incentivize the sale of zero-emission vehicles, drive the deployment of zero-emission trucks, and shift to a cleaner system of handling freight Statewide.
- **Increased Renewable Energy:** California’s electric utilities are ahead of schedule in meeting the requirement that 33 percent of electricity come from renewable sources by 2020. The 2017 Scoping Plan guides utility providers to 50 percent renewables, as required under SB 350.
- **Slashing Super-Pollutants:** The 2017 Scoping Plan calls for a significant cut in super-pollutants, such as CH<sub>4</sub> and HFC refrigerants, which are responsible for as much as 40 percent of global warming.
- **Cleaner Industry and Electricity:** California’s renewed cap-and-trade program extends the declining cap on emissions from utilities and industries and the carbon allowance auctions. The auctions will continue to fund investments in clean energy and efficiency, particularly in disadvantaged communities.
- **Cleaner Fuels:** The Low Carbon Fuel Standard will drive further development of cleaner, renewable transportation fuels to replace fossil fuels.
- **Smart Community Planning:** Local communities will continue developing plans which will further link transportation and housing policies to create sustainable communities.
- **Improved Agriculture and Forests:** The 2017 Scoping Plan also outlines innovative programs to account for and reduce emissions from agriculture, as well as forests and other natural lands.

The Project proposes an update to a policy document to support State and regional transportation efforts to establish a more sustainable, multi-modal transportation network. The Circulation and Transportation Element Update proposes circulation policies that would support connectivity in the context of the land uses set forth in the existing Land Use Element and does not approve or allow for any new roadways, any increase in existing roadway capacities, or the implementation of any specific circulation system projects or improvements.

Adoption of the Circulation and Transportation Element Update would not result in any physical environmental changes, as defined by CEQA, and would not result in any impact related to air quality. The

proposed Circulation and Transportation Element Update policies would support and encourage multi-modal transportation options and reduced automobile trips and VMT, supporting reductions in GHG emissions. Proposed policies include, but are not limited to, applying a Complete Streets approach; promoting active transportation infrastructure; incorporating green infrastructure; accommodating active transportation and transit users; and improving bicycle access and increasing connections as opportunities to increase transit, walking, and cycling and reduce GHG emissions. Any future circulation improvement projects, consistent with the General Plan, would undergo environmental review on a project-by-project basis and would be reviewed for consistency with policies, programs, and the established regulatory framework aimed to reduce potential impacts to GHG emissions. If necessary, mitigation would be recommended to reduce potential impacts to a less than significant level. As the Circulation and Transportation Element policies and programs would support policies for reducing GHG emissions, impacts would be less than significant in this regard.

The Circulation and Transportation Element Update would not result in any impact related to GHG emissions or generation of GHGs. Adoption of the Circulation and Transportation Element would support opportunities for transit, walking, and cycling and reducing VMT in order to reduce GHG emissions and would therefore be considered consistent with applicable plans, policies, and regulations adopted for the purpose of reducing GHGs. Therefore, no impacts related to GHGs would occur as a result of the proposed Project.

***Mitigation Measures:*** No mitigation is required.

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#### 4.9 HAZARDS AND HAZARDOUS MATERIALS

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				X
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
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?				X
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?				X
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X

**a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

- b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**
- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 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?**

**No Impact.** The Bell Gardens General Plan 2010 indicates that several industries within the City use and generate hazardous materials and waste. In addition, industries located in the neighboring cities of Bell, South Gate, Huntington Park, and Cudahy use or generate hazardous materials which could affect residents of Bell Gardens. The General Plan 2010 Safety Element contains policies and programs to protect residents from hazards and hazardous materials.

The Department of Toxic Substance’s (DTSC) EnviroStor database lists a total of 27 sites in the City.<sup>7</sup> Of these 27 sites, four have an “active” status. The State Water Resources Control Board (SWRCB) Geotracker database lists a total of 50 sites in the City.<sup>8</sup> Of these 50 sites, 28 are listed as leaking underground fuel storage tanks (LUST sites), and all 28 have a “Completed – Case Closed” status. There are nine permitted underground storage tanks.

There are four elementary public schools, two intermediate public schools (6<sup>th</sup> through 8<sup>th</sup> grades); one public high school, and two adult education schools, in the City of Bell Gardens, in addition to a number of private schools.<sup>9</sup>

There are no public airports within two miles of the City. The closest public airport to the City is the Compton/Woodley Airport, approximately 6.2 miles southwest of the City. Additionally, according to the General Plan 2010, aircraft destined for the Los Angeles International Airport (LAX) fly over the City within the La Habra-Downey-LAX final approach pattern. Aircraft flying over Bell Gardens in their final approach

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<sup>7</sup> Department of Toxic Substances Control, *EnviroStor Site/Facility Search*, <https://www.envirostor.dtsc.ca.gov/public/search?basic=True>, accessed November 10, 2021.

<sup>8</sup> State Water Resources Control Board, *Geotracker Search*, <https://geotracker.waterboards.ca.gov/search>, accessed November 10, 2021.

<sup>9</sup> Montebello Unified School District, *Our Schools*, <https://www.montebello.k12.ca.us/>, accessed November 10, 2021.



are at an altitude of 3,500 feet and descending. Noise from these planes were determined to not occur at levels that could disturb or disrupt local activities.

The General Plan 2010 Safety Element contains a program to maintain an updated hazards evacuation plan for the City.

According to the General Plan 2010, due to the urbanized nature of the City, no wildland fire areas are present in or near the City. The California Department of Forestry and Fire Protection (Cal Fire) designates the City of Bell Gardens as a Local Responsibility Area, non-Very High Fire Hazard Severity Zone.<sup>10</sup>

The Project proposes an update to a policy document to support State and regional transportation efforts to establish a more sustainable, multi-modal transportation network. The Circulation and Transportation Element Update proposes circulation policies that would support connectivity in the context of the land uses set forth in the existing Land Use Element and does not approve or allow for any new roadways, any increase in existing roadway capacities, or the implementation of any specific circulation system projects or improvements.

Adoption of the Circulation and Transportation Element Update would not result in any physical environmental changes, as defined by CEQA, and would not result in any impact related to hazards and hazardous materials, including interfering with an adopted emergency response plan or emergency evacuation plan. Any future circulation improvement projects, consistent with the General Plan, would undergo environmental review on a project-by-project basis and would be reviewed for consistency with policies, programs, and the established regulatory framework aimed to reduce potential impacts associated with hazards and hazardous materials. If necessary, mitigation would be recommended to reduce potential impacts to a less than significant level.

The Circulation and Transportation Element Update would not result in any impact related to routine transport, use, or disposal of hazardous materials, or the release of hazardous materials, including hazardous materials use near schools. Also, adoption of the Circulation and Transportation Element would not result in impacts related to sites on the Cortese List, and would have no impact related to airport safety hazards or wildland fire risk or interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, no impacts related to hazards and hazardous materials would occur as a result of the proposed Project.

**Mitigation Measures:** No mitigation is required.

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<sup>10</sup> Cal Fire, *Very High Fire Hazard Severity Zones in LRA (Los Angeles County)*, <https://osfm.fire.ca.gov/media/7280/losangelescounty.pdf>, accessed November 10, 2021.

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#### 4.10 HYDROLOGY AND WATER QUALITY

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?				X
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin				X
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:				X
1) result in substantial erosion or siltation on- or off-site;				X
2) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;				X
3) 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				X
4) impede or redirect flood flows?				X
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				X

**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:***
  - 1) *result in substantial erosion or siltation on- or off-site;***
  - 2) *substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;***
  - 3) *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***
  - 4) *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?***

**No Impact.** According to the General Plan 2010, the City of Bell Gardens is an urbanized area located within the north central section of the coastal plain of Los Angeles County. The coastal plain is bounded by: the Santa Monica Mountains on the north; the Elysian, Repetto, Merced and Puente Hills on the northeast; the Los Angeles-Orange County line on the southeast; and the Pacific Ocean on the south and west. The plain slopes gently from the north and northeast highlands, south towards the ocean.

The coastal plain was formed from recent (Holocene) alluvial deposition. The alluvial fans of the Los Angeles, Rio Hondo, and San Gabriel Rivers resulted in the formation of a gently sloping plain through stream deposition. Bell Gardens is situated on the low lying plain with very limited differences in topography. The Los Angeles, Rio Hondo and San Gabriel Rivers are the main river channels bisecting the coastal plain. The Los Angeles River drains the San Fernando Valley on the north and flows across the plain past the City of Bell Gardens, into the Pacific Ocean at San Pedro Bay. The Rio Hondo River flows southwest across the plain and connects to the Los Angeles River one and a half miles south of Bell Gardens. The San Gabriel River flows south on the eastern section of the plain, generally parallel to the Los Angeles River. The Rio Hondo Channel comprises the eastern boundary of the City and the channelized Los Angeles River lies west of the City.

The City is subject to Santa Ana Regional Water Quality Control Board (SARWQCB) water quality regulations. The SARWQCB adopted the Water Quality Control Plan (Basin Plan) for the Santa Ana River Basin, which establishes water quality standards for the ground and surface waters of the region. The Basin Plan includes an implementation plan describing the actions by the Regional Board and others that are necessary to achieve and maintain the water quality standards. The SARWQCB is authorized to implement a municipal stormwater permitting program as part of the National Pollutant Discharge Elimination System (NPDES) authority granted under the federal Clean Water Act. The City of Bell Gardens

is required to implement a Stormwater Pollution Prevention Plan (SWPPP) that would minimize the incidence of construction-related pollutants entering the storm water system.

The City is located in the Coastal Plain of the Los Angeles Groundwater Basin, Central Subbasin (Central Basin).<sup>11</sup> The Central Basin is bounded on the north by a surface divide called the La Brea high, and on the northeast and east by emergent less permeable Tertiary rocks of the Elysian, Repetto, Merced and Puente Hills. The southeast boundary between Central Basin and Orange County Groundwater Basin roughly follows Coyote Creek, which is a regional drainage province boundary. The southwest boundary is formed by the Newport Inglewood fault system and the associated folded rocks of the Newport Inglewood uplift. The Los Angeles and San Gabriel Rivers drain inland basins and pass across the surface of the Central Basin on their way to the Pacific Ocean. Average precipitation throughout the subbasin ranges from 11 to 13 inches with an average of around 12 inches. Total storage capacity of the Central Basin is 13,800,000 acre-feet.

Based on Federal Emergency Management Agency (FEMA) National Flood Insurance Program maps, most of the City is located in Zone X (area of minimal flood hazard).<sup>12</sup> A small portion in the northeast is designated “other areas of flood hazard” (0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile); the western boarder and southwest area of the City is designated as an area with reduced flood risk due to levee; and a small portion of the southeast border, within the Rio Hondo Channel, is located in a 100-year floodplain and designated Zone A (special flood hazard area subject to inundation by the one-percent annual chance flood).

The Pacific Ocean is located approximately 15 miles west of the City. The Whittier Narrows Dam is located approximately 4.2 miles northeast of the City. The Sepulveda Dam is located approximately 27 miles northwest of the City. The Hansen Dam is located approximately 26 miles northwest of the City. The Los Angeles River is east of the City and, according to the General Plan 2010, failure of the river channel is unlikely but stormwater overflow may occur.

The Project proposes an update to a policy document to support State and regional transportation efforts to establish a more sustainable, multi-modal transportation network. The Circulation and Transportation Element Update proposes circulation policies that would support connectivity in the context of the land uses set forth in the existing Land Use Element and does not approve or allow for any new roadways, any increase in existing roadway capacities, or the implementation of any specific circulation system projects or improvements.

Adoption of the Circulation and Transportation Element Update would not result in any physical environmental changes, as defined by CEQA, and would not result in any impact to hydrology and water quality. Any future circulation improvement projects, consistent with the General Plan, would undergo

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<sup>11</sup> California Department of Water Resources, *California's Groundwater Bulletin 118: Coastal Plain of Los Angeles Groundwater Basin, Central Subbasin*, [https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/Groundwater-Management/Bulletin-118/Files/2003-Basin-Descriptions/4\\_011\\_04\\_CentralSubbasin.pdf](https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/Groundwater-Management/Bulletin-118/Files/2003-Basin-Descriptions/4_011_04_CentralSubbasin.pdf), accessed November 10, 2021.

<sup>12</sup> Federal Emergency Management Agency, *FEMA Flood Map Service Center (Map 06037C1810F)*, [https://msc.fema.gov/portal/downloadProduct?productTypeID=FINAL\\_PRODUCT&productSubTypeID=FIRM\\_PANEL&productID=06037C1810F](https://msc.fema.gov/portal/downloadProduct?productTypeID=FINAL_PRODUCT&productSubTypeID=FIRM_PANEL&productID=06037C1810F), accessed November 10, 2021.

environmental review on a project-by-project basis and would be reviewed for consistency with policies, programs, and the established regulatory framework aimed to reduce potential hydrology and water quality impacts. If necessary, mitigation would be recommended to reduce potential impacts to a less than significant level.

The Circulation and Transportation Element Update would not result in any impact related to water quality standards, groundwater supplies or recharge, or alter existing drainage conditions which would impact erosion, drainage patterns, and storm water runoff and pollution. Further, adoption of the Circulation and Transportation Element would not risk release of pollutants due to project inundation as a of flood hazards, tsunami, or seiche, and would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Therefore, no impacts related to hydrology and water quality would occur as a result of the proposed Project.

**Mitigation Measures:** No mitigation is required.

#### 4.11 LAND USE AND PLANNING

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an established community?				X
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?				X

**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?**

**No Impact.** Bell Gardens is an urbanized community with a mix of residential and non-residential uses. It is surrounded by other urbanized communities and is bounded on the west by the Long Beach Freeway (Interstate 710).

The Project proposes an update to a policy document to support State and regional transportation efforts to establish a more sustainable, multi-modal transportation network. The Circulation and Transportation Element Update proposes circulation policies that would support connectivity in the context of the land uses set forth in the existing Land Use Element and does not approve or allow for any new roadways, any increase in existing roadway capacities, or the implementation of any specific circulation system projects or improvements.

Adoption of the Circulation and Transportation Element Update would not result in any physical environmental changes, as defined by CEQA, and would not result in any impact related to land use. The proposed Circulation and Transportation Element Update policies would support and encourage multi-modal transportation options, improving accessibility and connection of existing and future development within the City. Any future circulation improvement projects, consistent with the General Plan, would undergo environmental review on a project-by-project basis and would be reviewed for consistency with consistency with policies, programs, and the established regulatory framework aimed to reduce potential impacts relative to land use. If necessary, mitigation would be recommended to reduce potential impacts to a less than significant level.

The Circulation and Transportation Element Update would not result in any impact related to physically dividing an established community, nor would it conflict with any adopted land use or other related plans, policies, or regulations. Therefore, no impacts to land use and planning would occur as a result of the proposed Project.

**Mitigation Measures:** No mitigation is required.

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#### 4.12 MINERAL RESOURCES

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				X
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?				X

**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?**

**No Impact.** The Surface Mining and Reclamation Act of 1975 (SMARA) requires classification of land into mineral resource zones (MRZs) according to the area’s known or inferred mineral potential. According to the Bell Gardens General Plan 2010, no mineral resources or mineral extraction operations are located within the City. In addition, the State Division of Mines and Geology has not designated any lands within the City as a State classified mineral resources deposit area.

The Circulation and Transportation Element Update proposes circulation policies that would support connectivity in the context of the land uses set forth in the existing Land Use Element and does not approve or allow for any new roadways, any increase in existing roadway capacities, or the implementation of any specific circulation system projects or improvements. Further, the proposed Project would not result in any changes to existing land use and zoning designations. Adoption of the Circulation and Transportation Element Update would not result in any physical environmental changes, as defined by CEQA, and would not involve the loss of availability of a known mineral resource or locally-important mineral resource recovery site.

**Mitigation Measures:** No mitigation is required.

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#### 4.13 NOISE

<i>Would the project result in:</i>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b. Generation of excessive groundborne vibration or groundborne noise levels?			X	
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?				X

- a) ***Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?***
- b) ***Generation of excessive groundborne vibration or groundborne noise levels?***
- c) ***For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?***

**No Impact.** According to the General Plan 2010 Noise Element, freeway, roadway, and railroad traffic is the primary source of ambient noise in the City. Noise generated by traffic on the Long Beach Freeway is significant, and potential noise impacts on residential areas is greatest at the following streets: Eastern Avenue, Garfield Avenue, Florence Avenue, Gage Avenue, and parts of Clara Street. Railway traffic noise, generated from lines that run along the northern and southern border of the City, is intermittent throughout the day. While there are no airport facilities in the immediate vicinity of Bell Gardens, aircraft destined for the Los Angeles International Airport do fly over the City within the La Habra-Downey-LAX final approach pattern. Aircraft flying over Bell Gardens in their final approach are at an altitude of 3,500 feet and descending. Noise from these planes is not at levels that could disturb or disrupt local activities.

Stationary noise sources come from non-transportation-related uses and are typically generated by machinery or equipment such as industrial equipment, air conditioners, outdoor activity, music, and construction activities. The General Plan 2010 identifies primary sources of stationary noise concentrated

in the industrial and commercial sections of the City (particularly along the Eastern Avenue commercial corridor), as well as from schools.

The Project proposes an update to a policy document to support State and regional transportation efforts to establish a more sustainable, multi-modal transportation network. The Circulation and Transportation Element Update proposes circulation policies that would support connectivity in the context of the land uses set forth in the existing Land Use Element and does not approve or allow for any new roadways, any increase in existing roadway capacities, or the implementation of any specific circulation system projects or improvements.

Adoption of the Circulation and Transportation Element Update would not result in any physical environmental changes, as defined by CEQA, and would not result in any noise impacts. The proposed Circulation and Transportation Element Update policies would support and encourage multi-modal transportation options and reduced automobile trips and VMT, supporting the potential for reduced noise levels associated with mobile noise sources within the City. Any future circulation improvement projects, consistent with the General Plan, would undergo environmental review on a project-by-project basis and would be reviewed for consistency with policies, programs, and the established regulatory framework aimed to reduce potential impacts associated with noise. If necessary, mitigation would be recommended to reduce potential impacts to a less than significant level.

The Circulation and Transportation Element Update would not result in any impact related to temporary or permanent noise or groundborne vibration. Therefore, no impacts related to noise would occur as a result of the proposed Project.

***Mitigation Measures:*** No mitigation is required.

#### 4.14 POPULATION AND HOUSING

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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)?				X
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

**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?**

**No Impact.** The Project proposes an update to a policy document to support State and regional transportation efforts to establish a more sustainable, multi-modal transportation network. The Circulation and Transportation Element Update proposes circulation policies that would support connectivity in the context of the land uses set forth in the existing Land Use Element and does not approve or allow for any new roadways, any increase in existing roadway capacities, or the implementation of any specific circulation system projects or improvements.

Adoption of the Circulation and Transportation Element Update would not result in any physical environmental changes, as defined by CEQA, and would not result in any impact related to population and housing. The proposed Circulation and Transportation Element Update policies would support and encourage multi-modal transportation options and improved accessibility to existing and future development within the City; it would not involve the extension of roads or infrastructure beyond the urbanized area of the City. Any future circulation improvement projects, consistent with the General Plan, would undergo environmental review on a project-by-project basis and would be reviewed for consistency with policies, programs, and the established regulatory framework aimed to reduce potential impacts related to population and housing. If necessary, mitigation would be recommended to reduce potential impacts to a less than significant level. Adoption of the Circulation and Transportation Element Update would not result in any impact to population and housing. Therefore, no impacts to population and housing would occur as a result of the proposed Project.

**Mitigation Measures:** No mitigation is required.

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#### 4.15 PUBLIC SERVICES

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

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

- i) Fire protection?**
- ii) Police protection?**
- iii) Schools?**
- iv) Parks?**
- v) Other public facilities?**

**No Impact.** Fire and emergency services for the City are provided by Los Angeles County Fire Department (LACoFD). LACoFD has one fire station in the City, located at 7000 Garfield Avenue.

Police protection services for the City are provided by Bell Gardens Police Department, located at 7100 Garfield Avenue. The Bell Gardens Police Department consists of 51 sworn officers, 21 civilian staff and 12 part-time staff.<sup>13</sup>

Bell Gardens is located within the Montebello Unified School District. There are four elementary public schools, two intermediate public schools (6<sup>th</sup> through 8<sup>th</sup> grades); one public high school, and two adult education schools, in the City of Bell Gardens, in addition to a number of private schools.<sup>14</sup>

The Los Angeles County Library operates one location in Bell Gardens, located at 7110 Garfield Avenue, and provides public computers and internet access, space for children and teens, homework help services, and research assistance. The Bell Gardens Senior Center, located at 6722 Clara Street, provides activities, health screenings, and meal service to residents 55 and older.

The Project proposes an update to a policy document to support State and regional transportation efforts to establish a more sustainable, multi-modal transportation network. The Circulation and Transportation Element Update proposes circulation policies that would support connectivity in the context of the land uses set forth in the existing Land Use Element and does not approve or allow for any new roadways, any increase in existing roadway capacities, or the implementation of any specific circulation system projects or improvements.

Adoption of the Circulation and Transportation Element Update would not result in any physical environmental changes, as defined by CEQA, and would not result in the provision of new or physically altered governmental facilities or the need for new or physically altered governmental facilities. Any future circulation improvement projects, consistent with the General Plan, would undergo environmental review on a project-by-project basis and would be reviewed for consistency with policies, programs, and the established regulatory framework aimed to reduce potential impacts to public services. If necessary, mitigation would be recommended to reduce potential impacts to a less than significant level.

The Circulation and Transportation Element Update would not result in any impact to public services, including fire, police, and emergency services, schools, parks, or other public facilities. Therefore, no impacts to public services would occur as a result of the proposed Project.

**Mitigation Measures:** No mitigation is required.

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<sup>13</sup> City of Bell Gardens, *Bell Gardens Police Department*, <https://www.bellgardens.org/government/public-safety/police-department>, accessed November 11, 2021.

<sup>14</sup> Montebello Unified School District, *Our Schools*, <https://www.montebello.k12.ca.us/>, accessed November 10, 2021.



#### 4.16 RECREATION

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

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

**b) *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?***

**No Impact.** According to the General Plan 2010, the City maintains five City parks. These include Bell Gardens Park, Darwell Park, Gallant Park, Marlow Park, and John Anson Ford Park. In addition, the County of Los Angeles maintains the Rio Hondo bicycle and hiking trails within City limits. Public school park and playground facilities, totaling an additional 43.35 acres, supplement parkland.

The Project proposes an update to a policy document to support State and regional transportation efforts to establish a more sustainable, multi-modal transportation network. The Circulation and Transportation Element Update proposes circulation policies that would support connectivity in the context of the land uses set forth in the existing Land Use Element and does not approve or allow for any new roadways, any increase in existing roadway capacities, or the implementation of any specific circulation system projects or improvements.

Adoption of the Circulation and Transportation Element Update would not result in any physical environmental changes, as defined by CEQA, and would not result in any impact to recreational facilities. Any future circulation improvement projects, consistent with the General Plan, would undergo environmental review on a project-by-project basis and would be reviewed for consistency with policies, programs, and the established regulatory framework aimed to reduce potential impacts to recreational facilities. If necessary, mitigation would be recommended to reduce potential impacts to a less than significant level. The Circulation and Transportation Element Update would not result in any impact to recreational facilities. Therefore, no impacts to recreation would occur as a result of the proposed Project.

**Mitigation Measures:** No mitigation is required.

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#### 4.17 TRANSPORTATION

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

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

**No Impact.** The existing General Plan Circulation and Transportation Element provides for a circulation system that is safe and efficient, facilitating the movement of people and good within the City. The Element provides policies to address over capacity conditions on City streets; public transit; and parking.

The Project proposes an update to a policy document to support State and regional transportation efforts to establish a more sustainable, multi-modal transportation network. The Circulation and Transportation Element Update proposes circulation policies that would support connectivity in the context of the land uses set forth in the existing Land Use Element and does not approve or allow for any new roadways, any increase in existing roadway capacities, or the implementation of any specific circulation system projects or improvements.

Adoption of the Circulation and Transportation Element Update would not result in any physical environmental changes, as defined by CEQA, and would not result in any impact related to transportation. The proposed Circulation and Transportation Element provides a blueprint for establishing a convenient, safe, and sustainable transportation network in Bell Gardens, which serves users of all modes including walking, biking, rolling, riding transit, and driving. The purpose of the element is to hone the current

infrastructure in Bell Gardens as a foundation for an integrated and comprehensive transportation network, which would reduce reliance on the private automobile and enhance other transportation options. As an update to the Circulation and Transportation Element, the Project establishes policies and programs to address streets and highways; public transportation; active transportation; and parking management. Therefore, the Project would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

The proposed Update would establish VMT as a performance standard, including a program to update the City's traffic analysis guidelines to incorporate VMT metrics and associated thresholds of significance. Further, the proposed policies and programs encourage the reduction of VMT; thus, the Project would not conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).

As stated, the Project would not involve specific circulation improvements or involve any changes to existing land uses identified by the General Plan Land Use Element. Thus, the Project would not increase hazards due to a geometric design feature or incompatible use. Additionally, the Project does not propose any changes to the City's existing roadway system that would result in inadequate emergency access. Any future circulation improvement projects, consistent with the General Plan, would undergo environmental review on a project-by-project basis and would be reviewed for consistency with policies, programs, and the established regulatory framework aimed to reduce potential impacts related to transportation. If necessary, mitigation would be recommended to reduce potential impacts to a less than significant level.

The Circulation and Transportation Element Update would not result in an impact related to transportation. Adoption of the proposed Circulation and Transportation Element Update would provide policies and programs to support a multi-modal transportation system with opportunities to increase transit, walking, and cycling within the community and to improve the overall function of the City's transportation network. Therefore, no impacts related to transportation would occur as a result of the proposed Project.

#### 4.18 TRIBAL CULTURAL RESOURCES

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. 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:				
1) 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), or				X
2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (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.				X

**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), or***

**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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.***

**No Impact.** As described above in Section 4.5, *Cultural Resources*, the City is nearly built out and has been determined to have a low potential for archaeological resource discovery in the area.

The Project proposes an update to a policy document to support State and regional transportation efforts to establish a more sustainable, multi-modal transportation network. The Circulation and Transportation Element Update proposes circulation policies that would support connectivity in the context of the land

uses set forth in the existing Land Use Element and does not approve or allow for any new roadways, any increase in existing roadway capacities, or the implementation of any specific circulation system projects or improvements.

Assembly Bill (AB) 52 requires that lead agencies evaluate a project's potential impact on "tribal cultural resources", which include "[s]ites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources". AB 52 also gives lead agencies the discretion to determine, based on substantial evidence, whether a resource qualifies as a "tribal cultural resource." AB 52 applies whenever a lead agency adopts an environmental impact report, mitigated negative declaration, or negative declaration.

Senate Bill (SB) 18 requires that lead agencies, "prior to the adoption or amendment of a city or county's general plan, conduct consultations with California Native American tribes for the purpose of preserving specified places, features, and objects that are located within the city or county's jurisdiction. The bill would define the term "consultation" for purposes of those provisions. By imposing new duties on local governments with respect to consultations regarding the protection and preservation of California Native American historical, cultural, and sacred sites, the bill would impose a state-mandated local program." The Project involves a General Plan Amendment and therefore is required to comply with SB 18.

In compliance with both AB 52 and SB 18, the City provided formal notification to California Native American Tribal representatives regarding the project. At the time this Initial Study was made available for public review, the City had not received any request for formal consultation. The Fernandeno Tataviam Band of Mission Indians (FTBMI) and the San Manuel Band of Mission Indians (SMBMI) responded to the notification stating that the Project is situated outside the FTBMI's and SMBMI's ancestral Tribal boundaries. The Gabrieleno Band of Mission Indians – Kizh Nation responded noting that since there is no development taking place, consultation is not requested. However, the Kizh Nation requested notification associated with any future ground disturbance.

Adoption of the Circulation and Transportation Element Update would not result in any physical environmental changes, as defined by CEQA, and would not result in any impact related to tribal cultural resources. Any future circulation improvement projects, consistent with the General Plan, would undergo environmental review on a project-by-project basis and would be reviewed for consistency with policies, programs, and the established regulatory framework aimed to reduce potential impacts to tribal cultural resources, including compliance with AB 52, as appropriate. If necessary, mitigation would be recommended to reduce potential impacts to a less than significant level.

The Circulation and Transportation Element Update would not result in any impact related to tribal cultural resources. Therefore, no impacts to tribal cultural resources would occur as a result of the proposed Project.

**Mitigation Measures:** No mitigation is required.

#### 4.19 UTILITIES AND SERVICE SYSTEMS

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

- a) ***Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?***
- b) ***Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?***
- c) ***Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?***
- d) ***Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?***

**e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?**

**No Impact.** The City of Bell Gardens and Golden State Water Company deliver water to residents in the City.<sup>15</sup> Potable water is supplied from two main sources: local groundwater pumped from the Central Basin and purchased water from the Metropolitan Water District of Southern California. Recycled water is also supplied to the City. According to the 2020 Urban Water Management Plan, water supplies are estimated to meet demands in normal, single dry years, and five consecutive dry year conditions through 2045.

Wastewater in the Bell-Bell Gardens System is collected by gravity sewers and lift stations owned by the City of Bell Gardens, and LACSD.<sup>15</sup> The wastewater is transported out of the service area through trunk sewers to LACSD's Los Coyotes Water Reclamation Plant (WRP) in Cerritos for treatment. The Los Coyotes WRP provides primary, secondary, and tertiary treatment for an average dry weather flow (DWF) design capacity of 37.5 million gallons of wastewater per day (mgd).

The City's storm water system is designed to prevent flooding on streets and sidewalks by capturing flows and conveying them to the nearest storm drain. The City's stormwater system is maintained by Los Angeles County Flood Control District.<sup>16</sup>

The City contracts with Athens Services for disposal of solid waste, recyclables, and green waste.<sup>17</sup> The majority of solid waste (69 percent) is disposed of at three landfills: El Sobrante Landfill, Frank R. Bowerman Sanitary Landfill, and the Mid-Valley Sanitary Landfill.<sup>18</sup> The three landfills where a majority of solid waste from the City is disposed have a remaining capacity of: 143,977,170 cubic yards (CY) for El Sobrante Landfill; 205,000,000 CY for Frank R. Bowerman Sanitary Landfill; and 61,219,377 CY for the Mid-Valley Sanitary Landfill.<sup>19</sup>

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<sup>15</sup> Tully and Young, Inc. & Zanjero, *Bell-Bell Gardens Service Area 2020 Urban Water Management Plan, June 2021*, [https://wuedata.water.ca.gov/public/uwmp\\_attachments/4351621329/GSWC-Bell-Bell%20Gardens%202020%20UWMP%20Final%20%287.29.21%29.pdf](https://wuedata.water.ca.gov/public/uwmp_attachments/4351621329/GSWC-Bell-Bell%20Gardens%202020%20UWMP%20Final%20%287.29.21%29.pdf), accessed November 15, 2021.

<sup>16</sup> Los Angeles County Public Works, *Los Angeles County Storm Drain System*, <https://pw.lacounty.gov/fcd/StormDrain/index.cfm>, accessed November 15, 2021.

<sup>17</sup> City of Bell Gardens, *Residential Waste Service*, <https://www.bellgardens.org/government/city-departments/public-works/waste-services/residential-waste-service>, accessed November 15, 2021.

<sup>18</sup> California Department of Resources Recycling and Recovery (CalRecycle), *Jurisdiction Disposal by Facility: Bell Gardens 2019*, <https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Destination/DisposalByFacility>, accessed November 15, 2021.

<sup>19</sup> California Department of Resources Recycling and Recovery (CalRecycle), *SWIS Facility/Site Search*, <https://www2.calrecycle.ca.gov/SolidWaste/Site/Search>, accessed November 15, 2021.



Southern California Edison (SCE) provides electricity and Southern California Gas Company (SoCalGas) provides gas service within the City.<sup>20, 21</sup> Telecommunications services are provided by a variety of service providers, including AT&T and Spectrum.

The Project proposes an update to a policy document to support State and regional transportation efforts to establish a more sustainable, multi-modal transportation network. The Circulation and Transportation Element Update proposes circulation policies that would support connectivity in the context of the land uses set forth in the existing Land Use Element and does not approve or allow for any new roadways, any increase in existing roadway capacities, or the implementation of any specific circulation system projects or improvements.

Adoption of the Circulation and Transportation Element Update would not result in any physical environmental changes, as defined by CEQA, and would not result in any impact to utilities and service systems. Any future circulation improvement projects, consistent with the General Plan, would undergo environmental review on a project-by-project basis and would be reviewed for consistency with policies, programs, and the established regulatory framework aimed to reduce potential impacts to utilities and service systems. If necessary, mitigation would be recommended to reduce potential impacts to a less than significant level.

The Circulation and Transportation Element Update would not result in any impact related to water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities. Therefore, no impacts to utilities and service systems would occur as a result of the proposed Project.

**Mitigation Measures:** No mitigation is required.

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<sup>20</sup> Southern California Gas Company, List of Cities and Communities Served, [https://tariff.socalgas.com/regulatory/tariffs/tm2/pdf/CITIES.pdf?\\_ga=2.260165455.312924021.1639588899-1879876423.1636571672](https://tariff.socalgas.com/regulatory/tariffs/tm2/pdf/CITIES.pdf?_ga=2.260165455.312924021.1639588899-1879876423.1636571672), accessed November 10, 2021.

<sup>21</sup> Southern California Edison, Southern California Edison's Service Area, [https://download.newsroom.edison.com/create\\_memory\\_file/?f\\_id=5cc32d492cfac24d21aecf4c&content\\_verified=True](https://download.newsroom.edison.com/create_memory_file/?f_id=5cc32d492cfac24d21aecf4c&content_verified=True), accessed November 10, 2021.

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## 4.20 WILDFIRE

<i>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
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?				X
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				X
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?				X

**a) Substantially impair an adopted emergency response plan or emergency evacuation plan?**

**b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?**

**c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?**

**d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?**

**No Impact.** The City is located within the Los Angeles County Operational Area and maintains mutual aid agreements for emergency situations. The County’s Emergency Response Plan, adopted in 2012,

establishes the coordinated emergency management system, which includes prevention, protection, response, recovery and mitigation within the Operational Area.<sup>22</sup>

As discussed in Section 4.9, *Hazards and Hazardous Materials*, due to the urbanized nature of the City, no wildland fire areas are present in or near the City. Additionally, the is not located within a Very High Fire Hazard Severity Zone.

The Circulation and Transportation Element Update proposes circulation policies that would support connectivity in the context of the land uses set forth in the existing Land Use Element and does not approve or allow for any new roadways, any increase in existing roadway capacities, or the implementation of any specific circulation system projects or improvements. Further, the proposed Project would not result in any changes to existing land use and zoning designations. Adoption of the Circulation and Transportation Element Update would not result in any physical environmental changes, as defined by CEQA, and since the City is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would not have an impact related to wildfires.

**Mitigation Measures:** No mitigation is required.

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<sup>22</sup> County of Los Angeles, *Los Angeles County Operational Area Emergency Response Plan*, <https://ceo.lacounty.gov/wp-content/uploads/2019/12/OAERP-Approved-Adopted-Version-6-19-2012.pdf>, accessed November 15, 2021.

#### 4.21 MANDATORY FINDINGS OF SIGNIFICANCE

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				X
c. 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)?				X
d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				X

- a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?**
- 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 which will cause substantial adverse effects on human beings, either directly or indirectly?**

The Project proposes an update to a policy document to support State and regional transportation efforts to establish a more sustainable, multi-modal transportation network. The Circulation and Transportation

Element Update proposes circulation policies that would support connectivity in the context of the land uses set forth in the existing Land Use Element and does not approve or allow for any new roadways, any increase in existing roadway capacities, or the implementation of any specific circulation system projects or improvements.

Adoption of the Circulation and Transportation Element Update would not result in any physical environmental changes, as defined by CEQA, and would not substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.

Any future circulation improvement projects, consistent with the General Plan, would undergo environmental review on a project-by-project basis and would be reviewed for consistency with policies and programs aimed to reduce potential impacts to biological and cultural resources. If necessary, mitigation would be recommended to reduce potential impacts to a less than significant level. As part of the environmental review, the potential for cumulative impacts associated with the specific project would be assessed. The proposed Circulation and Transportation Element Update would not cause substantial adverse effects on human beings, either directly or indirectly. Proposed policies include, but are not limited to, applying a Complete Streets approach; promoting active transportation infrastructure; incorporating green infrastructure; accommodating active transportation and transit users; and improving bicycle access and increasing connections, which would be a positive benefit to the community.

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## 6 REPORT PREPARATION PERSONNEL

### City of Bell Gardens (Lead Agency)

7100 Garfield Avenue  
Bell Gardens, California 90201

*Grissel Chavez*, Director of Public Works

### De Novo Planning Group (Environmental Consultant)

180 East Main Street, Suite 108  
Tustin, California 92780  
949-396-8193

*Starla Barker, AICP, Principal Planner*

*Ashley Brodtkin, Senior Planner*

*Erik Anderson, Assistant Planner*

*Jennifer DeMartino, GIS*

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