



# staff report

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TO: Honorable Mayor and Members of the City Council

ATTENTION: Jeffrey L. Stewart, City Manager

FROM: Len Gorecki, Director of Public Works

SUBJECT: Consideration and possible action to adopt Resolution No. 16-XX – A Resolution adopting the Initial Study and Mitigated Negative Declaration No. MND 16-08 for the Proposed Roadway Improvements beneath the SR-91 Freeway Overpass and along the West Side of Bellflower Boulevard (Bellflower Boulevard Widening Project).

DATE: December 12, 2016

## **EXECUTIVE SUMMARY**

Resolution No. 16-XX adopts the Initial Study and Mitigated Negative Declaration No. MND 16-08 for two sections of the Bellflower Boulevard Widening Project (the Project). The two sections are located along the west side of Bellflower Boulevard from Artesia Boulevard to Beverly Street and both sides of Bellflower Boulevard beneath the SR-91 overpass. An environmental assessment of the Project located on these two sections, which include demolition and construction activities, has determined it would not result in any significant effects on the environment with mitigation.

## **RECOMMENDATION TO CITY COUNCIL**

- 1) Adopt Resolution No. 16-XX; or
- 2) Alternatively, discuss and take other action related to this item.

## **FISCAL IMPACT**

None.

## **CEQA STATUS**

Pursuant to the California Environmental Quality Act (CEQA) (Public Resources Code §§ 21000, *et seq.*) and CEQA Guidelines (California Code of Regulations, Title 14, §§ 15000, *et seq.*), an environmental assessment has been conducted for this project in compliance with the CEQA guidelines. An Initial Study and Mitigated Negative Declaration have been prepared, which were made available for public review from March 3, 2016, through April 4, 2016.

## **DISCUSSION**

- *Project Description*

Two sections of the Bellflower Boulevard Widening Project, as described in Section B of the Initial Study and Mitigated Negative Declaration (IS/MND) No. MND 16-08, are situated along

**Staff Report – Resolution No. 16-XX to Adopt MND No. 16-08**

**December 12, 2016**

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the west side of Bellflower Boulevard from Beverly Street to Artesia Boulevard and beneath the SR-91 Freeway on Bellflower Boulevard. The Project will require partial acquisition of three properties located along the west side of Bellflower Boulevard (APNs 7161-003-029, 7161-003-030, and 7161-003-031) and the demolition of two buildings and a parking lot located on site. Property acquisition is needed to expand the right-of-way in order to accommodate a new southbound right-turn lane and traffic signal improvements. The Project will also widen both sides of Bellflower Boulevard under the SR-91 Freeway by narrowing the existing sidewalks to increase lane widths. Due to the narrowing sidewalks, traffic signals at the freeway on- and off-ramps will be moved and enhanced with safety features. The Project will also extend the length of the north and southbound turn pockets onto the freeway to improve traffic flow. Overall, the proposed improvements described in the IS/MND will reduce traffic congestion and enhance traffic-related safety.

- *Initial Study and Mitigated Negative Declaration*

The IS/MND were prepared for the proposed project and circulated for a 30-day public review period from March 3, 2016, through April 4, 2016. A Notice of Intent was published in the Herald American Bellflower Edition on March 3, 2016, and mailed to those public agencies found on the City’s stakeholders list. The City received comment letters from three public agencies and, accordingly, prepared responses to each of the comments. The March 3, 2016, Notice of Intent indicated that the City Council was to hear and consider the proposed project and IS/MND on April 25, 2016. The project plans were not completed at that date and therefore, the City Council did not consider the proposed project. A new Notice of Intent was circulated on November 4, 2016, to re-notice the item for the November 21, 2016, Planning Commission meeting. The IS/MND were not re-circulated since neither the proposed project nor IS/MND was revised. The City, however, received a letter from the Southern California Gas Company to notify the City that the Gas Company did not operate any facilities along Bellflower Boulevard. Further response to the letter is not necessary.

- *Conclusion*

The IS/MND indicate that the proposed improvements affecting the west side of Bellflower Boulevard and underneath the SR-91 Freeway would not result in any significant effects on the environment, with mitigation. Mitigation is limited to determining if a Native American monitor is needed during demolition and grading activities.

The Planning Commission reviewed the IS/MND at its regular meeting on November 21, 2016, and recommended its adoption by the City Council (Attachment 1). Adoption would be the final step towards satisfying CEQA requirements for the overall Bellflower Boulevard Widening Project, which also includes widening along the east side of Bellflower Boulevard from Beverly Street to Artesia Boulevard. The City had previously adopted Negative Declaration No. ND 13-09 for the east side on September 23, 2013. Mitigated Negative Declaration No. MND 16-08 is the final environmental review needed to proceed with overall project design and project approval as required by the Los Angeles County Metropolitan Transportation Authority (Metro). Metro currently administers the Measure R grant that primarily finances this project, and in order to meet funding requirements, staff recommends the City Council adopt IS/MND No. MND 16-08.

**ATTACHMENTS**

Resolution No. 16-XX.....	3
Initial Study and Mitigated Negative Declaration No. MND 16-08, including Responses to Comments Received, Mitigation and Monitoring Report, and Plans .....	6
November 21, 2016 PC Staff Report (no attachments) and Resolution No. PC 16-28.....	81

**CITY OF BELLFLOWER**

**RESOLUTION NO. 16-XX**

**A RESOLUTION ADOPTING THE INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION NO. MND 16-08 FOR THE PROPOSED ROADWAY IMPROVEMENTS BENEATH THE SR-91 FREEWAY OVERPASS AND ALONG THE WEST SIDE OF BELLFLOWER BOULEVARD (BELLFLOWER BOULEVARD WIDENING PROJECT)**

**THE CITY COUNCIL RESOLVES AS FOLLOWS:**

**SECTION 1.**     *Recitals.* The City Council finds as follows:

- A. On March 16, 2015, the City of Bellflower submitted an application for proposed roadway improvements beneath the SR-91 Freeway overpass and along the west side of Bellflower Boulevard, as part of the Bellflower Boulevard Widening Project (the “Project”).
- B. The City reviewed the Project’s environmental impacts under the California Environmental Quality Act (Public Resources Code §§ 21000, *et seq.*, “CEQA”), the regulations promulgated thereunder (14 Cal. Code of Regulations §§15000, *et seq.*, the “CEQA Guidelines”);
- C. The Planning Commission received public testimony and other evidence regarding the project including, without limitation, the staff report, at its November 21, 2016, meeting. The Planning Commission adopted Resolution No. PC-16-28 recommending the City Council adopt a Mitigated Negative Declaration No. MND 16-08.
- D. The City Council considered the information provided by City staff. This Resolution and its findings are made based upon the evidence presented to the City Council at its December 12, 2016, meeting including, without limitation, the staff report.
- E. This Resolution and its findings are based upon the entire record including information available at the December 12, 2016 City Council meeting.

**SECTION 2.**     *Findings.* The City Council makes the following factual findings and conclusions:

- A. An Initial Study and Mitigated Negative Declaration of Environmental Impacts were prepared for the Bellflower Boulevard Widening Project specific to the proposed roadway improvements beneath the SR-91 Freeway overpass and along the west side of Bellflower Boulevard, in accordance with the provisions of CEQA and the CEQA Guidelines.
- B. The Initial Study and Mitigated Negative Declaration were made available to the public for review and comment from March 3, 2016, to and including

- April 4, 2016. Since the Initial Study and Mitigated Negative Declaration were made available, neither the proposed project nor the Initial Study and Mitigated Negative Declaration were substantially revised. Recirculation of the Mitigated Negative Declaration is not required (CEQA Guidelines § 15162).
- C. Responses to written comments that were received during the public review period were prepared and mailed to the commenting public agencies.
- D. During the regular meeting of the City Council on December 12, 2016, the City Council fully reviewed and carefully considered the Initial Study, Mitigated Negative Declaration, responses to received written comments, mitigation measures, and Resolution No. PC 16-28, together with any comments received during the public review period and at the regular meeting.

**SECTION 3.** *Environmental Assessment.* Because of the facts and conclusions identified in Section 2 of this Resolution, an initial study was prepared in accordance with CEQA Guidelines § 15063 which showed that, with mitigation, the proposed project would not cause any significant environmental impacts. Accordingly, pursuant to CEQA § 21091, the City prepared a Mitigated Negative Declaration of Environmental Impacts for the proposed project. That Mitigated Negative Declaration was distributed between March 3, 2016, to and including April 4, 2016, for public comment.

**SECTION 4:** *Adoption; Notice of Determination.* Based upon the foregoing, the City Council adopts IS/MND 16-08 by reference. All mitigation measures set forth in IS/MND 16-08 must be included in conditions of approval for the Project. The City Manager, or his designee, is directed to file a Notice of Determination in accordance with Public Resources Code §§ 21152, 21167(f); 14 CCR § 15094; and any other applicable law.

**SECTION 5.** This Resolution does not affect any penalty, forfeiture, or liability incurred before, or preclude prosecution and imposition of penalties for any violation occurring before, this Resolution's effective date. Any such amended part will remain in full force and effect for sustaining action or prosecuting violations occurring before the effective date of this Resolution.

**SECTION 6.** If any part of this Resolution or its application is deemed invalid by a court of competent jurisdiction, the City Council intends that such invalidity will not affect the effectiveness of the remaining provisions or applications and, to this end, the provisions of this Resolution are severable.

**SECTION 7.** Each and every one of the findings and determinations in this Resolution are based on the competent and substantial evidence, both oral and written, contained in the entire record relating to the project. The findings and

determinations constitute the independent findings and determinations of the City Council in all respects and are fully and completely supported by substantial evidence in the record as a whole.

**SECTION 8.** The City Council's analysis and evaluation of the project is based on the best information currently available. It is inevitable that in evaluating a project that absolute and perfect knowledge of all possible aspects of the project will not exist. One of the major limitations on analysis of the project is the City Council's lack of knowledge of future events. In all instances, best efforts have been made to form accurate assumptions. Somewhat related to this are the limitations on the City's ability to solve what are in effect regional, state, and national problems and issues. The City must work within the political framework within which it exists and with the limitations inherent in that framework.

**SECTION 9.** The Mayor, or presiding officer, is hereby authorized to affix his signature to this Resolution signifying its adoption by the City Council of the City of Bellflower, and the City Clerk, or her duly appointed deputy, is directed to attest thereto.

**SECTION 10.** This Resolution will become effective immediately upon adoption and remain effective until superseded by a subsequent resolution.

**PASSED, APPROVED, AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF BELLFLOWER THIS \_\_\_\_\_ OF \_\_\_\_\_ 2016.**

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**Dan Koops, Mayor**

**Attest:**

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**Mayra Ochiqui, City Clerk**

**APPROVED AS TO FORM:**

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**Karl H. Berger, City Attorney**

**INITIAL STUDY AND  
MITIGATED NEGATIVE DECLARATION**

**FOR PROPOSED ROADWAY IMPROVEMENTS  
BENEATH THE SR-91 FREEWAY OVERPASS  
AND ALONG THE WEST SIDE OF  
BELLFLOWER BOULEVARD**

Lead Agency and Applicant:

**CITY OF BELLFLOWER**  
16600 Civic Center Drive  
Bellflower, California 90706

February, 2016

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# A. INTRODUCTION

## 1. PURPOSE

This document is an Initial Study and Mitigated Negative Declaration that evaluates environmental impacts resulting with the proposed roadway improvements beneath the SR-91 Freeway overpass and along a west side segment of Bellflower Boulevard. These roadway improvements are proposed to relieve congestion and improve traffic movement along Bellflower Boulevard and connecting roadways. The document can be found at the Bellflower City Hall, 16600 Civic Center Drive, Bellflower CA 90706, phone: (562) 804-1424.

## 2. CALIFORNIA ENVIRONMENTAL QUALITY ACT REQUIREMENTS

As defined by Section 21065 of the California Environmental Quality Act (CEQA), the proposed Bellflower Boulevard improvements constituted a "project" and therefore, an Initial Study required preparation. As defined by Section 15063 of the State California Environmental Quality Act Guidelines (CEQA Guidelines), an **Initial Study** is prepared primarily to provide the Lead Agency with information to be used as the basis for determining whether an Environmental Impact Report (EIR), Negative Declaration, or Mitigated Negative Declaration would be appropriate for providing the necessary environmental documentation and clearance for the proposed project.

According to Section 15065 of the CEQA Guidelines, an **Environmental Impact Report** is deemed appropriate for a particular proposal if the following conditions occur:

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

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

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

This Initial Study has determined that the proposed roadway improvements along the west side of Bellflower Boulevard and beneath the SR-91 Freeway overpass would not result in any significant effect on the environment with mitigation and therefore, a **Mitigated Negative Declaration (MND)** is deemed as the appropriate document to provide the necessary environmental evaluations and clearance for the proposed improvements. This Initial Study and Mitigated Negative Declaration document is prepared according to the aforementioned CEQA Guidelines and applicable requirements of the City of Bellflower.

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

### **3. LEAD AGENCY**

The City of Bellflower is designated the Lead Agency, in accordance with Section 15050 of the CEQA Guidelines and shall approve this Initial Study and Mitigated Negative Declaration and the proposed improvements to Bellflower Boulevard.

Caltrans is designated as a Responsible Agency in accordance with Section 15096 of the CEQA Guidelines, which states: "A responsible agency complies with CEQA by considering...the negative declaration prepared by the lead agency and by reaching its own conclusions on whether and how to approve the project involved." Caltrans was provided the opportunity to comply with those responsibilities described in Section 15096.

### **4. CIRCULATION OF INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION AND BACKGROUND**

This Initial Study and Mitigated Negative Declaration informs the City's decision makers, other responsible or interested agencies, and the general public of potential environmental effects of the proposed improvements. The environmental review process has been established to allow public agencies to evaluate environmental consequences and to examine and implement methods of eliminating or reducing any potentially adverse impacts. While CEQA requires that consideration be given to avoiding environmental damage, the Lead Agency and other responsible public agencies must balance adverse environmental effects against other public objectives, including economic and social goals.

The Initial Study and Mitigated Negative Declaration will be circulated for a period of 30 days for public and responsible agency review from March 3, 2016 to April 4, 2016. Public notice will be placed in the Herald American Bellflower Edition, which is a newspaper of general circulation and the City website ([www.bellflower.org](http://www.bellflower.org)). Comments received on the Initial Study and Mitigated Negative Declaration will be considered and addressed in a Response to Comments document.

### **5. CONTENTS OF INITIAL STUDY**

This Initial Study and Mitigated Negative Declaration document is organized to facilitate a basic understanding of the existing setting and environmental implications of the proposed improvements.

**A. INTRODUCTION** presents an introduction to the entire document. This section describes the scope of environmental review, environmental procedures, and contents of this Initial Study.

**B. PROJECT DESCRIPTION** describes the proposed roadway improvements underneath the SR-91 Freeway bridge and along the west side of Bellflower Boulevard. In addition, the traffic signal improvements at the east and westbound freeway ramps are also described.

**C. INITIAL STUDY/ENVIRONMENTAL CHECKLIST FORM** contains the City's Initial Study Checklist Form. The checklist form presents results of the environmental evaluation for the proposed project and those issue areas that would have either a significant impact,

potentially significant impact, or no impact.

**D. CHECKLIST RESPONSES** evaluate each response provided in the Initial Study checklist form. Each response checked in the checklist form is discussed and supported with sufficient data and analysis. As appropriate, each response discussion describes and identifies environmental impacts anticipated with the proposed project. At this writing, it has been determined that a Mitigated Negative Declaration will be prepared. Mandatory Findings of Significance in accordance with Section 15065 of the CEQA Guidelines are also presented.

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

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

## B. DESCRIPTION OF PROPOSED IMPROVEMENTS TO BELLFLOWER BOULEVARD

### 1. PROJECT LOCATION

The proposed improvements to Bellflower Boulevard, which runs in the north-south direction, will occur between the SR-91 Freeway westbound on- and off-ramps to the north and Artesia Boulevard to the south. The City of Bellflower is situated in southeastern Los Angeles County, California. The City is bounded by the Cities of Norwalk, Downey, Paramount, Lakewood, Long Beach, and Cerritos. The Corporate Boundaries of the City of Bellflower are shown on Exhibit 1.

### 2. PROJECT DESCRIPTION

The following describes the proposed improvements:

#### A. Improvements Along the West Side of Bellflower Boulevard

Improvements will be provided along the west side segment of Bellflower Boulevard, between the SR-91 Freeway eastbound off-ramp to the north and Artesia Boulevard to the south. In general, the proposed project will widen the right-of-way (ROW) of Bellflower Boulevard to the west, will create a new right-turn lane in the southerly direction, and will provide other sidewalk and traffic signal improvements. The proposed improvements will reduce congestion and traffic delays, and improve traffic-related safety. The following further describes the proposed improvements:

- Widen the ROW for Bellflower Boulevard 14 feet to the west.
- Between Artesia Boulevard to the eastbound on- and off-ramps, the ROW for Bellflower Boulevard will be widened to 106 feet, with a curb-to-curb width of 86 feet.
- Move the existing curb 14 feet to the west.
- Construct a new 10-foot sidewalk.
- Curve the sidewalk along Bellflower near the SR-91 Freeway eastbound off-ramp to start a right-turn lane.
- Construct a new 13-foot right-turn lane.
- Construct a new corner cut-off at Artesia and Bellflower.
- Realign the cross-walks at both Artesia and Bellflower.
- Realign the curb along Bellflower Boulevard to join and connect with the existing curb along Artesia Boulevard.
- Relocate three street lights.
- Relocate one fire hydrant.
- Modify two catch basins.

It should be noted that construction of the aforementioned improvements would require demolition of two existing buildings and removal of an existing parking lot. One of the two buildings is located mid-block along Bellflower Boulevard, on APN 7161-003-030 and is comprised of three businesses at 17311, 17315, and 17317 Bellflower Boulevard. The other building is located at the corner of Artesia and Bellflower Boulevards, on APN 7161-003-031 and is comprised of one business on the first floor at 9751 Artesia Boulevard and seven housing units on the second floor. The parking lot is located at the corner of Beverly Street and Bellflower Boulevard on APN 7161-003-029 at 17305 Bellflower Boulevard. The City will provide assistance to the affected commercial and residential tenants. For the commercial tenants, the City will: (a) compensate for certain

improvements relating to the realty and major movable equipment (Furniture, Fixtures, and Equipment FF&E); (b) provide Goodwill benefits that accrue to the business as a result of its location, reputation for dependability, skill or quality, and any other circumstances resulting in the probable retention of old or acquired new patronage. These benefits include all the elements of a business that cause customers to return to that particular business; and (c) provide relocation expenses that include moving costs, search for new business locations, and the cost to re-establish the business. For residential tenants, the City will provide relocation expenses for moving, and for searching and re-establishment of new residences.

**B. Improvements Provided Along Both Sides of Bellflower Boulevard, Between the Westbound On- and Off-ramps and the Eastbound On- and Off-ramps of SR-91 Freeway, and Under the SR-91 Freeway as Required by Caltrans During the Encroachment Permit Process**

The following further describes the proposed improvements:

- Decrease sidewalk widths from 8 feet to 5.5 feet on both the west and east sides of Bellflower Boulevard.
- The ROW, under the SR-91 Freeway, will remain at 84 feet. The curb-to-curb width, however, will be increased from 68 feet to 72 feet.
- Increase lane widths by moving the existing curb two feet outward on each side, resulting in the narrowing of the sidewalk as discussed above.
- Restriping of lanes to extend the existing northbound left-turn lane pocket onto the westbound ramps of the SR-91 Freeway from 80 feet to 255 feet, and extend the existing southbound left-turn lane pocket onto the eastbound ramps of the SR-91 Freeway from 80 to 157 feet.
- Due to the decreased sidewalk widths, new curb ramps will be constructed and the traffic signals at the SR-91 Freeway on- and off-ramps will be relocated and improved, along with detector loop improvements.

Exhibit 2 presents the location of the affected segment of Bellflower Boulevard and graphically presents the proposed improvements.

**3. SURROUNDING LAND USES**

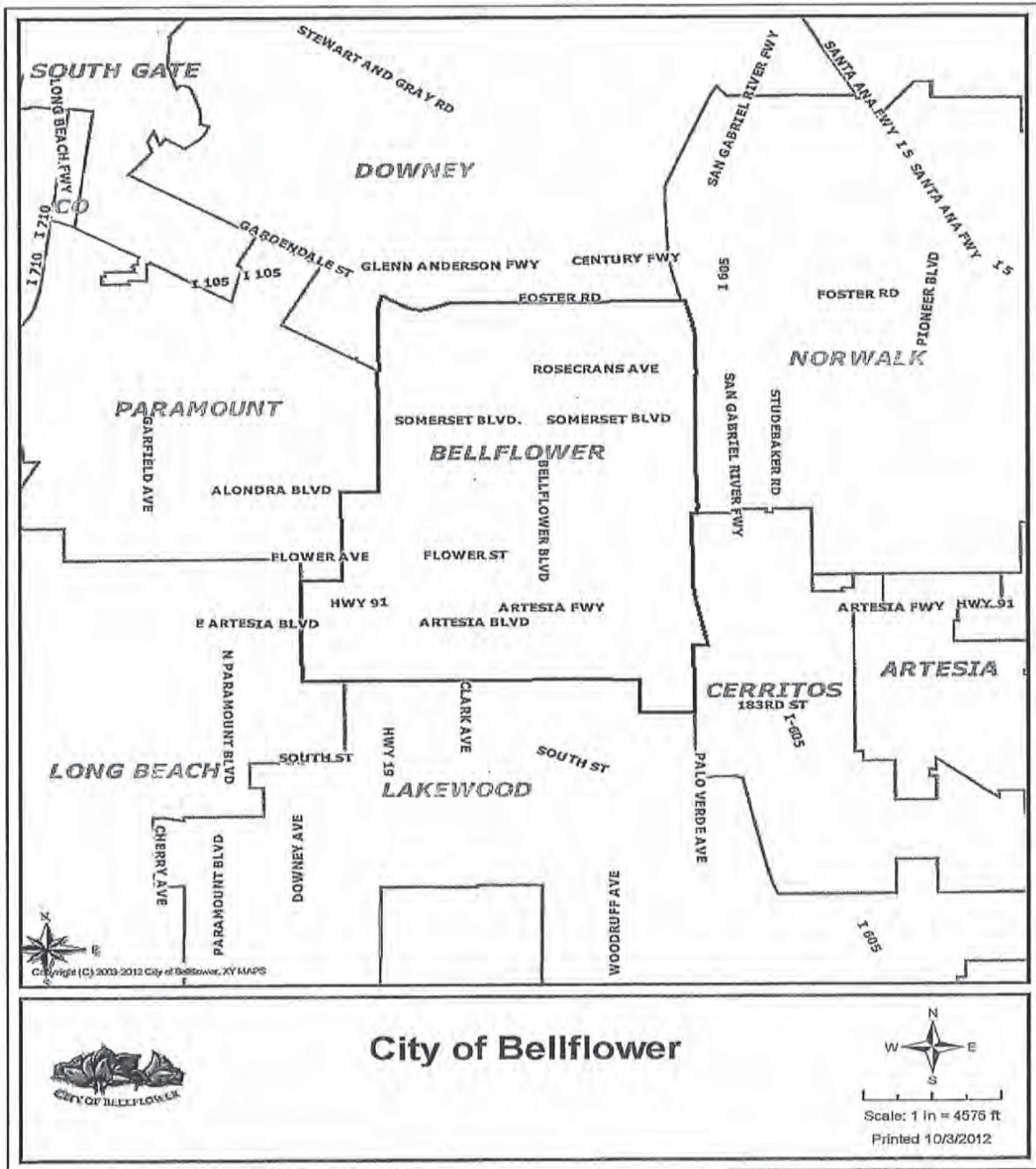
The affected segment of Bellflower Boulevard is located in the downtown area, near the SR-91 Freeway. Accordingly, existing uses that front Bellflower Boulevard include commercial, restaurant, retail, residential, and parking uses.

**4. SCOPE OF ENVIRONMENTAL ANALYSIS**

This Initial Study and Mitigated Negative Declaration will provide the environmental clearance and evaluations resulting with the proposed improvements to Bellflower Boulevard. Specific mitigation measures are not required or recommended in this document. Existing City regulations, programs, requirements, and procedures are sufficient to alleviate any potential impacts resulting with the proposed improvements.

**5. REQUIRED DISCRETIONARY APPROVALS**

The Bellflower City Council will review and approve the improvement plans and specifications and authorize staff to advertise for construction bids. Other approvals include: Caltrans approval for right-of-way encroachment under the SR-91 Freeway, and Bellflower Somerset Mutual Water approval for fire hydrant relocations. Other utilities will be contacted for any possible adjustment of valves and/or manholes including City or County departments relating to sewer, water, telephone, etc.



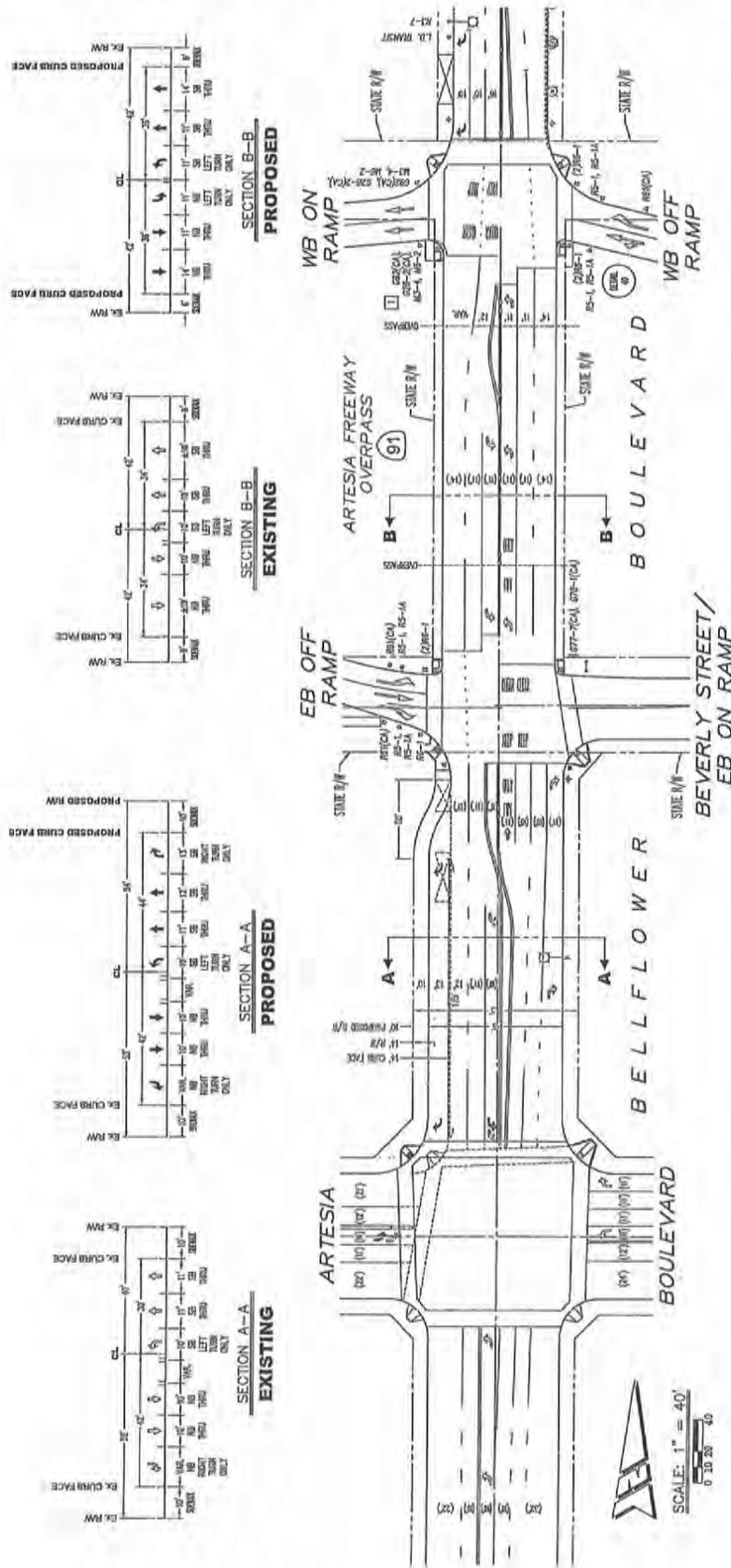
City of Bellflower



Scale: 1 in = 4575 ft

Printed 10/3/2012

BOUNDARIES OF AFFECTED SEGMENT OF BELLFLOWER BOULEVARD AND PROPOSED IMPROVEMENTS



## C. INITIAL STUDY/ENVIRONMENTAL CHECKLIST FORM

**PROJECT TITLE:** Roadway Improvements Beneath the SR-91 Freeway Overpass and Along the West Side of Bellflower Boulevard

**LEAD AGENCY AND ADDRESS:** City of Bellflower  
16600 Civic Center Drive  
Bellflower, CA 90706

**CONTACT PERSON:** Len Gorecki  
Director of Public Works  
562-804-1424 ext. 2217

**PROJECT LOCATION:** The proposed improvements to Bellflower Boulevard will occur between the SR-91 Freeway westbound on- and off-ramps to the north and Artesia Boulevard to the south.

**SPONSOR'S NAME AND ADDRESS:** City of Bellflower  
16600 Civic Center Drive  
Bellflower, CA 90706  
562-804-1424

**GENERAL PLAN DESIGNATIONS:** NA

**ZONING CLASSIFICATIONS:** NA

**PROJECT DESCRIPTION:** In general, the proposed project will widen the right-of-way of Bellflower Boulevard to the west, create a new right-turn lane in the southerly direction, narrow the width of the sidewalks, restripe lanes under the SR-91 Freeway, and provide other sidewalk and traffic signal improvements. The proposed improvements will reduce congestion and traffic delays, and improve traffic-related safety. Demolition of two buildings and a parking lot will be required. Refer to Section B for further discussion of the proposed improvements.

**ONSITE AND SURROUNDING LAND USES AND SETTING:** The affected segment of Bellflower Boulevard is located in the downtown area, near the SR-91 Freeway. Accordingly, existing uses that front Bellflower Boulevard include commercial, restaurant, retail, residential, and parking uses.

**OTHER REQUIRED AGENCY APPROVALS:** None

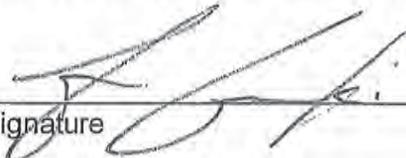
**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

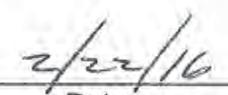
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- |  |   |   |
|--|---|---|
| <input type="checkbox"/> Aesthetics                    | <input type="checkbox"/> Agriculture Resources              | <input type="checkbox"/> Air Quality/GHG        |
| <input type="checkbox"/> Biological Resources          | <input type="checkbox"/> Cultural Resources                 | <input type="checkbox"/> Geology/Soils          |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality            | <input type="checkbox"/> Land Use/Planning      |
| <input type="checkbox"/> Mineral Resources             | <input type="checkbox"/> Noise                              | <input type="checkbox"/> Population/Housing     |
| <input type="checkbox"/> Public Services               | <input type="checkbox"/> Recreation                         | <input type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Utilities/Service Systems     | <input type="checkbox"/> Mandatory Findings of Significance |   |

**DETERMINATION:** On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. A Program 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.

  
 \_\_\_\_\_  
 Signature  
 \_\_\_\_\_  
 Len Gorecki  
 Printed Name

  
 \_\_\_\_\_  
 Date  
 \_\_\_\_\_  
 Date

**EVALUATION OF ENVIRONMENTAL IMPACTS**

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (i.e., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (i.e., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take into account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate

whether the impact is potentially significant, less than significant with mitigation, or less than significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact". The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
- 5) Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a) Earlier Analysis Used. Identify and state where they are available for review.
  - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on earlier analysis.
  - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated", describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (i.e., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
  - a) the significance criteria or threshold, if any, used to evaluate each question; and
  - b) the mitigation measure identified, if any, to reduce the impact to less than significance.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>I. AESTHETICS. Would the project:</b>				
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) Substantially degrade the existing visual character or quality of the site and its surroundings?				X
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?				X
<b>II. AGRICULTURE RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</b>				
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

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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
<b>III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:</b>				
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
c) 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	
d) Expose sensitive receptors to substantial pollutant concentrations?			X	
e) Create objectionable odors affecting a substantial number of people?			X	
<b>IV. BIOLOGICAL RESOURCES. Would the project:</b>				
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 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?				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

<b>Issues</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				<b>X</b>
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?				<b>X</b>
<b>V. CULTURAL RESOURCES. Would the project:</b>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?				<b>X</b>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?				<b>X</b>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				<b>X</b>
d) Disturb any human remains, including those interred outside of formal cemeteries?		<b>X</b>		
<b>VI. GEOLOGY AND SOILS. Would the project:</b>				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				

<b>Issues</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) 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 risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X
<b>VII. GREENHOUSE GAS EMISSIONS. Would the project:</b>				
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	

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:</b>				
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 reasonable 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 for people residing or working in the project area?				X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X
<b>IX. HYDROLOGY AND WATER QUALITY. Would the project:</b>				
a) Violate any water quality standards or waste discharge requirements?			X	

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			X	
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?			X	
e) 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?			X	
f) Otherwise substantially degrade water quality?			X	
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood hazard Boundary of Flood Insurance Rate Map or other flood hazard delineation map?				X
h) Place within 100-year flood hazard area structures, which would impede or redirect flood flows?				X
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
j) Inundation by seiche, tsunami, or mudflow?				X
<b>X. LAND USE AND PLANNING. Would the project:</b>				
a) Physically divide an established community?			X	

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X	
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X
<b>XI. MINERAL RESOURCES. Would the project:</b>				
a) Result in the loss of availability of a known mineral resource that would be a 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
<b>XII. NOISE. Would the project result in:</b>				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X	
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			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 expose people residing or working in the project area to excessive noise levels?				X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>XIII. POPULATION AND HOUSING. Would the project:</b>				
a) Induce substantial 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 housing, necessitating the construction of replacement housing elsewhere?			X	
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?			X	
<b>XIV. PUBLIC SERVICES. 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:</b>				
a) Fire protection?				X
b) Police protection?				X
c) Schools?				X
d) Parks?				X
e) Other public facilities?				X

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>XV. RECREATION.</b>				
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
<b>XVI. TRANSPORTATION/TRAFFIC. Would the project:</b>				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			X	
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			X	
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
e) Result in inadequate emergency access?				X
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?				X

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>XVII. UTILITIES AND SERVICE SYSTEMS. Would the project:</b>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
d) Have sufficient water supplies available to serve the project from existing entitlements and resources or are new or expanded entitlements needed?				X
e) 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
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				X
g) Comply with federal, state, and local statutes and regulations related to solid waste?				X

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.</b>				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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
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.)			X	
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

## D. CHECKLIST RESPONSES

### I. AESTHETICS. Would the project:

- a. Have a substantial adverse effect on a scenic vista? **No Impact.**

The City of Bellflower is presently urbanized and developed with commercial, industrial, residential, and public uses and structures. There are no scenic vistas within the City or vicinity, including the segment of Bellflower Boulevard that is affected by the proposed improvements. There is no opportunity for the proposed improvements to affect any scenic vista. Further analysis is not required at this time.

- b. Substantially damage scenic resources, including, trees, rock outcroppings, and historic buildings within a state scenic highway? **No Impact.**

The City of Bellflower is presently urbanized and developed with commercial, industrial, residential, and public uses and structures. There are no scenic resources within the City or along Bellflower Boulevard. There is no opportunity for the proposed improvements to affect any scenic resource. Further analysis is not required at this time.

- c. Substantially degrade the existing visual character or quality of the site and its surroundings? **No Impact.**

The affected segment of Bellflower Boulevard will continue to operate as an arterial for the City. The visual character and quality of Bellflower Boulevard will not be degraded. Further analysis is not required at this time.

- d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? **No Impact.**

The affected segment of Bellflower Boulevard will continue to operate as an arterial for the City. None of the proposed improvements will generate any levels of light or glare. Further analysis is not required at this time.

### II. AGRICULTURE RESOURCES. Would the project:

- a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agriculture use? **No Impact.**

The City of Bellflower is within the greater Los Angeles metropolitan area and is "built-out" and urbanized. Accordingly, there is no area in the City that is designated Prime Farmland, Unique Farmland or Farmland of Statewide Importance. The proposed improvements would not have the opportunity to potentially convert any farmland into non-agricultural land or affect any Prime Farmland, Unique Farmland or Farmland of Statewide Importance. Further analysis is not required at this time.

- b. Conflict with existing zoning for agricultural use, or a Williamson Act Contract? **No Impact.**

The City is "built-out" and urbanized. Accordingly, there is no area in the City that

is under a Williamson Act Contract. The proposed improvements would not have the opportunity to potentially conflict with any agricultural zone or any provisions of a Williamson Act contract. Further analysis is not required at this time.

- 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))? **No Impact.**

The City is "built-out" and urbanized. Accordingly, there is no area in the City that is designated forest land or timberland. The proposed improvements would not have the opportunity to potentially conflict with any forest land or timberland zoning. Further analysis is not required at this time.

- d. Result in the loss of forest land or conversion of forest land to non-forest use? **No Impact.**

The City is "built-out" and urbanized. Accordingly, there is no area in the City that is designated forest land. The proposed improvements would not have the opportunity to convert any forest land resource. Further analysis is not required at this time.

- 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? **No Impact.**

The City is "built-out" and urbanized. Accordingly, there is no area in the City that is designated Farmland. The proposed improvements would not have the opportunity to potentially impact or disrupt any existing Farmland. Further analysis is not required at this time.

### III. AIR QUALITY. Would the project:

- a. Conflict with or obstruct implementation of the applicable air quality plan? **Less Than Significant Impact.**

The proposed improvements will improve traffic movements and reduce traffic congestion along Bellflower Boulevard. With the reduction of traffic congestion, air emissions from vehicles will likewise reduce. Accordingly, the proposed improvements are viewed as a benefit since air quality along Bellflower Boulevard will also improve. The proposed improvements will not conflict or obstruct implementation of the South Coast Air Quality Management District's (AQMD) Air Management Plan.

Construction of the proposed improvements and demolition of two existing buildings and parking lot would generate temporary air emissions from construction activities and equipment. Significant impacts, however, are not expected for the following reasons. First, traffic along the SR-91 Freeway and Bellflower Boulevard already generates levels of air emissions. Therefore, any incremental increase in construction-related emissions would be mixed with existing emission levels and would not be detected. Secondly, standard practices that are required for any construction by AQMD and the City to reduce construction-generated dust and emissions will be implemented. Construction-related emission levels would not conflict with implementation of the AQMD Air Management Plan. Further analysis is not required at this time.

- b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation? **Less Than Significant Impact.**

As discussed, the proposed improvements are viewed as a benefit, since they will reduce vehicle congestion and improve traffic movements, thus resulting in the generation of less air emissions along Bellflower Boulevard and the City. Reduction of air emissions is consistent with the AQMD's Air Management Plan and would not violate any air quality standard.

Construction of the proposed improvements and demolition of the existing buildings and parking lot would generate temporary air emissions from construction activities and equipment. Significant impacts, however, are not expected for those reasons discussed in Response a. above. Construction activities would not conflict with implementation of the AQMD Air Management Plan and would not violate any air quality standard. Further analysis is not required at this time.

- c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard. **Less Than Significant Impact.**

As discussed, the proposed improvements are viewed as a benefit, since they will reduce vehicle congestion and improve traffic movements, thus resulting in the generation of less air emissions along Bellflower Boulevard and the City. Reduction of air emissions would likewise incrementally reduce the generation of any criteria pollutant in the air basin. The proposed improvements would not cumulatively increase any criteria pollutant.

Construction of the proposed improvements would generate temporary air emissions from construction activities and equipment. Significant impacts, however, are not expected for those reasons discussed in Response a. above. Construction activities would not conflict with implementation of the AQMD Air Management Plan and would not cumulatively increase any criteria pollutant. Further analysis is not required at this time.

- d. Expose sensitive receptors to substantial pollutants concentrations? **Less Than Significant Impact.**

There are no sensitive receptors located along the affected segment of Bellflower Boulevard, except for the seven rental units that are located within one of the buildings that will be demolished. The proposed improvements will not affect these rental units since the units will be demolished with the building. The City will provide financial assistance to the renters for moving, which will help the existing renters to find and re-establish replacement residence elsewhere. Further analysis is not required at this time.

- e. Create objectionable odors affecting a substantial number of people? **Less Than Significant Impact.**

The proposed improvements do not include land uses that would create objectionable odors. Impacts are therefore, not expected. Construction of the proposed improvements and demolition of the existing buildings and parking lot could generate temporary odors from construction activities and equipment. Significant impacts, however, are not expected. First, any generation of odors would be temporary. Secondly, any construction-related odors would mix with those traffic-related odors already generated along the SR-91 Freeway and Bellflower Boulevard. Therefore, any incremental increase in construction-related

odors would not be detected. Further analysis is not required at this time.

#### IV. BIOLOGICAL RESOURCES. Would the project:

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

The City of Bellflower is within the greater Los Angeles metropolitan area and is "built-out" and urbanized. Accordingly, there is no area in the City, including the affected segment of Bellflower Boulevard, that has habitats or species that have been identified as a candidate, sensitive, or special status specie. The proposed improvements would not have the opportunity to affect any habitats or species that have been identified as a candidate, sensitive, or special status specie in any local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. Further analysis is not required at this time.

- 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? **No Impact.**

The City is "built-out" and urbanized. Accordingly, there is no area in the City, including the affected segment of Bellflower Boulevard, that has riparian habitat or other sensitive natural communities. The proposed improvements would not have the opportunity to affect any riparian habitat or other sensitive natural community identified in any local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. Further analysis is not required at this time.

- 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? **No Impact.**

The City is "built-out" and urbanized. Accordingly, there is no wetland area in the City or the affected segment of Bellflower Boulevard. The proposed improvements would not have the opportunity to affect any federally-protected wetlands. Further analysis is not required at this time.

- 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? **No Impact.**

The City is "built-out" and urbanized. Accordingly, there is no area in the City, including the affected segment of Bellflower Boulevard, that is designated a native resident or migratory wildlife corridor. The proposed improvements would not have the opportunity to affect the movement of any native fish or wildlife species or any wildlife corridor. Further analysis is not required at this time.

- e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? **No Impact.**

The City does not have any local policies or ordinances that protect specific

biological resources, including tree preservation. The proposed improvements would not have the opportunity to affect any unique or sensitive trees or other biological resources. Further analysis is not required at this time.

- f. Conflict with the provisions of an adopted Habitat Conservation Plan, or other approved local, regional, or state habitat conservation plan? **No Impact.**

The City, including the affected segment of Bellflower Boulevard, is not regulated by any Habitat Conservation Plan (HCP). The proposed improvements would not have the opportunity to affect any unique or sensitive habitat or HCP. Further analysis is not required at this time.

**V. CULTURAL RESOURCES. Would the project:**

- a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5? **No Impact.**

The affected segment of Bellflower Boulevard is presently covered with impervious surfaces from the existing arterial, and commercial buildings and parking lot. There are no known historical resources located along Bellflower Boulevard and/or neighboring areas. The proposed improvements would not have the opportunity to potentially degrade the historical significance of any building or conflict with Section 15064.5. Further analysis is not required at this time.

- b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5? **No Impact.**

The affected segment of Bellflower Boulevard is presently covered with impervious surfaces from the existing arterial, and commercial buildings and parking lot. There are no known archaeological resources located within the affected segment of Bellflower Boulevard. The proposed improvements would not have the opportunity to affect any known archaeological resource. Further analysis is not required at this time.

- c. Directly or indirectly destroy a unique paleontological resource or site or unique geological feature? **No Impact.**

The affected segment of Bellflower Boulevard is presently covered with impervious surfaces from the existing arterial, and commercial buildings and parking lot. There are no known paleontological resources or unique geological features located within the affected segment of Bellflower Boulevard. The proposed improvements would not have the opportunity to affect any known paleontological resource or unique geological feature. Further analysis is not required at this time.

- d. Disturb any human remains, including those interred outside of formal cemeteries? **Less Than Significant With Mitigation Incorporation.**

The affected segment of Bellflower Boulevard is presently covered with impervious surfaces from the existing arterial, and commercial buildings and parking lot. There are no known human remains and resources located within the affected segment of Bellflower Boulevard. The proposed improvements would not have the opportunity to affect any known human remains or resources.

It should be noted that the City, in accordance with AB52 mailed letters to the Soboba Band of Luiseno Indians and Gabrielino Band of Mission Indians – Kizh Nation on January 11, 2016 to consult and acquire input on the proposed

improvements.

At this writing, a response was received on February 1, 2016 from the Soboba Band of Luiseno Indians. Their letter stated that "At this time the Soboba Band does not have any specific concerns regarding known cultural resources in the specified areas that the project encompasses, but does request that the appropriate consultation continue to take place between concerned tribes, project proponents, and local agencies." As required by AB52, appropriate consultation will continue throughout the project. The Soboba Band's letter also requested that an "approved Native American Monitor(s) be present during any future ground disturbing proceedings..." This request has been included a mitigation measure. Compliance of said mitigation measure ensures that potentially significant impacts will not result. Further analysis is not required at this time.

## MITIGATION MEASURES

1. Prior to any grading activities, the City shall coordinate with the Soboba Band of Luiseno Indians to determine if a Native American monitor was necessary to monitor project demolition and grading activities. If deemed necessary by the City, an agreement with the Soboba Band of Luiseno Indians shall be established.

## VI. GEOLOGY AND SOILS. Would the project:

- a. Expose people or structures to potential substantial adverse effects, including the risk or loss, injury, or death involving:
  - i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. **No Impact.**

The City of Bellflower, including the affected segment of Bellflower Boulevard, is not located within any Alquist-Priolo Earthquake Fault Zoning Map study area. There is no opportunity for the proposed improvements to conflict with any provisions of the Fault Zoning Map or requirements of the State Geologist. Further analysis is not required at this time.

- ii. Strong seismic groundshaking? **Less Than Significant Impact.**

The City of Bellflower, like the rest of Southern California, is located within a seismically active region as a result of being located between the North American and Pacific tectonic plates. The principal source of seismic activity will come from northwest-trending regional faults such as the San Andreas, San Jacinto, Los Alamitos, Newport-Inglewood, and Elsinore Fault Zones. The closest known active or potentially active fault near the City of Bellflower is the Newport-Inglewood Fault. The Newport-Inglewood Fault is approximately three miles to the southwest of Bellflower and is defined as a series of low, elongated hills extending from Newport Beach to Beverly Hills, including Signal and Dominguez Hills. Other faults are located about 10 miles from the City. The City, including the affected segment of Bellflower Boulevard, is subject to seismic activity and groundshaking.

The proposed project includes roadway improvements to a segment of Bellflower Boulevard and do not include any land use that could be affected by future seismic activity and groundshaking. Significant impacts are therefore, not expected. Furthermore, all improvements will be constructed

according to those standards and requirements contained in the City Codes relating to construction and paving activities. Compliance with these standards and requirements ensure that future construction would not be compromised by any future seismic activity. Further analysis is not required at this time.

iii. Seismic-related ground failure, including liquefaction? ***Less Than Significant Impact.***

The term "liquefaction" describes a phenomenon in which saturated soil loses strength and becomes "liquefied" during strong ground shaking events. The factors known to influence liquefaction potential include soil type and depth, grain size, relative density, groundwater level, degree of saturation, and both the intensity and duration of ground shaking.

The City of Bellflower is located in a portion of southeast Los Angeles County that is known for liquefaction potential. Numerous soils tests have confirmed that liquefaction potential exists for any development within the City. The City is subject to seismic activity and potential ground failure, including potential liquefaction. Significant impacts, however, are not expected. The proposed project includes roadway improvements to a segment of Bellflower Boulevard and do not include any land use that could be affected by future seismic activity, groundshaking, and/or liquefaction. Furthermore, all improvements will be constructed according to those standards and requirements contained in the City Codes relating to construction and paving activities. Compliance with these standards and requirements ensure that future construction would not be compromised by any future ground shaking and liquefaction. Further analysis is not required at this time.

iv. Landslides? ***No Impact.***

The topographical character of the City of Bellflower and affected segment of Bellflower Boulevard is extremely flat. No severe topographical features exist within the City that could potentially result in a landslide or similar ground failure. There is no opportunity for any landslide to affect the City or the affected segment of Bellflower Boulevard. Further analysis is not required at this time.

b. Result in substantial soil erosion or the loss of topsoil? ***Less Than Significant Impact.***

The proposed project would require site work for roadway improvements, grading, and demolition of existing buildings and a parking lot. These construction activities could result in soil erosion and loss of topsoil. Significant impacts, however, are not expected for the following reasons. First, the affected segment of Bellflower Boulevard was previously graded for existing development and therefore, extensive grading is not required for future improvements. Secondly, an erosion control plan will be required for the proposed improvements which will explain how soil erosion and potential topsoil loss will be further controlled. Substantial soil erosion or topsoil loss would not result with the proposed improvements. Further analysis is not required at this time.

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? ***Less Than Significant Impact.***

The City of Bellflower is on the south-sloping Los Angeles Coastal Plain and along the western bank of the San Gabriel River. Soils within the City are predominantly Recent Alluvium, Basement Complex, and Sedimentary Bedrock. Given that the City, including the affected segment of Bellflower Boulevard, are already developed and urbanized, it is concluded that soils are stable and capable of supporting the proposed improvements. Further analysis is not required at this time.

- d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? ***Less Than Significant Impact.***

The City of Bellflower is on the south-sloping Los Angeles Coastal Plain and along the western bank of the San Gabriel River. Soils within the City are predominantly Recent Alluvium, Basement Complex, and Sedimentary Bedrock. Given that the City, including the affected segment of Bellflower Boulevard, are already developed and urbanized, it is concluded that soils are stable and capable of supporting the proposed improvements and will not result in any substantial risks to life or property. Further analysis is not required at this time.

- e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? ***No Impact.***

The project proposes roadway improvements and not any land use that would impact the City's wastewater disposal system. Further analysis is not required at this time.

## VII. GREENHOUSE GAS EMISSIONS. Would the project:

- a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? ***Less Than Significant Impact.***

The proposed improvements will improve traffic movements and reduce traffic congestion along Bellflower Boulevard. With the reduction of traffic congestion, air and greenhouse gas (GHG) emissions from vehicles will likewise reduce. Accordingly, the proposed improvements are viewed as a benefit since air quality along Bellflower Boulevard will also improve. The proposed improvements will not conflict or obstruct implementation of the South Coast Air Quality Management District's (AQMD) Air Management Plan.

Construction of the proposed improvements and demolition of the two existing buildings and parking lot would generate temporary air emissions from construction activities and equipment. Significant impacts, however, are not expected for the following reasons. First, any potential impact would be temporary. Secondly, traffic along the SR-91 Freeway and Bellflower Boulevard already generates levels of air emissions. Therefore, any incremental increase in construction-related emissions would be mixed with existing air and GHG emission levels and would not be detected. Construction-related emission levels would not conflict with implementation of the AQMD Air Management Plan.

Since construction and operational air emissions and pollutants will not be significantly increased and will not conflict with the AQMD Air Management Plan, it is concluded that the proposed improvements, likewise, will not generate any significant level of greenhouse gas emissions. On the contrary, less greenhouse gas emissions will be generated since overall air pollutants and emissions will likewise,

be generated. Further analysis is not required at this time.

- b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? ***Less Than Significant Impact.***

Since construction and operational air and GHG emissions and pollutants will not be significantly increased and will not conflict with the AQMD Air Management Plan, it is concluded that the proposed improvements, likewise, will not generate any significant level of greenhouse gas emissions. Accordingly, the proposed improvements will not conflict with any plan, policy, or regulation relating to greenhouse gas reduction. Further analysis is not required at this time.

#### **VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:**

- a. Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials? ***Less Than Significant Impact.***

A hazardous material is defined as any material that due to its quantity, concentration, physical or chemical characteristics, poses a significant present or potential hazard to human health or to the environment if released. Hazardous materials include, but are not limited to, inorganic and organic chemicals, solvents, mercury, lead, asbestos, paints, cleansers, or pesticides. Vehicles traveling and those existing commercial uses located along the affected segment of Bellflower Boulevard likely use and/or transport potentially hazardous materials such as oil and other similar materials. Construction activities and equipment as related to the proposed improvements and demolition of the existing buildings and parking lot could transport and use potentially hazardous materials, such as oil, gas, etc. Significant impacts, however, are not expected. There are existing hazardous materials regulations already enacted that protect people and locations from exposure to hazardous materials and substances. The following describes these existing hazardous materials regulations. Titles 8, 22, and 26 of the CCR, and their enabling legislation set forth in Chapter 6.95 of the California Health and Safety Code, were established at the State level to ensure compliance with Federal regulations to reduce the risk to human health and the environment from the routine use of hazardous substances. These regulations, as appropriate, could be monitored by the State (e.g., Cal Occupational Health and Safety Administration (OSHA) in the workplace or DTSC for hazardous waste), and/or local jurisdictions (e.g., the Los Angeles County Fire Department and the Los Angeles County Environmental Health Division).

The proposed improvements would require demolition of existing buildings and a parking lot. Therefore, removal of potential lead-based paint and asbestos could be an issue with any demolition. Significant impacts relating to these particular issues, however, are not expected. Federal and State regulations govern the renovation and demolition of structures where materials containing lead and asbestos could be present. These requirements include: SCAQMD Rules and Regulations pertaining to asbestos abatement (including Rule 1403), Construction Safety Orders 1529 (pertaining to asbestos) and 1532.1 (pertaining to lead) from Title 8 of the California Code of Regulations, Part 61, Subpart M of the Code of Federal Regulations (pertaining to asbestos), and lead exposure guidelines provided by the U.S. Department of Housing and Urban Development (HUD). These regulations require that asbestos and lead abatement be performed in accordance with State Department of Health Services regulations prior to any structural demolition. The City of Bellflower also has the following regulations which further ensure that potential demolition-related impacts will not result. The Safety Element of the

General Plan incorporated the Los Angeles County Hazardous Waste Management Plan which provides a framework for the overall hazardous waste management strategy for the City and County. In addition, Chapter 11 (Health) of the City's Municipal Code adopts the County Health Code as the City's Health Code.

Compliance with all applicable Federal, State, County, and City regulations relating to control of hazardous materials ensures that any potential impact associated with the routine use, storage, and transportation of hazardous materials will not result with construction and operation of the proposed improvements. Further analysis is not required at this time.

- 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? ***Less Than Significant Impact.***

Construction of the proposed improvements and demolition of the existing buildings and parking lot could accidentally release hazardous materials into the environment which could upset the public. Significant impacts and risks, however, are not expected. Compliance with the aforementioned Federal, State, County, and City regulations relating to control of hazardous materials (Response a.) would reduce the likelihood of accidents and risks associated with release of hazardous materials. Further analysis is not required at this time.

- c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? ***Less Than Significant Impact.***

St. Bernards Elementary School at 9647 Beach Street is located within a one-quarter mile of the affected segment of Bellflower Boulevard. Significant impacts to this particular school however, is not expected since project compliance with the aforementioned Federal, State, County, and City regulations relating to control of hazardous materials (Response a.) would reduce the likelihood of accidents and risks associated with release of hazardous materials. St. Bernards Elementary School will not be significantly impacted by the proposed improvements. Further analysis is not required at this time.

- 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 create a significant hazard to the public or environment? ***No Impact.***

The affected segment of Bellflower Boulevard is not located on a list of hazardous materials sites that was compiled pursuant to Government Code Section 65962.5. Therefore, there is no opportunity for the proposed improvements to conflict with Government Code Section 65962.5. Further analysis is not required at this time.

- 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 for people residing or working in the project area? ***No Impact.***

The City, including the affected segment of Bellflower Boulevard, are located approximately five miles from Long Beach Airport and are not located within the sphere of the airport's land use plan. The City and affected segment of Bellflower Boulevard are not subject to the provisions of any airport land use plan. There is no opportunity to expose any people residing or working within the City of

Bellflower to potential safety hazards. The proposed improvements will not be impacted by any airport land use plan. Further analysis is not required at this time.

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

The City, including the affected segment of Bellflower Boulevard, is not within the vicinity of a private airstrip that would create excessive noise levels. There is no opportunity to expose any people residing or working in the vicinity to potential safety hazards. The proposed improvements will not be impacted by any private airstrip. Further analysis is not required at this time.

- g. Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan? **Less Than Significant Impact.**

The proposed improvements will improve traffic movements and reduce traffic congestion along Bellflower Boulevard. Accordingly, the proposed improvements are viewed as a benefit since the movement of emergency vehicles traveling along Bellflower Boulevard will be improved with the project. The proposed improvements will not conflict with the City's emergency response plan and/or emergency evacuation plan. Further analysis is not required at this time.

- h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? **No Impact.**

The City and affected segment of Bellflower Boulevard are not designated as a wildfire zone. There is no opportunity for any wildland fire to occur and expose people or structures to fire hazards. The proposed improvements will not be impacted by any wildfire. Further analysis is not required at this time.

#### IX. HYDROLOGY AND WATER QUALITY. **Would the project:**

- a. Violate any water quality standards or waste discharge requirements? **Less Than Significant Impact.**

The proposed project would require site work for roadway improvements, grading, and demolition of existing buildings and a parking lot. These construction activities could result in soil erosion and loss of topsoil which could then affect water quality. Significant impacts, however, are not expected for the following reasons. First, the affected segment of Bellflower Boulevard was previously graded for existing development and therefore, extensive grading is not required for future improvements. Secondly, an erosion control plan will be required for the proposed improvements which will explain how soil erosion and potential topsoil loss will be further controlled. Substantial soil erosion or topsoil loss would not result with the proposed improvements. Control of potential erosion would reduce the likelihood that any water quality standard or waste discharge requirement would be violated. Finally, the proposed improvements would be subject to provisions of the National Pollution Discharge Elimination System (NPDES), if applicable. Compliance with these provisions and with requirements of the Regional Water Quality Board ensures that the proposed improvements will not violate any water quality standards or waste discharge requirements. Potentially significant water quality impacts will not result. Further analysis is not required at this time.

- b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted? **Less Than Significant Impact.**

The City, including the affected segment of Bellflower Boulevard, is presently developed and predominantly covered with impervious surfaces. Therefore, the City, including the affected segment of Bellflower Boulevard is not considered a significant groundwater recharge area. The proposed improvements will continue to be constructed on the same impervious surfaces. Additional impervious surfaces will not be created. Therefore, it is concluded that groundwater supplies will not be significantly depleted. The City's recharge capability will not be lessened with the proposed improvements. Further analysis is not required at this time.

- c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? **Less Than Significant Impact.**

The City is predominantly covered with impervious surfaces. The San Gabriel River runs in the north-south direction through the City boundaries. Onsite runoff is presently conveyed to catch basins located along City streets. The proposed improvements will modify catch basins and will continue to be constructed on impervious surfaces. Additional impervious surfaces will not be created. Therefore, it is concluded that drainage patterns in the City will not be significantly altered. The San Gabriel River will not be altered. Significant erosion-related impacts will not result. Further analysis is not required at this time.

- d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? **Less Than Significant Impact.**

The City is predominantly covered with impervious surfaces. The San Gabriel River runs in the north-south direction through the City boundaries. Onsite runoff is presently conveyed to catch basins located along City streets. The proposed improvements will modify catch basins and will continue to be constructed on impervious surfaces, along Bellflower Boulevard. Additional impervious surfaces will not be created. Therefore, it is concluded that drainage patterns in the City will not be significantly altered. The San Gabriel River will not be altered. Significant erosion-related impacts will not result. Further analysis is not required at this time.

- e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? **Less Than Significant Impact.**

Existing development within the City is presently serviced by a drainage system capable of handling area runoff. The proposed improvements will modify catch basins and will continue to be constructed on previously graded and impervious surfaces. Additional impervious surfaces will not be created. In addition, the project does not propose any land uses that would exceed the capacity of the drainage system or create polluted runoff. The proposed improvements will not create or contribute runoff at such excessive levels that would exceed the existing and planned drainage system. Further analysis is not required at this time.

f. Otherwise substantially degrade water quality? ***Less Than Significant Impact.***

The proposed project would require site work for roadway improvements, grading, and demolition of existing buildings and a parking lot. These construction activities could result in soil erosion and loss of topsoil which could then affect water quality. Significant impacts, however, are not expected for the following reasons. First, the affected segment of Bellflower Boulevard was previously graded for existing development and therefore, extensive grading is not required for future improvements. Secondly, an erosion control plan will be required for the proposed improvements which will explain how soil erosion and potential topsoil loss will be further controlled. Substantial soil erosion or topsoil loss would not result with the proposed improvements. Control of potential erosion would reduce the likelihood that any water quality standard or waste discharge requirement would be violated. Finally, the proposed improvements would be subject to provisions of the National Pollution Discharge Elimination System (NPDES), if applicable. Compliance with these provisions and with requirements of the Regional Water Quality Board ensures that the proposed improvements will not violate any water quality standards or waste discharge requirements. Potentially significant water quality impacts will not result. Further analysis is not required at this time.

g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? ***No Impact.***

The City, including the affected segment of Bellflower Boulevard, is not located within any 100-year flood hazard area as mapped on any Federal Flood Hazard Boundary, Flood Insurance Rate Map, or other flood hazard delineation map. The City is located within southeastern Los Angeles County, which is within the geographical flood plain area of the San Gabriel River. The San Gabriel River runs in the north-south direction, along the easterly boundary of the City. In 2002, the Los Angeles County Flood Control District improved the existing San Gabriel River Channel by providing concrete sides and bottom to reduce the potential for flooding. As a result, FEMA no longer requires residents of Bellflower to maintain flood insurance. Potential flood hazards are not expected. The proposed improvements will not conflict with any FEMA map or regulation. Further analysis is not required at this time.

h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows? ***No Impact.***

As discussed, the City, including the affected segment of Bellflower Boulevard, is not located within any 100-year flood plain as a result of improvements to the San Gabriel River Channel. There is no opportunity to place any structures within a flood plain that could potentially impede or redirect flood flows. The proposed improvements will not be impacted by any flood hazard. Further analysis is not required at this time.

i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? ***No Impact.***

As discussed, the City, including the affected segment of Bellflower Boulevard, is not located within any 100-year flood plain as a result of improvements to the San Gabriel River Channel. There is no opportunity to expose any people or structures to flood hazard. Furthermore, there are no levees or dams in the area that could potentially expose the City to hazards. The proposed improvements will not be

impacted by any flood hazard. Further analysis is not required at this time.

j. Inundation by seiche, tsunami, or mudflow? **No Impact.**

The topographical character of Bellflower is relatively flat. No severe topographical features exist within Bellflower, including the affected segment of Bellflower Boulevard, that would potentially result in a landslide or similar ground failure. There is no opportunity for any mudflow to affect the City. Furthermore, the City is urbanized and located away from the ocean. There is no opportunity to be affected by seiches or tsunamis. The proposed improvements will not be impacted by any of these hazards. Further analysis is not required at this time.

X. **LAND USE AND PLANNING. Would the project:**

a. Physically divide an established community? **Less Than Significant Impact.**

The proposed improvements will improve traffic movements and reduce traffic congestion along Bellflower Boulevard. Accordingly, the proposed improvements are viewed as a benefit. In addition, the project does not propose any land uses that would physically divide the community. Further analysis is not required at this time.

b. Conflict with any applicable land use plan, policy, or regulation of any agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? **Less Than Significant Impact.**

The proposed improvements will improve traffic movements and reduce traffic congestion along Bellflower Boulevard. Accordingly, the proposed improvements are viewed as a benefit.

It should be noted that the City's Circulation Element showed that Secondary Arterials, which is the roadway classification for the affected segment of Bellflower Boulevard, should be designed with 80-foot rights-of-way and 64-foot curb-to-curb widths. The widening of Bellflower Boulevard associated with the proposed improvements would increase the ROW to about 106 feet and curb-to-curb width to about 86 feet from Artesia Boulevard to the eastbound on- and off-ramps. The ROW will remain 84 feet under the SR-91 Freeway bridge, but the curb to curb width will increase from 68 feet to 72 feet. It is concluded, however, that the proposed ROW widening and curb-to-curb widths would not conflict with the City's Circulation Element for the following reasons. First, the suggested 80-foot ROW and 64-foot curb-to-curb widths for Secondary Arterials are defined as "guidelines" and not as standards. Therefore, the 80-foot ROW and 64-foot curb-to-curb widths are suggested roadway widths and not actual requirements. Secondly, the proposed improvements comply with other discussions and design policies contained in the Circulation Element, including the following:

"A key objective in the General Plan Circulation Element is to improve freeway access through redesign of freeway ramps and frontage road intersections of the Artesia Freeway (SR-91). (page 5-1 of Circulation Element)"

"Improve or maintain the current Level of Service for all arterial/arterial signalized intersections, and at arterial connectors with freeway interchanges. (Policy 1.1, Goal 1)"

"Use basic traffic engineering techniques (i.e., signal timing, signal phasing, and

neighborhood traffic control) to reduce existing congestion at critical locations within the City, and plan for more extensive improvements (additional lanes, traffic diversion, freeway access) to serve future increases in traffic. (Policy 1.2, Goal 1)"

The proposed improvements satisfy these discussions and policies of the Circulation Element by improving access to the freeway and relieving congestion along Bellflower Boulevard and connecting streets.

The project does not propose any land uses that would conflict with any City land use plan, policy, and/or regulation, including the General Plan, Zoning Code, etc. Further analysis is not required at this time.

- c. Conflict with any applicable habitat conservation plan or natural community conservation plan? **No Impact.**

The City, including the affected segment of Bellflower Boulevard, is not regulated by any Habitat Conservation Plan (HCP) or Natural Community Conservation Plan (NCCP). The proposed improvements would not have the opportunity to affect any unique or sensitive habitat, HCP, or NCCP. Further analysis is not required at this time.

## XI. MINERAL RESOURCES. Would the project:

- a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? **No Impact.**

The City, including the affected segment of Bellflower Boulevard, is presently urbanized and covered with impervious surfaces as a result of existing onsite development. Valuable mineral resources are not known to exist within the City or along Bellflower Boulevard. There is no opportunity to impact any mineral resource that could be of value to the region and the residents of the State. The proposed improvements will not impact any known mineral resource. Further analysis is not required at this time.

- 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 City, including the affected segment of Bellflower Boulevard, is presently urbanized and covered with impervious surfaces as a result of existing onsite development. There are no mineral resource recovery sites located within the City. There is no opportunity to impact any mineral recovery site. The proposed improvements will not impact any locally-important mineral resource recovery site. Further analysis is not required at this time.

## XII. NOISE. Would the project result in:

- a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? **Less Than Significant Impact.**

The proposed improvements will improve traffic movements and reduce traffic congestion along Bellflower Boulevard. With the reduction of traffic congestion, noise generation from vehicles will likewise reduce. Accordingly, the proposed improvements are viewed as a benefit since noise levels along Bellflower Boulevard will also improve. The proposed improvements will not expose people to

excessive noise levels or conflict with the City's noise regulations.

Construction of the proposed improvements and demolition of two existing buildings and a parking lot would generate temporary noise levels from construction activities and equipment. Significant impacts, however, are not expected for the following reasons. First, any potential impact would be temporary. Secondly, traffic along the SR-91 Freeway and Bellflower Boulevard already generates levels of noise. Therefore, any incremental increase in construction-related noise would be mixed with existing noise levels and would not be detected. Finally, all construction activities will be required to comply with the City's Noise Element which includes measures to reduce construction noise levels. Significant construction-related noise impacts will not be created. Further analysis is not required at this time.

- b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? ***Less Than Significant Impact.***

As discussed, the proposed improvements are viewed as a benefit, since they will reduce vehicle congestion and improve traffic movements, thus resulting in less noise along Bellflower Boulevard and the City. With less noise, less groundborne vibrations from noise will be generated.

Construction of the proposed improvements and demolition of existing buildings and a parking lot could generate temporary noise and groundborne vibrations from construction activities and equipment. Significant impacts, however, are not expected for those reasons discussed in Response a. above. Construction activities would not generate excessive groundborne vibrations or noise. Further analysis is not required at this time.

- c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? ***Less Than Significant Impact.***

As discussed, the proposed improvements are viewed as a benefit, since they will reduce vehicle congestion and improve traffic movements, thus resulting in less noise along Bellflower Boulevard and the City. Substantial increases in noise will not be generated with the proposed improvements.

Construction of the proposed improvements and demolition of existing buildings and a parking lot would generate temporary noise from construction activities and equipment. Significant impacts, however, are not expected for those reasons discussed in Response a. above. Construction activities would not generate substantial increases in noise. Further analysis is not required at this time.

- d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? ***Less Than Significant Impact.***

Construction of the proposed improvements and demolition of existing buildings and a parking lot would generate temporary noise levels from construction activities and equipment. Significant impacts, however, are not expected for the following reasons. First, any potential impact would be temporary. Secondly, traffic along the SR-91 Freeway and Bellflower Boulevard already generates levels of noise. Therefore, any incremental increase in construction-related noise would be mixed with existing noise levels and would not be detected. Finally, all construction activities will be required to comply with the City's Noise Element which includes measures to reduce construction noise levels. Significant construction-related noise impacts will not be created. Further analysis is not

required at this time.

- e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? **No Impact.**

The City, including the affected segment of Bellflower Boulevard, is located approximately five miles from Long Beach Airport and is not located within the sphere of the airport's land use plan. The City and affected segment of Bellflower Boulevard are not subject to the provisions of any airport land use plan. There is no opportunity to expose any people residing or working within the City of Bellflower to excessive noise levels. The proposed improvements will not be impacted by any airport land use plan. Further analysis is not required at this time.

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

The City, including the affected segment of Bellflower Boulevard, is not within the vicinity of a private airstrip that would create excessive noise levels. There is no opportunity to expose any people residing or working in the vicinity to excessive noise levels. The proposed improvements will not be impacted by any private airstrip. Further analysis is not required at this time.

### **XIII. POPULATION AND HOUSING. Would the project:**

- a. Induce substantial 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)? **No Impact.**

The project does not propose any land uses that would directly result in substantially new employment or destination opportunities. Accordingly, neither population or housing is expected to significantly increase due to the proposed improvements. Further analysis is not required at this time.

- b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? **Less Than Significant Impact.**

There are seven rental units that are located within one of the buildings that will be demolished. The City will provide relocation expenses to the affected renters for moving, and for searching and re-establishment of new residences. The loss of seven rental units would not necessitate the construction of replacement housing elsewhere. Further analysis is not required at this time.

- c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? **Less Than Significant Impact.**

There are seven rental units that are located within one of the buildings that will be demolished. The City will provide relocation expenses to the affected renters for moving, and for searching and re-establishment of new residences. The loss of seven rental units would not necessitate the construction of replacement housing elsewhere. Further analysis is not required at this time.

#### XIV. PUBLIC SERVICES.

- 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? **No Impact.**

The project does not propose any land uses that would directly result in the need for additional fire protection services. The proposed improvements will not burden existing fire protection capabilities. Further analysis is not required at this time.

ii. Police Protection? **No Impact.**

The project does not propose any land uses that would directly result in the need for additional police protection services. The proposed improvements will not burden existing police protection capabilities. Further analysis is not required at this time.

iii. Schools? **No Impact.**

The project does not propose any land uses that would directly result in the need for additional schools. The proposed improvements will not burden existing school capacities. Further analysis is not required at this time.

iv. Parks? **No Impact.**

The project does not propose any land uses that would directly result in the need for additional park facilities and services. The proposed improvements will not burden existing park capacities. Further analysis is not required at this time.

v. Other Public Facilities? **No Impact.**

The project does not propose any land uses that would directly result in the need for other additional public services. The proposed improvements will not burden any public facilities. Further analysis is not required at this time.

#### XV. RECREATION.

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

The project does not propose any land uses that would directly result in the need for additional park and recreation facilities and services. The proposed improvements will not burden existing park or recreation capacities. Further analysis is not required at this time.

- 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.**

The project does not propose any land uses that would directly result in the need

for additional park and recreation facilities and services. The proposed improvements will not burden existing park or recreation capacities nor will any recreational facilities be disturbed. New recreational facilities will not be required. Further analysis is not required at this time.

**XVI. TRANSPORTATION/TRAFFIC. Would the project:**

- a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? ***Less Than Significant Impact.***

The proposed improvements will widen the right-of-way of Bellflower Boulevard to the west, will create a new right-turn lane in the southerly direction, and will provide other sidewalk and traffic signal improvements. The proposed improvements will reduce congestion and traffic delays, and improve traffic-related safety along Bellflower Boulevard and connecting roadways. Further analysis is not required at this time.

- b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? ***Less Than Significant Impact.***

The Los Angeles County Congestion Management Program (CMP) was developed as a means of addressing regional traffic growth and congestion as a function of land use and development decisions. The CMP includes City arterial roadways and intersections. The proposed improvements will not generate development or additional traffic movements that would significantly burden the existing street and circulation system or conflict with the County CMP. As discussed, the proposed improvements are viewed as a benefit since traffic loads and capacities will be increased and less congestion will occur along Bellflower Boulevard and adjoining streets. Individual and cumulative levels of service for Bellflower Boulevard and adjoining streets will be improved by the proposed improvements. Further analysis is not required at this time.

- c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? ***No Impact.***

The City, including the affected segment of Bellflower Boulevard, is located approximately five miles from Long Beach Airport and is not located within the sphere of the airport's land use plan. The City and affected segment of Bellflower Boulevard are not subject to the provisions of any airport land use plan. The proposed improvements will not be impacted by any airport land use plan. There is no opportunity to change any air traffic pattern nor expose any people residing or working within the City of Bellflower to potential safety risks. Further analysis is not required at this time.

- d. Substantially increase hazards due to a design feature (i.e., sharp curves or dangerous intersections) or incompatible uses (i.e., farm equipment)? ***Less Than Significant Impact.***

The proposed improvements will widen the right-of-way of Bellflower Boulevard to the west, will create a new right-turn lane in the southerly direction, and will provide other sidewalk and traffic signal improvements. The proposed improvements will reduce congestion and traffic delays, and improve traffic-related safety along Bellflower Boulevard and connecting roadways. Significant hazards will not be

created. Further analysis is not required at this time.

- e. Result in inadequate emergency access? **No Impact.**

The proposed improvements will improve traffic movements and reduce traffic congestion along Bellflower Boulevard. The project does not propose any actual land use or development at this time that would require emergency access. Further analysis is not required at this time.

- f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? **No Impact.**

The proposed improvements will improve traffic movements and reduce traffic congestion along Bellflower Boulevard. Therefore, the project is viewed as a benefit since it would help to improve the movement of public transit, bicycles, and people along Bellflower Boulevard and connecting roadways. Further analysis is not required at this time.

## **XVII. UTILITIES AND SERVICE SYSTEMS. Would the project:**

- a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? **Less Than Significant Impact.**

The project does not propose any land uses that would directly exceed wastewater treatment requirements of the Regional Water Quality Control Board. Construction activities will be subject to provisions of the National Pollution Discharge Elimination System (NPDES), if applicable. Compliance with these provisions and with requirements of the Regional Water Quality Board ensures that water quality standards and/or wastewater treatment requirements will not be violated. Potentially significant water quality impacts will not result. Further analysis is not required at this time.

- b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? **No Impact.**

The water purveyor and the sewer provider for the affected segment of Bellflower Boulevard are Bellflower Somerset Mutual and the Los Angeles County Sanitation District, respectively. The project does not propose any land uses that would directly require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities. Further analysis is not required at this time.

- c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? **No Impact.**

The project does not propose any land uses that would directly require or result in the construction of new drainage facilities or expansion of existing facilities. Further analysis is not required at this time.

- d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? **No Impact.**

The project does not propose any land uses that would significantly burden the City's water supplies. Further analysis is not required at this time.

- e. 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? **No Impact.**

The project does not propose any land uses that would significantly burden the City's wastewater facilities. Further analysis is not required at this time.

- f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? **No Impact.**

The project does not propose any land uses that would significantly burden any landfill's capacity. Further analysis is not required at this time.

- g. Comply with Federal, State, and City statutes and regulations related to solid waste? **No Impact.**

The project does not propose any land uses that would significantly conflict with any Federal, State, or City statutes or regulations related to solid waste. Further analysis is not required at this time.

#### **XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.**

- a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? **Less Than Significant With Mitigation Incorporation.**

The proposed improvements will improve traffic movements and reduce traffic congestion along Bellflower Boulevard. Accordingly, the proposed improvements are viewed as a benefit. The proposed improvements will not significantly impact any fish or wildlife species or habitat; fish or wildlife population; plant or animal community; rare or endangered plant or animal species; or historical or prehistorical resources. As requested by the Soboba Band of Luiseno Indians, a mitigation measure is recommended to potentially retain a Native American monitor to oversee project grading and demolition activities if deemed necessary. Compliance of this mitigation measure ensures that potentially significant impacts will not result.

- b. Does the project have impacts that are individually limited, but cumulatively considerable? **Less Than Significant Impact.**

The proposed improvements will improve traffic movements and reduce traffic congestion along Bellflower Boulevard. Accordingly, the proposed improvements are viewed as a benefit. The proposed improvements will not generate significant impacts that are individually limited, but will become cumulatively considerable.

- c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? ***Less Than Significant Impact.***

The proposed improvements will improve traffic movements and reduce traffic congestion along Bellflower Boulevard. Accordingly, the proposed improvements are viewed as a benefit. The proposed improvements will not significantly directly or indirectly affect human beings.

## **E. PREPARERS OF DOCUMENT AND CONSULTED PERSONS AND AGENCIES**

### **City of Bellflower**

- Len Gorecki, Public Works Director
- Jerry Stock, City Engineer
- Catherine Jun, Management Analyst II
- Duane Morita, Planning and Environmental Consultant

### **Soboba Band of Luiseno Indians**

- Joseph Ontiveros, Cultural Resource Director

## **F. SOURCES**

1. Negative Declaration for the Bellflower Boulevard Roadway Improvements; prepared by City of Bellflower; September 23, 2013.