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City of Bell: General Plan, Fall 2012/ Winter 2013

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City of Bell General Plan

March 2013

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CITY AND REGIONAL PLANNING

CONTENTS

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Introduction

The City of Bell

The City of Bell, a charter city of Los Angeles County, is a densely-developed community located approximately eight miles southeast of Downtown Los Angeles. The City is composed of two distinct districts; the original "center city" is the residential and commercial core of the City, while industrial uses are concentrated in the Cheli Industrial Area to the northeast. The two districts are connected by a narrow strip of land along the Los Angeles River and the I-710 Freeway.

Bell is relatively small in area—2.81 square miles, or 1,798 acres. With a population of 35,477 in 2010, its population density is approximately 19.7 persons per acre. 90% of its residents are Hispanic or Latino, and modest population growth is predicted over the next decade. The City's land use patterns are similar to those of other "inner-ring" suburbs in the Los Angeles region, characterized by established single-family residential neighborhoods, commercial corridors, and industrial centers. Because the City contains very little vacant land for new development, future development will take the form of redevelopment, infill projects, and adaptive building reuse.

The General Plan

A general plan is a policy document that guides the growth and development of a community. Required by California law (§65300), a general plan needs to be comprehensive, long-term, and internally consistent. A general plan is considered the community's "blueprint" for future land use development.

The City of Bell's General Plan identifies current and future issues. The General Plan expresses community development values and provides policies in seven areas, called *elements*. Together, these elements translate broad community values and expectations into specific strategies for managing growth and enhancing the quality of life in Bell.

Land Use Element

The Land Use Element designates the type, intensity, and general distribution of land uses for public and private use, including residential, commercial, industrial, educational, recreational, and public uses.

Circulation Element

The Circulation Element identifies the general location and extent of existing and proposed major roads, transportation routes, bus stops, and other local public utilities and facilities.

Housing Element

The Housing Element is a comprehensive assessment of current and projected needs for housing for all economic groups of the community. In addition, it establishes policies for providing adequate housing and includes action programs to meet those policies. The Housing Element must be updated every five years.

Open Space and Conservation Element

The Open Space and Conservation Element addresses conservation, development, and use of natural resources. It provides measures for the long-range preservation and conservation of open space.

Recreation Element

The Recreation Element establishes goals and policies that address the long-range provision and maintenance of parks and recreation facilities to enhance a city's quality of life.

Noise Element

The Noise Element identifies and evaluates noise issues within the community. These issues are key factors in the distribution of private and public land uses.

Safety Element

The Safety Element establishes policies and programs to protect the community from risks associated with seismic, geologic, flood, and wildfire hazards.

Statutory Requirements

The State of California requires that "each planning agency shall prepare and the legislative body of each county and city shall adopt a comprehensive, long-term general plan for the physical development of the county or city." (Government Code §65300). The general plan:

- Must set forth a "statement of development policies" that includes "objectives, principles, standards, and plan proposals," and must include seven mandatory elements—land use, circulation, housing, conservation, open space, noise, and safety—as well as any optional elements the city chooses. (§65302).
- Must be an "internally consistent and compatible statements of policies." (§65300.5).
- Should "accommodate local conditions and circumstances" (§65300.7).

California Government Code §65302 states that "the general plan shall consist of a statement of development policies and shall include a diagram or diagrams and text setting forth objectives, principles, standards, and plan proposals." All principles, goals, objectives, policies, and programs set forth must be consistent with the overall general plan.

California's Office of Planning and Research (OPR) defines a *goal* as a "general direction-setter." A goal helps set a community's ideal future based on its values. It is not quantifiable or time-dependent.

An *objective* is a specified end towards attaining a goal. It is quantifiable, time-specific, and most importantly, achievable.

A *policy* is a specific statement that guides decision-making. Policies form a group of actions that help implement the objectives of the general plan by guiding decision-makers to a specific course of action.

A *program* is an implementation measure that carries out the goals and objectives of the general plan. Programs are carried out in response to adopted policies.

Who Are We?

Graduate students in the City and Regional Planning program at California Polytechnic State University, San Luis Obispo worked alongside Bell residents and City staff from September 2012 through March 2013 to update their General Plan.

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Land Use

City of Bell General Plan

Table of Contents

List of Figures

List of Tables

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INTRODUCTION

The Land Use Element of a general plan is a long-range planning document that stands as a guide for planners, the general public, and decision makers. The Land Use Element designates the type, intensity and general distribution and location of uses of land, housing, business, industry, open space, public buildings, and other categories of land use. The policies contained within the Land Use Element help city staff and decision-makers identify the appropriateness of proposed developments to complete their community vision set forth in the general plan. The Land Use Element also directs zoning, the subdivision of land, and public works decisions, which adds to the element's primary role in the general plan.

Statutory Requirements

The State Legislature in Government Code Section §65302(a) identifies the legal scope of the Land Use element, which requires that the Land Use element must designate the distribution, location, and extent of land uses, housing, business, industry, open space, education, public buildings and grounds, waste disposal facilities, as well as other private and public uses.

General Plan and Land Use Element Consistency

The Land Use Element is one of the seven State-mandated elements that every general plan must contain (Land Use, Circulation, Housing, Noise, Safety, Conservation, and Open Space). The Land Use Element's goals, policies, and implementation measures are required to be internally consistent and integrated with the other elements of the general plan (§65300.5).

DEVELOPMENT STANDARDS

Standards for development intensity and population density have been established for each land use category. These standards ensure that the public, City staff, and decision-makers clearly understand the types and extent of development permitted under the General Plan's implementation.

Land use plans need to be consistent with the zoning map. This consistency is extremely important since the zoning ordinance will be the primary mechanism used in the Plan's implementation. For this reason, the descriptions of land use designations also identify the zone districts that correspond to the General Plan designation.

The Land Use Plan for the City of Bell consists of seven categories of land use. These land use designations are described below and summarized in Table (XXX) and their distribution within the City is shown in Map (XXX).

Residential, Low Density

The maximum development density is 8.71 dwelling units per acre. (One unit per parcel is permitted with a minimum lot size of 5,000 square feet.) This designation is limited to properties improved with existing single family dwelling units. The consistent zone district is the R-1 zone.

Residential, Medium Density

The maximum development density is 21.78 units per acre. The consistent zone districts include R-1, R-2, R-3, and C-3R zones.

Commercial

Land uses within this category are characterized by office, retailing, service and automotive uses. Consistent zone districts include C-1, C-2, C-3 and C-3R zones.

Mixed Use

Land uses within this category are characterized by office and retail uses on the ground floor with offices and/or residential uses on second and above floors. The consistent zone district is the R-1 zone.

Industrial

Land uses within this land use designation are characterized by manufacturing and processing, warehousing and distribution, wholesaling and retailing, and office uses. Consistent zone districts include the C-3, CM, M and T zones.

Open Space

Open space uses include parks, recreational facilities and other public facilities. This category of land use is permitted within any zone district in the City

Institutional

This land use designation includes public and quasi-public uses within the City of Bell and includes civic centers, public and private schools, etc. These land uses are permitted in all zone districts.

Table LU-1: Summary of Proposed Land Use Designations

Land Use Designation	Acres	% Area	Corresponding Zoning
Single-Family	67	4%	R-1
Mixed Single-Family and Multi-Family	510	28%	R-2, R-3, C-3R
Commercial	49	3%	C-1, C-2, C-3, C-3R
Mixed Use	119	7%	C-3R
Industrial	369	20%	C-3, CM, M, T
Open Space	13	1.00%	All zones
Institutional	69	4%	All zones
Streets	289	16%	n.a.
I-710 Freeway	125	7%	n.a.
LA River	186	10%	n.a.
Total	1,796	100%	

Zoning Regulations

The Bell Zoning Code and Zoning Map are the primary implementation tools of the Land Use Element. The Zoning Map and Zoning Ordinance identify the specific land uses allowed in the City and establish regulations and standards for development consistent with the goals, objectives, policies and programs of the General Plan.

The Bell Zoning Code consists of 10 zoning categories for the City: R-1, R-2, R-3, C-1, C-2, C-3, C-3R, CM, M and T. In addition, a Planned Development Overlay zone allows for flexible development within the C-3, C-3R, CM, M and T zones. Specific Plans are also an option for larger sites.

The Zoning Code also provides for an architectural review board, which conducts the site plan review for new development or substantial redevelopment. The City's Architectural Review Board reviews site plans and building plans to promote orderly and compatible development in the City and to ensure compliance with pertinent provisions of the Bell Zoning Code.

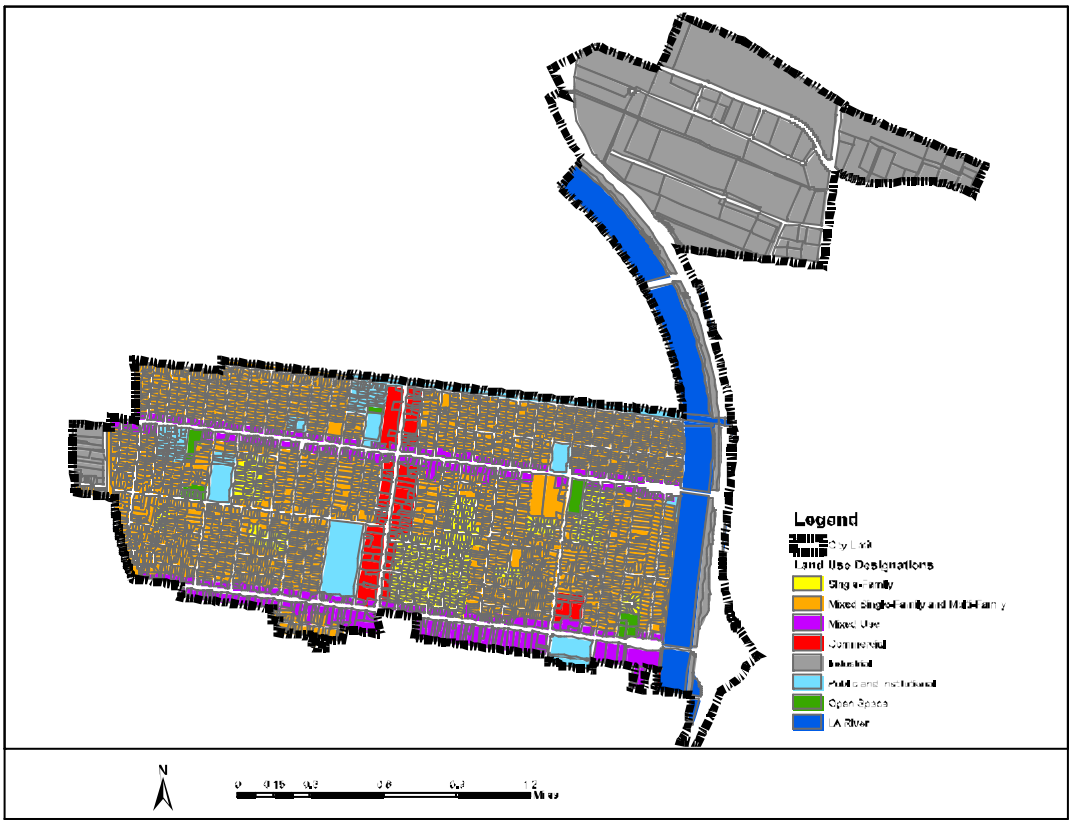

Figure LU-1: Existing Zoning Map

KEY CONCEPTS GUIDING POLICY DEVELOPMENT

Zoning Code

The current zoning code for Bell is rather generous when in comes to allowed uses. As discussed in the Land Use Element Background Report, Bell's zoning code is cumulative. This means that the uses allowed in the most intensive zoning district for a particular type of use, such as commercial, also includes the uses in the most restrictive zoning district for a particular type of use. This has caused a certain degree of uncertainty regarding the anticipated uses that will be seen in particular zones. In order to achieve a future the residents of Bell envision, the City will need to update its zoning code to be more restrictive in areas where change or more direction on uses is desired.

Neighborhood Preservation

The population in California is growing. With this growth, some cities are seeing pressure to grow and expand. Often times this pressure is in the form of increasing

costs of housing and increased residential housing projects within a community. For the City of Bell, much of this pressure is in the form of overcrowding. Due to the fact that overcrowding is an issue in Bell, one typical solution is to drastically alter the types of housing available to people. This can include the conversion of small homes into apartment complexes or other types of dense housing. There is a problem that arises from this conversion of housing: older, established neighborhoods can be changed to the point that they lose the unique characteristics that set them apart from others.

The community members of Bell did not hide the fact that traditional single-family housing is important to them. These community members did, however, show some interest in mixed-use housing with commercial land uses on the ground floor of properties and residences on the second or third floors of buildings. With single-family housing being important to the residents of Bell but increased housing necessary to relieve overcrowding, it is important to identify key areas for increased abundance of housing. During this identification for change, however, preserving existing single-family and some small-density multi-family neighborhoods to the maximum extent possible is additionally important for the community of Bell.

Community Identity

The identity of a community is important. Community identity can bring to mind positive associations with a particular area. It can also remind individuals of fond memories associated with a certain place or time. A strong community identity can bring about a sense of pride from residents within a community that drives them to be more involved in helping make their community a better place to both live and visit. In an area such as Southern California, where an individual city can seem to be lost in a sea of urban development, community identify can help set one city apart from its neighbor. This distinction may help to bring about needed economic activity, stimulating a local and sometimes regional economy. For the City of Bell, establishing a strong community identity is not only needed to spur economic growth, but it is necessary to announce to other cities and people that they are a unique place with a rich community personality.

During the development of this General Plan update, community input drove the development of the Goals, Objectives, Policies, and Programs contained within. One concept heard throughout the planning outreach efforts was the need for the City of Bell to develop an identity all its own. Community members noted that their City is often overlooked or confused with one of the multitude of neighboring cities in the megalopolis of Los Angeles. Community members showed that they cared deeply about their City, and they wanted others to know about Bell like they do. Keeping this

need in mind, Land Use Goals, Objectives, Policies, and Programs were developed in order to achieve a strong identity for the City of Bell.

Mixed Use

Mixed use development incorporates various uses combined into a single building, such as office, commercial, and residential. A mixed use district must serve more than one primary function. Developing a community with a mix of uses reduces the amount of land that is developed, which helps protects more land for open space. One key aspect of mixed use development is that it brings people closer to the things that they need on a day-to-day basis helping create a lively and well-used urban environment. Mixed used development can be vertically integrated or located horizontally in a continuous line of multiple buildings. A mixed use district focuses on compact development, which is suggested to increase social, economic, transit, and environmental benefits.

A community member of Bell during our outreach effort expressed a preference for pedestrian-oriented mixed use under five stories located primarily along Atlantic Avenue corridor and on Florence Avenue near River Street.

Transit-Oriented Development

In its long-range plan, the Los Angeles Metropolitan Transit Authority (MTA) has proposed a light rail line from downtown Los Angeles to Santa Ana. As envisioned, a transit station would be located at the city's western border with Maywood. If developed, a proposed light rail station would provide Bell with opportunities to implement sustainable alternatives for land use and circulation.

In particular, a transit station would offer significant opportunities for Bell and Huntington Park to work together to support Transit-Oriented Development. Transit-Oriented Developments or Districts (TODs) are compact, walkable, mixed-use communities developed around transit facilities. The intensification of land uses stimulates sustainable urban development and a vibrant pedestrian-oriented community. TODs provide increased options for mobility and accessibility, especially in areas like Bell which embody car-centric approaches to urban development.

Preservation of the Cheli Industrial Area

Industry in the City of Bell is located predominantly in the Cheli Industrial Area to the northeast of the central city. Primary industrial uses in this area are distribution and bulk warehousing, with some light manufacturing. Because the district is isolated from the rest of the city, many residents in the City of Bell do not consider it to be an integral part of their community.

Over the last 50 years, the area has transitioned from a wholly federally-owned military facility into an industrial center. However, because of the abundance of undeveloped (and underdeveloped) land, there are still significant opportunities for large-scale redevelopment in the Cheli Industrial Area. Vacant parcels are both privately-owned and City-owned. In addition, the Federal Government continues to gradually decommission its military uses and sell land parcels to private developers.

Land use designations in the Cheli Industrial Area will allow the City to promote new, intensified redevelopment for industrial uses, providing the City with new funding sources and new jobs. Most importantly, a redeveloped Cheli Industrial Area will create a vibrant industrial center with regional importance.

In addition to an intensification of industrial uses in the Cheli Industrial Area, there is also an opportunity to provide commercial amenities, especially near Interstate 710. Other changes to the area might include streetscape improvements, improvements to public infrastructure to support new development, and the creation of open space and/or recreation space for the district's residents in the Salvation Army Center. (The Salvation Army owns two large rows of renovated military warehouses in the southern part of the Cheli Industrial Area, containing a 240-unit residential facility.)

Los Angeles River

The L.A. River spans approximately 6.5 miles (counting both sides) along the City of Bell. The Los Angeles County Department of Public Works and U.S. Army Corps of Engineers operate and maintain the river through a flood control right-of-way while the jurisdiction of each municipality the river runs through has authority over land directly adjacent to the river. A significant amount of continuous open space is available adjacent to the river. The land here is held through easements by railroad and by public utility district.

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GOALS, OBJECTIVES, POLICIES AND PROGRAMS

GOAL LU 1 A BALANCE OF USES

Bell, as well as the entire Los Angeles region, has experienced tremendous development pressures over the last 25 years. As the city continues to grow, land uses in Bell will continue to be dynamic and change over time. It is important to ensure a balanced growth of land uses to ensure that citizens can find housing and employment, the civic economy continues to support vital services, and residents are able to easily meet their basic needs.

Objective 1.1 Promote an orderly pattern of quality future development to achieve a complete and controlled balance of growth among land uses.

Policy LU 1.1.1 Maintain compatibility with the General Plan and the City's Zoning Ordinance.

Program 1 *Update the zoning code to be consistent with the General Plan.*

Policy 1.1.2 Minimize the expansion of nonconforming uses.

Program 1 *Administer zoning and building code enforcement programs.*

Policy 1.1.3 Prevent incompatibility among land uses for the health and safety of occupants and the protection of property values.

Program 1 *Provide incentives for consolidation of lots to encourage infill development that meets city standards and spurs neighborhood reinvestment.*

Policy 1.1.4 Review zoning and development standards to ensure their adequacy for current and future needs.

Objective 1.2 Achieve and maintain consistency between local and regional planning efforts.

Policy 1.2.1 Participate in regional planning efforts.

Policy 1.2.2 Specific plans should be used in areas where major projects are proposed.

Program 1 *Implement the General Plan through Specific Plans, such as in the Cheli Industrial Area, the Los Angeles River area, the Metro Station area, and the Atlantic Boulevard Corridor.*

Objective 1.3	Encourage neighborhood serving commercial to be accessible within ¼ mile of all residential parcels.
Policy 1.3.1	Promote the development of denser, more efficient commercial retail shopping centers as opposed to smaller "strip commercial" centers.
Policy 1.3.2	Promote mixed-use development that places most people's daily needs within walking distance of their dwellings.

GOAL LU 2 A VIBRANT CIVIC ECONOMY

A vibrant civic economy provides jobs and services for the local and regional market, ensuring that residents are able to meet basic needs through local services and find employment to support their families and better their lives. The City of Bell already enjoys a thriving industrial base, and maintaining and expanding this base is key to the long-term vitality of Bell.

Objective 2.1	Achieve and maintain an unemployment rate that is below that of Los Angeles County.
Policy 2.1.1	Promote economic stability through diversifying the commercial base and developing employment opportunities.
Policy 2.1.2	Develop underutilized properties.
Program 1	*Operate commercial rehabilitation programs.*
Objective 2.2	Promote the development of a wide range of commercial activities to meet the needs of the local and regional marketplace.
Policy 2.2.1	Encourage the development of commercial activities that are underserved in the city and its immediate surroundings.
Objective 2.3	Ensure a strong industrial and commercial tax base to finance city services.
Policy 2.3.1	Encourage the continued revitalization of the city's industrial districts to accommodate economic development and growth.
Policy 2.3.2	Promote the development of modern, attractive and flexible centers to attract more industrial uses to the Cheli Industrial Area.
Program 1	*Pursue parking districts as an incentive for commercial and industrial development, where feasible.*

GOAL LU 3 HIGH QUALITY PUBLIC SERVICES

High quality public services provide basic support to residents and businesses. Ensuring the safe, effective, and efficient provision of services ensures the protection of quality of life for residents and the economic vitality of local businesses.

Objective 3 Ensure the availability of adequate public services and facilities.

Policy 3.1.1 Cooperate closely with agencies responsible for public service and facilities.

Policy 3.1.2 Do not approve higher intensity of allowable uses for any area until an adequate supply of public services is assured through existing infrastructure or feasible capital improvements.

Policy 3.1.3 The city shall develop programs to implement the Land Use Element.

Program 1 *Develop and administer public service programs to respond to community needs.*

Program 2 *Review user fees for service recipients and adjust where appropriate.*

Program 3 *Review City services and facilities to ensure quality levels of service and cost effectiveness.*

Objective 3.2 Upgrade public services and facilities to meet projected demand for parks, libraries, and other community assets.

Policy 3.2.1 Expand public facilities to meet community needs and demands.

Program 1 *Maintain a long range capital improvement program to remove circulation and other infrastructure constraints.*

Policy 3.2.2 Ensure the provision of adequate public facilities through capital improvement programs.

Program 1 *Pursue Federal and State sources of funding for infrastructure improvements.*

Program 2 *Establish benefit assessment districts to finance public improvements such as street light and off-street parking improvements.*

Program 3 *Maintain a capital improvement program to upgrade City facilities.*

GOAL LU 4 A STRONG COMMUNITY IDENTITY

Community identity fosters local pride and attracts visitors to the city, enhancing the business environment for local stores. In addition, it is an expression of residents' pride in their hometown and their hope for a better tomorrow. Embracing this community pride contributes to the quality of life in Bell.

Objective 4.1 Provide input on the design and site planning of development activities.

Policy 4.1.1 Encourage a high level of quality in construction and site design features.

Program 1 *Require undergrounding of utilities for all new development.*

Policy 4.1.2 Actively pursue, solicit, assist and approve development that will present a quality image and serve as a stable, economic asset.

Program 1 *Require off-site improvements as a condition of approval for new development to mitigate impacts to community services.*

Policy 4.1.3 Encourage the clustering of businesses with landscaping, shared parking, and other techniques that will improve the visual continuity and efficiency of the "strip commercial" business district.

Policy 4.1.4 Pursue opportunities to influence development decisions concerning Federally-owned properties.

Program 1 *Maintain a Design Review Board to advise in the preparation of design guidelines and implement a design review program.*

Objective 4.2 Create a cohesive identity in all public facilities and spaces.

Policy 4.2.1 Public facilities should have similar design elements and feature elements that emphasize community pride.

Program 1 *Create design palettes for all future facilities and major remodels of existing facilities.*

Program 2 *Subject all future public facilities to approval by the Design Review Board.*

Policy 4.2.2 Pedestrian pathways and roadways shall be used to distinguish Bell from its neighboring communities.

Program 1 *Create design palette for all future street furniture purchases.*

Policy 4.2.3 Signage shall be used to greet visitors as they enter the City of Bell.

Program 1 *Construct welcome signage at key entrances to the City, especially on the Florence Avenue bridge over the Los Angeles River.*

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CIRCULATION

City of Bell General Plan

Table of Contents

List of Figures

List of Tables

INTRODUCTION

The Circulation Element of the Bell General Plan is meant to guide the development of Bell's circulation system in accordance with the other elements. The City's land use pattern is well established; however changes in land use and development in and outside of Bell will still occur, and will affect demands on its circulation system. In Los Angeles and California transportation planning, there has been an increased focus on multi-modal circulation systems. While changes in capacity demands on roadways in Bell have been mixed over the past decade, surrounding cities and the greater Los Angeles region are expected to experience increasing population and development pressures. The Circulation Element includes goals, objectives, policies, and programs to accommodate these changes and ensure Bell provides a safe, efficient, and functioning circulation system to move goods and people within the City.

STATUTORY REQUIREMENTS

According to California Government Code Section 65302 (b), General Plan Circulation Elements shall include "the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals and other public utilities and facilities, all correlated with the Land Use Element of the Plan." Starting January 1, 2011, in compliance with the Complete Streets Act and its update to the General Plan Guidelines, any substantial revision of a circulation element must include planning for a balanced, multi-modal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel in a manner than is suitable to the rural, suburban, or urban context of the General Plan. "Users" in this context will mean bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, riders of public transportation, and seniors [Government Code Section 65302.2 (a) (b)]. The Circulation Element must also have a direct relationship with the Housing, Open-Space, Noise, and Safety Elements.

Furthermore, Bell cannot ignore its regional setting and should coordinate with provisions of applicable state and regional transportation plans [§65103(f) and §65080, et seq.]. In turn, the state and federal governments must coordinate plans with local governments in a similar obligation [§65050(a), Title 23 USC§134].

EXISTING CONDITIONS AND BACKGROUND FOR PLANNING

The City of Bell is located approximately six miles southeast of Downtown Los Angeles. The City is adjacent to major north-south transportation routes between Los Angeles and Long Beach. These major systems include the I-710 Freeway, the Los Angeles River storm-water drainage channel, a series of freight rail lines that serve the port activity of Long Beach, and general traffic between Los Angeles and Orange County. Arterial roadways within Bell serve major employment centers, trucking facilities, and traffic between neighboring communities.

Level of Service Analyses and Critical Intersections or Paths

In Bell's previous General Plan, a "critical intersections" list was created to identify locations in need of traffic improvements based on vehicular Level of Service (LOS) criteria. The same approach is adopted in this General Plan; however, it now includes LOS analyses for pedestrians and biking facilities according to methods outlined in the latest Highway Capacity Manual (2010). The LOS analysis methodology and criteria for determining which facilities are 'critical' are outlined for the various modes below. Critical intersections are those that must be improved within a certain timeframe established by the City. LOS analysis for all modes requires vehicular traffic counts and should be done in conjunction with traffic studies per Goal 1, Objective 3, Policy 2 of this Circulation Element.

Roadways

Bell has an established hierarchy of roadways comprised of three (3) primary commercial arterials, several secondary and minor residential streets, and one (1) major freeway with two interchange ramps routing traffic into and out of Bell. Major arterials include Atlantic, Gage, and Florence Avenues. Collectors include Salt Lake, Otis, Heliotrope, and Wilcox Avenues, and Bandini Boulevard. Figure C-1 illustrates the street hierarchy of all roadways in Bell.

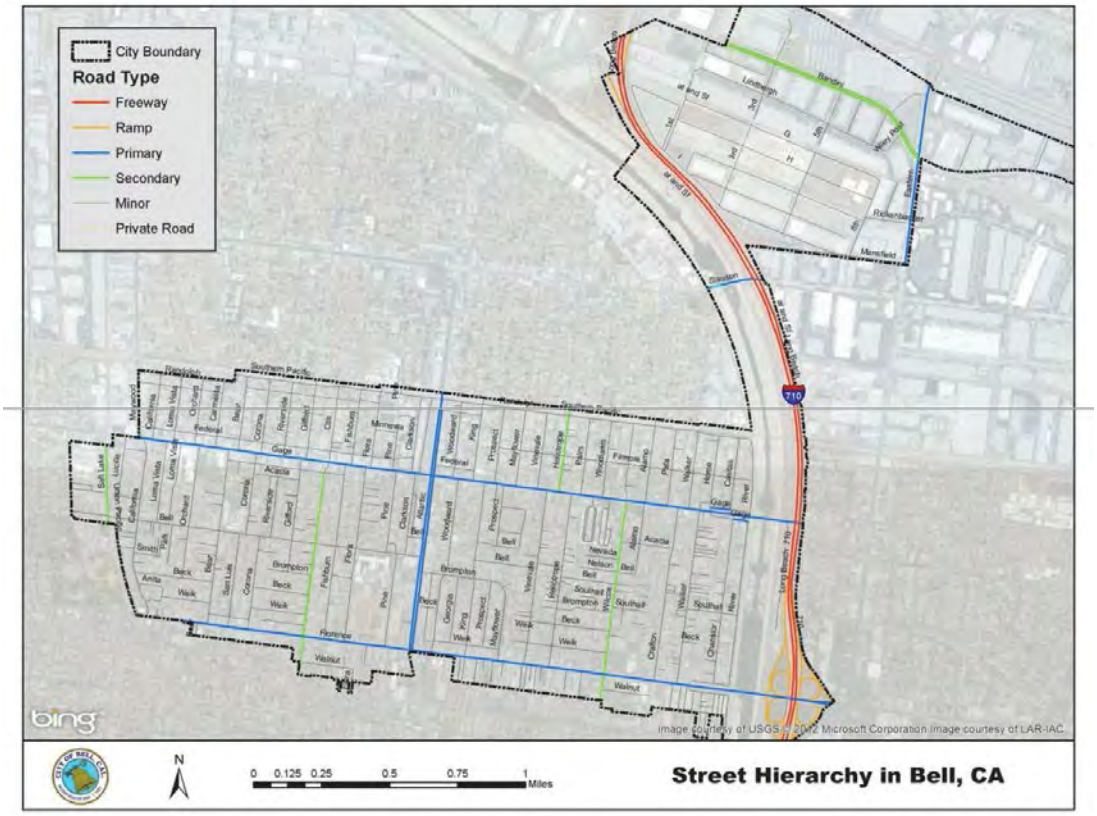

Figure C-1: Street Hierarchy

Traffic Volumes

Latest traffic figures from 2012 provide average daily traffic values (ADT) for most segments of roadway in Bell. The most recent traffic study was conducted in 2003. Table C-1 shows changes in traffic volumes between the two years. Projections as discussed in this chapter should follow proper methodology in anticipating future needs to the roadway network. For planning purposes in this Circulation Element, ADT is used to evaluate capacities in conjunction with Level of Service analysis.

Table C-1: Average Daily Traffic (ADT) values in Bell

Street	Between		ADT		% Change
	Street A	Street B	2003	2012	
Bandini Blvd.	26th St.	Yeager Way	24,998	31,451	26%
Maywood	Randolph	Federal	8,493	9,569	13%
Atlantic	Gage	Bell	24,771	27,325	10%
Eastern	Commerce Way	Bandini	22,297	23,968	7%
Gage	Wilcox	Alamo	25,889	27,689	7%
Florence	Pine	Atlantic	33,692	35,993	7%
Salt Lake	Bell	Florence	10,455	11,024	5%
Atlantic	Randolph	Federal	26,691	27,688	4%
Atlantic	Beck	Florence	27,375	27,621	1%
Florence	Heliotrope	Wilcox	40,459	39,851	-2%
Florence	Woodward	King	40,459	38,603	-5%
Florence	Corona	Otis	33,692	31,579	-6%
Gage	Woodward (N)	Woodward (S)	31,155	28,486	-9%
Gage	Gifford	Otis	30,094	26,255	-13%
Wilcox	Brompton	Beck	12,334	10,675	-13%
California	Bell	Smith	6,097	4,917	-19%
Gage	Pine	Clarkson	30,094	24,223	-20%
Lindbergh Ln.	Yeager Way	Amelia Earhart Way	1,744	1,236	-29%
Otis	Bell	Brompton	9,056	5,342	-41%

Vehicular Level of Service (LOS) Analysis

Bell currently uses Intersection Capacity Utilization (ICU) methodology to determine LOS 'grades' and their associated qualitative descriptions (see the Circulation chapter in the Technical Background Report to this General Plan for more information on its methodology). Table C-2 shows qualitative descriptions associated with LOS letter grades "A" thru "H". The City of Bell has established a target LOS of "C" for all primary roadways and a threshold LOS "D". The City will still find that improvements required to achieve a LOS "C" at certain intersections are infeasible due to fiscal constraints, incompatible land uses, or conflict with other City policies. These intersections shall be deemed 'critical'.

Table C-2: Level of Service (LOS) Rubric

LOS	Intersection Traffic Flow Quality	ICU
A	The intersection has no congestion. A cycle length of 80 seconds or less will move traffic efficiently. All traffic should be served on the first cycle. Traffic fluctuations, accidents, and lane closures can be handled with minimal congestion. This intersection can accommodate up to 40% more traffic on all movements.	<= 0.60
B	The intersection has very little congestion. Almost all traffic will be served on the first cycle. A cycle length of 90 seconds or less will move traffic efficiently. Traffic fluctuations, accidents, and lane closures can be handled with minimal congestion. This intersection can accommodate up to 30% more traffic on all movements.	0.60 < ICU <= 0.70:
C	The intersection has no major congestion. Most traffic should be served on the first cycle. A cycle length of 100 seconds or less will move traffic efficiently. Traffic fluctuations, accidents, and lane closures may cause some congestion. This intersection can accommodate up to 20% more traffic on all movements.	0.70 < ICU <= 0.80:
D	The intersection normally has no congestion. The majority of traffic should be served on the first cycle. A cycle length of 110 seconds or less will move traffic efficiently. Traffic fluctuations, accidents, and lane closures can cause significant congestion. Sub optimal signal timings cause congestion. This intersection can accommodate up to 10% more traffic on all movements.	0.80 < ICU <= 0.90:
E	The intersection is right on the verge of congested conditions. Many vehicles are not served on the first cycle. A cycle length of 120 seconds is required to move all traffic. Minor traffic fluctuations, accidents, and lane closures can cause significant congestion. Sub optimal signal timings can cause significant congestion. This intersection has less than 10% reserve capacity available.	0.90 < ICU <= 1.00
F	The intersection is over capacity and likely experiences congestion periods of 15 to 60 minutes per day. Residual queues at the end of green are common. A cycle length over 120 seconds is required to move all traffic. Minor traffic fluctuations, accidents, and lane closures can cause increased congestion. Sub optimal signal timings can cause increased congestion.	1.00 < ICU <= 1.10
G	The intersection is 10% to 20% over capacity and likely experiences congestion periods of 60 to 120 minutes per day. Long queues are common. A cycle length over 120 seconds is required to move all traffic. Motorists may be choosing alternate routes, if they exist, or making fewer trips during the peak hour. Signal timings can be used to "ration" capacity to the priority movements.	1.10 < ICU <= 1.20
H	The intersection is 20% over capacity and could experience congestion periods of over 120 minutes per day. Long queues are common. A cycle length over 120 seconds is required to move all traffic. Motorists may be choosing alternate routes, if they exist, or make fewer trips during the peak hour. Signal timings can be used to "ration" capacity to the priority movements.	1.20 < ICU:

As part of the prior General Plan, a LOS analysis was conducted in 1996 at all major interchanges using the ICU methodology described above. The previous LOS scores and critical intersections can be found in Table C-3. The City shall complete a new LOS study, identify current critical intersections, and update the table accordingly.

Table C-3: 1996 and Current Level of Service (LOS) in Bell

Intersection	1996 LOS	Current ICU	Current LOS
Florence/Atlantic*	E	(value)	(value)
Florence/Bear	A	(value)	(value)
Florence/California	C	(value)	(value)
Florence/Otis	C	(value)	(value)
Florence/Vinevale	B	(value)	(value)
Florence/Walker*	E	(value)	(value)
Florence/Wilcox*	F	(value)	(value)
Atlantic/Bandini*	F	(value)	(value)
Atlantic/Bel	B	(value)	(value)
Atlantic/Gage*	D	(value)	(value)
Atlantic/Slauson*	E	(value)	(value)
Atlantic/Randolph	C	(value)	(value)
Gage/California	C	(value)	(value)
Gage/Gifford	A	(value)	(value)
Gage/Otis	A	(value)	(value)
Gage/Walker	A	(value)	(value)
Gage/Wilcox	B	(value)	(value)
Bandini/Eastern*	D	(value)	(value)

***Critical Intersection per Previous General Plan**

Level of Service Analysis for the I-710 Corridor Project

As part of the Environmental Impact Report for the I-710 Corridor Project, a LOS analysis was conducted for a large section of the I-710 Freeway and includes interchanges at Florence and Atlantic Avenues in Bell. Existing LOS at these interchanges should influence the City's preferred alternative in the I-710 Corridor Project, as the proposed changes will have different effects on Bell's major arterials (see the Circulation chapter of Technical Background Report for more information).

Critical Intersections

Current critical intersections in Bell should be listed here. Mitigation measures and improvements should also be identified, detailed, and prioritized in support of Goal 2, Objective 3 in the Circulation Element of this General Plan.

Traffic Accidents and Safety

Accident rates were developed by the Statewide Integrated Traffic Records System (SWITRS) database. Analysis indicates the highest number of collisions occur around 7:00 AM and 6:00 PM (distribution may correlate with AM and PM peak hours). There

are a very low number of serious accidents in Bell, and in the past three years it has seen only one fatal accident.

Table C-4 shows key intersections and segments that have the highest collision rates. Rates are reported as collisions per million vehicles entering an intersection or traveling along a given segment. Two local segments, Sherman (Southhall to Florence) and Chanslor (Gage to Southhall) were found to have a significantly higher rate than all other segments and intersections. Bell shall use this information to prioritize safety improvements to circulation infrastructure and traffic control systems.

Table C-4: Segment Collision Rates

Segment Collision Rates (Jan 2006 - Oct 2012)					
Road Hierarchy	Segment	Length (mi)	# Collisions	Volume	Rate
Arterial	Atlantic (Gage - Bell)	0.25	12	27,325	0.71
	Atlantic (Bell- Florence)	0.284	11	27,621	0.56
	Florence (California - Otis)	0.474	20	31,579	0.54
	Florence (Otis - Atlantic)	0.327	14	35,993	0.48
	Atlantic (Randolph - Gage)	0.231	6	27,688	0.38
	Gage (Wilcox - River)	0.379	9	27,689	0.34
	Florence (Atlantic - Heliotrope)	0.42	11	38,603	0.27
	Gage (Otis - Clarkson)	0.594	9	24,223	0.25
	Gage (Atlantic - Wilcox)	0.594	10	28,486	0.24
Collector	Salt Lake (Gage - Bell)	0.237	4	11,024	0.61
	Wilcox (Bell - Florence)	0.276	4	10,675	0.55
	Bandini (Yeager - Wiley)	0.45	4	31,451	0.11
Local	Sherman (Southhall - Florence)	0.206	5	4000	2.43
	Chanslor (Gage - Southhall)	0.288	5	4000	1.74
	Randolph (Loma Vista - Clarkson	0.713	5	6,253	0.45

Transportation Demand Management

The City of Bell adopted a Transportation Demand Management (TDM) Ordinance which encourages the use of public transit instead of single-occupant vehicles. The TDM Ordinance requires new non-residential development provide public transit information kiosks, preferential carpool/vanpool parking spaces, bike racks, and/or bus stop improvements to encourage employees and visitors to use buses, carpools/vanpools, bicycles, or other alternative means of transportation.

In addition, the City has adopted Resolution No. 2012-52 to take all required action in conformance with the Los Angeles County Metropolitan Transportation Authority's Congestion Management Program (CMP) [pursuant to California Government Code 65089]. This requires a submittal of a CMP Local Development Report by September 1 each year. By June 15 of odd numbered years the City of Bell will conduct annual traffic

counts and calculate levels of service for selected arterial intersections consistent with the requirements identified in the CMP Highway and Roadway System chapter. In order to balance traffic congestion impacts from growth with transportation improvements and meet responsibilities under the Countywide Deficiency Plan, the City should adopt a Local Development Report that is consistent with the identified requirements of the CMP.

Complete Streets

Complete Streets may include streets, alleys, and other public rights-of-ways. They provide safe and convenient travel for all users of the road which include pedestrians, bicyclists, transit riders, and motorists. The City of Bell does not currently require physical improvements to explicitly integrate Compete Streets transportation design principles. Through implementation of Goal 1, Objective 3 of this Circulation Element, Complete Street design will be incorporated into all arterials in Bell. The City will prioritize incorporation based on public right-of-way improvements with focus placed on its commercial corridors: Gage Avenue, Atlantic Boulevard, and Florence Avenue (see the Circulation chapter of Technical Background Report for more information on Complete Streets).

Truck Routes

It is not expected that truck routes or traffic will change significantly in the City until the I-710 Corridor Project is implemented. The goals and objectives in this Circulation Element shall be used to support Bell's preferred alternative as proposed by the project. Similarly, TDM measures, the closure of certain right-of-ways, and traffic signalization shall be employed to help alleviate congestion caused by truck traffic (see the Circulation chapter of the Technical Background Report for more information).

Rail Facilities

Existing freight rail facilities are not expected to change, however alternatives for a new commuter rail transit stop, as proposed by the Orange Line Development Authority (OLDA), may affect some abandoned right-of-way. The new rail line may use some existing right-of-way from the abandoned streetcar "Red Line" running along Salt Lake Avenue. This potential new transit line is addressed in the Public Transit section below. Changes to scheduling may have external impacts which are addressed in the Noise and Safety Elements of this General Plan (see the Circulation and Noise chapters of the Technical Background Report for more information).

Bikeways

There is limited bike infrastructure in Bell. Running along the western edge of the LA River there is a single Class 1 bike route owned and maintained by LA County. This

route stretches along the river from Long Beach to its intersection with Atlantic Boulevard at the north end of Maywood. The LA County Bicycle Master Plan proposes an extension comprised of a Class 1 path and Class 3 route north along the eastern edge of the river.

Bicycle Level of Service Analysis

Bicycle LOS analysis for multi-lane highway segments uses methods set forth in the 2010 Highway Capacity Manual, and applies only to major arterial segments in Bell, namely Florence and Gage Avenues and Atlantic and Bandini Boulevards. LOS scores are based on lane configuration and spacing, annual average daily traffic, speeds, the presence of heavy vehicles, and pavement conditions. These factors are calculated into a score that corresponds with letter grades as shown in Tables C-5 and C-6. Because traffic contributes heavily to the bicycle LOS score and may not be easily remedied, critical bike segments are defined as receiving a LOS letter grade of "D" or worse.

Table C-5: Bike LOS Thresholds; Table C-6: Bike LOS Scores in Bell

LOS	Bicycle LOS Score
A	≤ 1.5
B	>1.5-2.5
C	>2.5-3.5
D	>3.5-4.5
E	>4.5-5.5
F	>5.5

Segment	Bicycle LOS
Florence EB	(value)
Florence WB	(value)
Gage EB	(value)
Gage WB	(value)
Atlantic NB	(value)
Atlantic SB	(value)
Bandini EB	(value)
Bandini WB	(value)

Source: Highway Capacity Manual, Ch. 17, 2010.

Critical Bike Infrastructure

[Critical bike paths and/or intersections in Bell should be listed here. Mitigation measures and improvements should also be identified, detailed, and prioritized in support of Goal 1, Objective 2 in the Circulation Element of this General Plan].

Public Transportation

Public transit improves the diversity of transportation options and increases access to the Greater Los Angeles Metropolitan Area, specifically as an alternative to private vehicles. The Los Angeles Metropolitan Transit Authority (LAMTA), commonly referred to as Metro, is the major provider of city and regional public transportation services. These services include light rail, metropolitan and municipal bus systems, and Bus Rapid Transit (BRT). The primary public transit service in Bell is the LA Metro bus system. The City now offers a limited dial-a-ride shuttle service. Public transit routes through Bell can be found in Figure C-2.

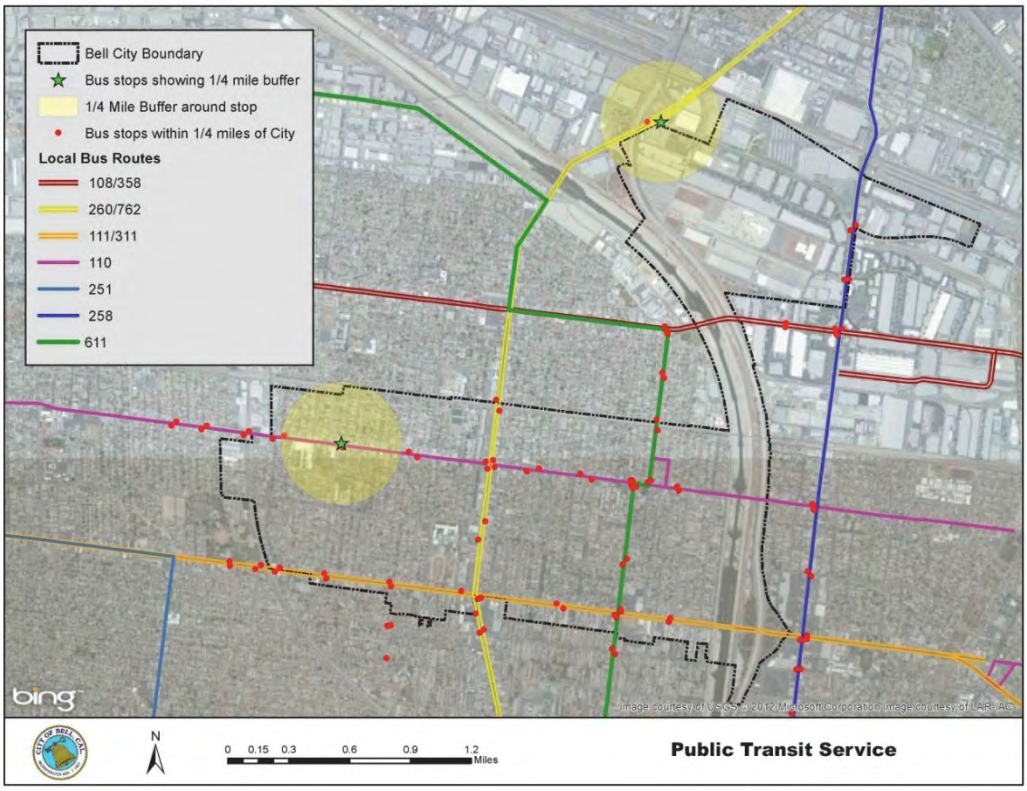

Figure C-2: Public Transit in Bell

A new commuter transit rail stop in or adjacent Bell would be significant. Alternatives proposed by the Orange Line Development Authority, of which the City of Bell is a member, currently include stops at Salt Lake and Gage Avenues or Salt Lake and Florence Avenues. Alternatives are currently under a refinement process, where new alternative locations may still be proposed. The goals, objectives, and policies included

in the Circulation and Land Use Elements reflect the City's support for an alternative that would bring new transit to Bell.

Pedestrian Level of Service Analysis

Pedestrian LOS analysis relies on the 2010 Highway Capacity Manual for urban street segments. Urban street segments include one (1) segment bounded by an all way stop controlled intersection. As pedestrian improvements relate to the incorporation of Complete Street designs, pedestrian LOS analyses and the identification of critical segments for improvements are limited to arterials in Bell, with priority given to commercial corridors. Calculations incorporate pedestrian flow, walkway space, and delay, among other inputs. The acceptable range of LOS scores is based on the different types of street segments under consideration. Only intersections receiving a LOS score of "E" or worse shall be considered critical.

Table C-7: Pedestrian Level of Service Scores for Segments in Bell

Source: Exhibit 17-3 LOS Criteria: Pedestrian Mode, Highway Capacity Manual, Ch. 17, 2010.

Pedestrian LOS Score	LOS by Average Pedestrian Space (ft.^2 / p)					
	>60	>40-60	>24-40	>15-24	>8.0-15*	≤ 8.0*
≤ 2.00	A	B	C	D	E	F
>2.00-2.75	B	B	C	D	E	F
>2.75-3.50	C	C	C	D	E	F
>3.50-4.25	D	D	D	D	E	F
>4.25-5.00	E	E	E	E	E	F
>5.00	F	F	F	F	F	F

Note: * In cross-flow situations, the LOS E/F threshold is 13 ft^2 / p.

Table C-8: Pedestrian Level of Service Thresholds

Segment	Pedestrian LOS
Florence EB (Ex: Salt Lake-Atlantic)	(value)
Florence WB (EX: Atlantic-Salt Lake)	(value)
Florence EB (Cont.)	(value)
Florence WB (Cont.)	(value)
Gage EB (Cont.)	(value)
Gage WB (Cont.)	(value)
Gage EB (Cont.)	(value)
Gage WB (Cont.)	(value)
Atlantic NB (Cont.)	(value)
Atlantic SB (Cont.)	(value)
Bandini EB (Cont.)	(value)
Bandini WB (Cont.)	(value)

Critical Pedestrian Infrastructure

Critical pedestrian segments in Bell should be listed here. Mitigation measures and improvements should also be identified, detailed, and prioritized in conjunction with Complete Street design and in support of Goal 1, Objective 3 of this Circulation Element.

Airports

The Los Angeles International Airport (LAX), which provides air transportation to the region, is approximately 15 miles west of Bell. Airplanes fly over the City at an elevation of 2,000 to 7,000 feet. The Long Beach Municipal Airport is located approximately 15 miles south of the City and provides additional air transportation services for local businesses and industries. The Compton Airport, located approximately 9 miles southwest of Bell, is a County-owned airport used for general aviation of small planes.

Other regional airports are located approximately 25 to 45 miles from the City: John Wayne Airport, Long Beach Airport, Ontario Airport, and the Bob Hope Airport. Future changes to these facilities are not expected to alter circulation or land use patterns significantly in the City.

Harbors and Ports

The closest harbor facilities to Bell are located in the Ports of Los Angeles and Long Beach. Several freight shipping and fishing companies are located at these ports. Regular passenger service to destinations such as Catalina Island and international cruise ship services can also be obtained at these facilities.

GOALS, OBJECTIVES, POLICIES AND PROGRAMS

GOAL C 1 SAFE AND EFFICIENT MULTI-MODAL TRANSPORTATION NETWORK

Although some residents of Bell use alternative modes of transportation, it is clear that Bell is an auto-oriented city. A lack of bike lanes/routes, inefficient buses, and pedestrian safety issues contribute to a transportation network greatly dominated by automobiles. Expected population growth in East Los Angeles means more and more cars will make use of the limited roads and freeways in and around Bell. In order to prepare for an increase in drivers, Bell will need to offer alternative modes of transportation to residents who live near roads reaching their service capacities. Complete Street design, which aims to integrate equal representation for all users on the public right-of-way, should be used as a tool to decrease the necessity of owning an automobile and provide safe and convenient alternative transportation options to all residents.

Objective 1.1 Better accommodate public transit riders to increase ridership by [25% by 2025]*.

Policy 1.1.1 Bell shall provide safe and well maintained bus stops.

Program 1 *Investigate potential locations for bulb-outs, bus rights of way, and new bus shelters.*

Program 2 *Develop a bus shelter maintenance and improvement program.*

Policy 1.1.2 Continue to encourage the use of public transportation systems management (TSM) measures.

Program 1 *Coordinate with regional transit operators to install data collection sensors whenever street improvements allow.*

Program 2 *Implement the most advanced vehicle detectors and signal timing controllers and systems that improve public transit operations.*

Objective 1.2 Develop bicycle network that increases commuter bicyclists by [25% by 2025]*, and encourages recreational riding.

Policy 1.2.1 Bell shall designate bike routes on abandoned rail right-of-way along Randolph and on arterials where there is ample road width to accommodate new lanes.

Program 1 *Develop a Bicycle Transportation Master Plan that coordinates new bike routes with adjacent city and regional plans and initiatives.*

Policy 1.2.2 Bell shall provide on and off street bike lanes that are safe and convenient to use per standards described in the LA County Bicycle Master Plan.

Program 1 *Develop a program to monitor, maintain and upgrade bike paths and routes.*

Policy 1.2.3 Bell shall leverage the Bicycle Transportation Master Plan to obtain funding for new bicycle infrastructure.

Policy 1.2.4 Continue to encourage new developments that accommodate bicycles as a mode of transportation.

Program 1 *Incentivize the installation of bike ways, bike racks, and storage facilities on major development projects.*

Objective 1.3 Incorporate Complete Street design on all major arterial streets by the year [2025]*.

Policy 1.3.1 Public right-of-way improvements shall include Complete Street design.

Program 1 *Develop a Complete Streets plan to guide public right-of-way improvements that include: multi-modal and pedestrian design, street trees and furniture, lighting, and crosswalk and sidewalk treatments.*

Program 2 *Provide incentives to developers to incorporate pedestrian friendly elements as part of their projects.*

Policy 1.3.2 Bell shall consider all modes in transportation analyses.

Program 1: *Conduct multi-modal level of service analysis whenever periodic Average Daily Traffic (ADT) and Level of Service (LOS) analyses are conducted.*

Policy 1.3.3 Prioritize the safety of children and school bound pedestrians.

Program 1 *Develop safe routes to school program.*

Program 2 *Maintain current crossing guard program and staff.*

GOAL C 2 SAFE AND EFFICIENT STREET SYSTEM FOR TRAFFIC AND PARKING

It is evident heavy car and truck traffic will continue to be a factor in the City of Bell. The objectives and policies associated with this goal will address the current congestion, truck traffic, and parking issues within the City. Certain policies also encourage the separation of pedestrians from trains and cars to increase the safety of walking in Bell.

Objective 2.1 Provide adequate roadway and traffic systems design to accommodate truck traffic while reducing congestion on major arterials.

Policy 2.1.1 Close certain streets or rights-of-way to promote the separation of commercial through traffic with residential traffic to remove existing hazardous circulation patterns and congestion.

Objective 2.2 Provide adequate and efficient parking that matches supply with demand by [2030]*.

Policy 2.2.1 Parking restrictions shall allow flexibility.

Program 1 *Install and utilize state of the art parking management systems.*

Program 2 *Work with business owners to implement a trial street parking metering and street improvement program near its commercial corridors.*

Program 3 *Develop and institute a flexible residential nighttime parking program.*

Program 4 *Ease minimum parking requirements for mixed use and higher density development areas*

Policy 2.2.2 Bell shall encourage carpooling for commuters to and from Bell.

Program 1 *Implement park-and-ride and ridesharing programs for commuters.*

Policy 2.2.3 Use public parking garages in conjunction with parking districts as an incentive for commercial development. See Land Use Element 2.3.2, Program 1.

Objective 2.3 Improve transportation operations to achieve adequate level of service on all major streets by [2025]*.

Policy 2.3.1 Maintain Level of Service "C" as the acceptable standard for vehicular traffic.

Policy 2.3.2 Bell shall have synchronized traffic signals on all primary arterials.

Program 1 *Continue to participate in the County of Los Angeles Metropolitan Transportation Authority's signalization improvement plan.*

Policy 2.3.3 Continue to utilize design review and requirements of new development proposals to reduce and mitigate potential impacts on circulation and traffic safety.

Policy 2.3.4 Continue to pursue the construction of grade separations where vehicles and railroads have the potential for conflicts.

GOAL C 3 COORDINATED REGIONAL TRANSPORTATION NETWORK

Due to the fact that Bell is bordered by five cities, the City will need to coordinate comprehensive circulation efforts with surrounding jurisdictions. Proper coordination will result in an efficient and coherent transportation network. Bell will also be a part of large regional transportation projects in the future. The City should dedicate appropriate resources to ensure official opinions are incorporated into decision making.

Objective 3.1 Support implementation of an I-710 Corridor Project alternative that enhances Bell's transportation network.

Policy 3.1.1 The city shall be involved in all I-710 Corridor Project planning activities.

Program 1 *Establish a responsible staff member or entity to attend meetings related to the project and coordinate city actions.*

Objective 3.2 Support implementation of a rail transit stop that serves the City of Bell.

Policy 3.2.1 Communicate city goals to the Orange Line Development Authority, regional stakeholders, and the public.

Program 1 *Establish a responsible staff member or entity to attend meetings related to the project and coordinate city actions.*

Objective 3.3 Improve area-wide circulation through coordination with adjacent cities.

Policy 3.3.1 Bell shall regularly coordinate transportation efforts with nearby cities.

Program 1 — *Conduct bi-yearly meetings with neighboring cities to discuss circulation and traffic engineering issues.*

Program 2 — *Request traffic planning updates from neighboring jurisdictions as they become available.*

Program 3 — *Establish a responsible staff member or entity to attend meetings related to the project and coordinate city actions.*

GOAL C 4 HIGH QUALITY AND LONG LASTING UTILITIES AND INFRASTRUCTURE

Potential population growth in Bell will place more stress on infrastructure and utility services within the City. Regularly improving the roadways will prevent larger, more costly road maintenance projects that could have been avoided. The policies and programs under this goal aim to further improve how utility projects are managed and organized.

Objective 4.1 Improve and maintain the roadway and utility network.

Policy 4.1.1 Bell shall maintain an updated roadway and utility maintenance program.

Policy 4.1.2 Continue to initiate the design and engineering of roadway improvement projects.

Policy 4.1.3 Adopt the Los Angeles County street construction standards as guidelines for roadway construction and repair.

Objective 4.2 Bell will underground all utilities by [2050]*.

Policy 4.2.1 In conjunction with major circulation infrastructure projects Bell will require above ground utility lines be placed below ground. See Land Use Element 4.1.1 Program 1.

Program 1 — *Designate funding for undergrounding utilities in capital improvement programs.*

Objective 4.3 Apply to all feasible funding sources through federal and state grant programs annually.

Policy 4.3.1 Inventory current status and needs of the circulation system as changes and issues occur.

Program 1 — *Establish a responsible staff member or entity to conduct and maintain inventory.*

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Housing

City of Bell General Plan

Table of Contents

List of Figures

List of Tables

INTRODUCTION

The Housing Element guides the maintenance and development of Bell's housing stock. The City of Bell is a small bedroom community 10 miles southeast of the City of Los Angeles. Bell is surrounded on all sides by neighboring cities, leaving no room for expansion. As a result, Bell has seen limited development in the past 20 years.

As of 2010, the City of Bell has 8,870 households. The City's population decreased by just over 1,000 residents between 2000 and 2010 and currently has 35,477 residents. Hispanic residents comprise over 90% of the total population. Nearly half (46%) of Bell's population is foreign born, and much of the rest is first generation. Bell can be described as an immigrant community, with many cultural and social norms that derive from Central and South America.

Approximately 75% of existing dwelling units contain two bedrooms or fewer, which exacerbates the issue of overcrowding in Bell. In recent years residents have taken it upon themselves to construct accessory units on parcels zoned either R-1 (Single-family residential) or R-2 (Multi-family residential). Some are in code compliance while many are not, which the City must begin to address as part of code enforcement and overall maintenance of housing stock.

Bell's housing and rental costs are significantly lower than the greater Los Angeles County region, but overpayment on housing by low- and moderate-income households is almost the same. Since 2000, construction of single-family housing has increased over nine percent while multiple unit housing and mobile home construction has decreased significantly.

Statutory Requirements

The Housing Element is one of seven state mandated elements of Bell's General Plan. The Housing Element is required to be internally consistent with the other elements of the General Plan. The element is subject to detailed statutory requirements regarding its content and must be updated every five years. The housing element is also subject to mandatory review by the State of California's Department of Housing and Community Development (HCD). The housing element requirements listed below are from Article 10.6 of the Government Code, §65583 through §65590.

According to the State of California Governor's Office of Planning and Research *General Plan Guidelines* (2003):

Section 65588 establishes the timetable for these revisions. A housing element must clearly identify and address each of the statutory requirements, as follows:

- Quantifying projected housing needs.
- Review and revise of the housing element. The "review and revise" evaluation is a three-step process:
    - Section 65588(a)(2): "Effectiveness of the element"
    - Section 65588(a)(3): "Progress in implementation"
    - Section 65588(a)(1): "Appropriateness of goals, objectives and policies"
- Describe how the jurisdiction made an effort to achieve public participation from all economic segments of the community in the development of the housing element.
- Assess housing needs and analyze an inventory of resources and constraints (§§65583(a)(1-8)).
- Establish a housing program that sets forth a five-year schedule of actions to achieve the goals and objectives of the element. The housing programs must:
    - Identify adequate sites with appropriate zoning, development standards and public facilities that encourage and facilitate a variety of housing types to accommodate all income levels of the local share of regional housing needs (§65583(c)(1)).
    - Assist in development of housing to meet the needs of low- and moderate-income households (§65583(c)(2)).
- Address and, where possible, remove governmental constraints on the development, maintenance and improvement of housing (§65583(c)(3)).

- Conserve and improve the condition of the existing affordable housing stock (§65583(c)(4)).
- Promote equal housing opportunities for all persons (§65583(c)(5)).
- Preserve for lower income households the multi-family assisted housing developments at-risk of conversion to market rate uses (§65583(c)(6)).

- Quantify objectives by income level for the construction, rehabilitation, and conservation of housing (§65583(b)).
- Demonstrate the means by which consistency will be achieved with the other General Plan elements and community goals (§65583(c)).
- Distribute a copy of the adopted Housing Element to area water and sewer providers (§65589.7).

COMMUNITY PROFILE

The City of Bell's population is one of the youngest in the county, with a median age of 28.9 compared to the County average age of 34.8. Figure H-1 depicts age distribution of Bell residents. The largest age group in the City of Bell continues to be children aged 5 to 19 years old. The age group 35-54 has experienced the most growth in population over the last decade and is expected to add the most population over the upcoming decade. Unlike many communities in California and across the US, Bell does not have a large population nearing retirement.

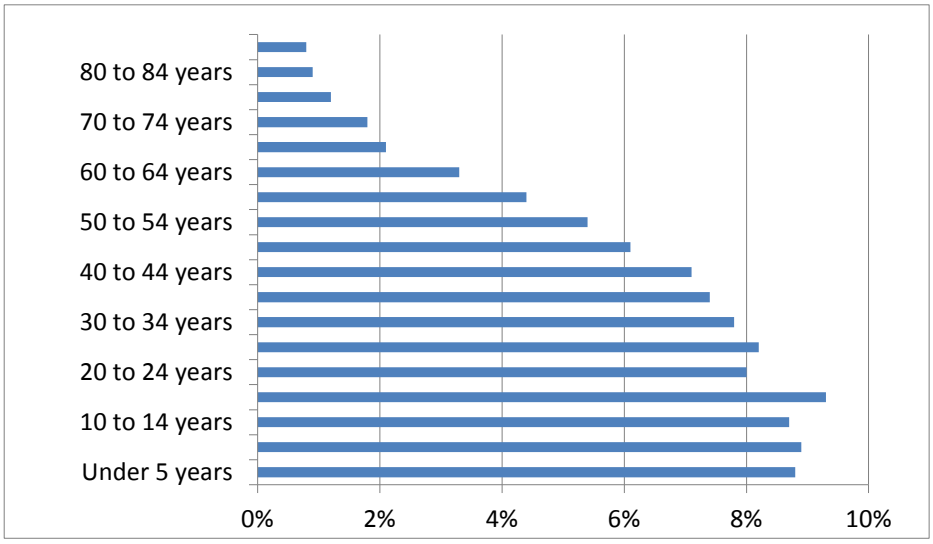

Figure H-1: Resident Age Distribution, Bell City 2010

Source: U.S. Census Bureau. (2010) DP02. Selected Social Characteristics in the United States. ACS 5-year estimates. Accessed September 2012

Housing Stock Size and Composition

Residential areas in Bell tend to be fairly dense, even in areas that are predominantly single-family detached unit homes, which comprise just over 50% of total housing stock. This reflects the increase in share of single-unit houses over the last two decades; in 1996 approximately 37% of the housing in the City was single-family detached units while an estimated 59% of housing in 2010 is single-family detached (See Table H-1).

Of the remaining units, the City contains a variety of multi-family housing stock, varying from 2 to 44 units. The majority of multi-family units are single-story units and are accessed from an outside entrance. The lots are typically laid out with multiple accessory units behind a street facing unit with walking path or alley access. Bell's multi-family developments are strongly inter-mixed with single-family housing in more than two-thirds of the City.

Providing variety in the housing stock is an important objective for planning future housing needs. Compared to Los Angeles County, the City of Bell's housing stock is dominated by one and two bedroom homes (71% in Bell and 51% in the County). Table H-1 shows the number of owner- and renter-occupied households by number of bedrooms.

Table H-1: Number of Bedrooms by Tenure, Bell City 2006-2010

Bedroom Type	Owner Households		Renter Households		All Households	
	Number	Percent	Number	Percent	Number	Percent
0 BR	0	0.0	457	7.0	457	5.1
1 BR	281	11.2	2,347	36.1	2,628	29.2
2 BR	789	31.5	2,946	45.4	3,735	41.5
3 BR	1,052	42.0	719	11.1	1,771	19.7
4 BR	235	9.4	27	0.4	262	2.9
5+ BR	147	5.9	0	0.0	147	1.6
Total	2,504	100.0	6,496	100.0	9,000	100.0

Source: 2006-2010 (ACS) American Community Survey, Table B25042. Tenure by bedrooms

The State of California's Department of Finance (DOF) collects yearly housing stock estimates for cities and counties. The numbers given by the DOF estimate an increase in single-family housing units and a decrease in other types of housing. DOF reports show an increase of only 2 total units, effectively zero change. The increase of only two housing units over a 12-year period is a reflection of Bell's lack of vacant residential parcels.

Table H-2: Housing Units by Type, Bell City 2000 & 2012

	2000		2012		Change	
Unit Type	Number	Percent	Number	Percent	Number	Percent
Single-Family	5,074	55.0	5,579	60.6	505	9.1
Multiple Units	3,681	40.0	3,250	35.2	-431	-13.3
Mobile Home & Other	460	5.0	388	4.2	-72	-18.6
Totals	9,215	100.0	9,217	100.0	2	0.0

Source: 2012 Department of Finance E-5 City/County Population and Housing Estimates & 1990-2000 Department of Finance E-8 City/County Population and Housing Estimates

Overcrowding

The Department of Housing and Urban Development defines overcrowding to be a housing unit that has more than 1.0 person per room, while a "severely crowded" unit is defined as a housing unit with more than 1.5 persons per room. Overcrowding has been an especially prevalent problem among rented units, and has been experienced in many cities of Southern California.

Bell's housing stock is also estimated to have over nine percent of all units considered severely overcrowded, as shown in Table H-3 below. However, Bell has seen a decrease in overcrowding since the mid-2000s. Units experiencing severe overcrowding dropped nearly 10% between 2000 and 2010 in Bell. Nonetheless, continuing the economic slump and the lack of new multi-family housing means that overcrowding will likely remain a significant issue for the City.

Table H-3: Households by Persons per Room, Bell City 2006-2010

	Owner		Renter		Total Overcrowded	
Persons per Room	Households	Percent	Households	Percent	Households	Percent
1.00 or less	2,057	82.2	4,516	69.5	6,573	73.0
1.01 to 1.50	331	13.2	1,272	19.6	1,603	17.8
1.51 or more	116	4.6	708	10.9	824	9.2
TOTAL	2,504	100.0	6,496	100.0	9,000	100.0
% Overcrowded by Tenure	447	17.8	1,980	30.5	2,427	27.0

Source: 2006-2010 (ACS) American Community Survey, Table B25014. Tenure by Occupants per Room

Age of Housing Stock and Condition

Within the City of Bell nearly 80 percent of the housing structures were built prior to 1970. This is likely a result of the housing boom that occurred after World War II throughout the United States. Figure H-2 below shows the number of structures built by year. While the age of the housing stock does not necessarily reflect its physical condition, older units are likely to need repairs and may require greater maintenance than newer housing units.

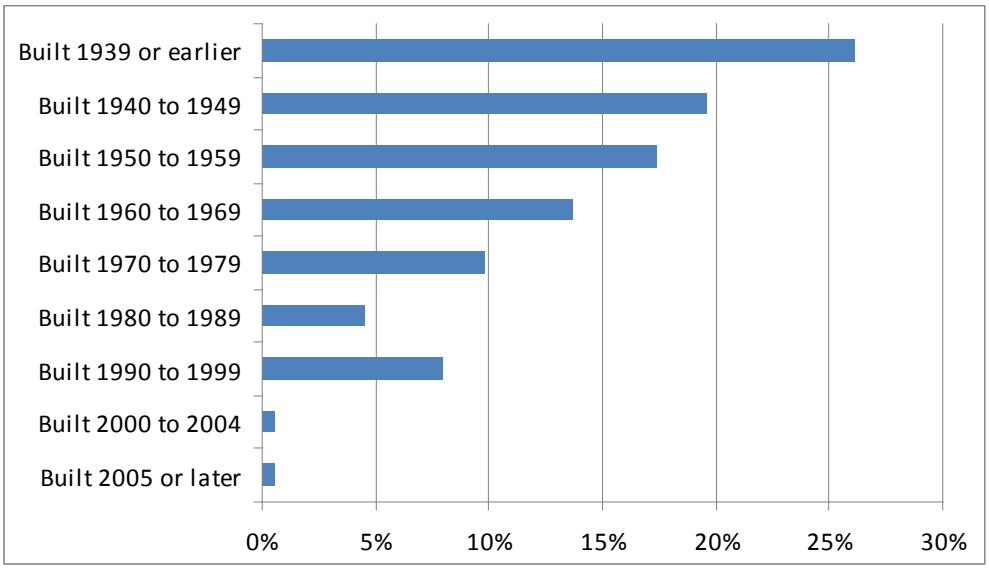

Figure H-2: Age of Housing Stock, Bell City 2010

Source: U.S. Census Bureau. (2010) DP04. Selected Housing Characteristics in the United States. ACS 5-year estimates.

Windshield Survey of Housing Stock Conditions

In November 2012, a windshield survey of housing stock was conducted to assess exterior housing conditions. The survey method included a parcel-by-parcel visual assessment using Google Map's Streetview. Using Streetview, in coordination with County Assessors' data, an assessment of physical housing conditions was conducted. Based on this visual assessment, housing was placed into one of four categories: sound, sound deficient, deteriorating, and dilapidated.

The Windshield Survey (See Housing Element Background Report for more information) found that the vast majority of housing units in Bell have sound exterior conditions. More than 94% of housing units were found sound, 3% were found sound deficient, and less than 1% of housing was found deteriorating or dilapidated. While the majority of housing stock is over 30 years old and thus likely to be in need of maintenance, the vast majority of homes in Bell have exteriors that have been maintained.

Vacancy Rates

Vacant housing units assure the availability of dwelling units to accommodate a household's changing needs or circumstances. According to the California Department of Housing and Community Development (HCD), the desired vacancy rates necessary to provide a stable housing environment is approximately 2 percent for owner-occupied housing and 5 percent for renter-occupied housing.

The vacancy rate in the City of Bell increased from 3.2 percent in 2000 to 6.0 percent in 2010, which is similar to that of Los Angeles County's rate of 4.2 percent in 2000 to 6.1 percent in 2010, according to the U.S. Census. These increased vacancy rates across the region in 2010 are largely the result of the countrywide economic recession, and are higher than rates suggested by HCD to maintain a stable housing market.

HOUSING COST AND AFFORDABILITY

Between 2000 and 2010 the median value and median rent of housing in the City of Bell increased at roughly the same rate as Los Angeles County however, the median value of housing in the City Bell is substantially less than the median value of housing in Los Angeles County. The median value of housing in Los Angeles County ($508,800) is almost double that of the median value of housing in the Bell ($308,800).

Median rent within the City of Bell is also less when compared to Los Angeles County but the difference is not as significant as median housing values. Both the City and the County's home values have increased by over 50% over the ten-year period. Similarly, gross rent increased in both areas by more than 30% from 2000.

Table H-4: Median Value/Rent, Bell City 2000 & 2006-2010

Value/Rent	2000	ACS 2006-2010	ACS Margin of Error	2000-2010 Percent Change
Median Home Value	$167,100	$340,300	+/- $17,946	50.9
Median Gross Rent	$642	$950	+/- $27	32.4

Sources: Census 2000 Summary File (SF3), H076. Median value (dollars) & Summary Fiel (SF3), H063. Median gross rent (dollars) & 2006-2010 (ACS) American Community Survey, Table B25064. Median gross rent (dollars)

Table H-5 shows a breakdown of the median market rents in the City of Bell by number of bedrooms. The numbers were obtained on October 1, 2012 using Craigslist.org, using the search term "Bell" under the Los Angeles "Apts/housing for Rent" section of

Craigslist. Craigslist search results were compared with similar spot searches on padmapper.com and zillow.com.

Table H-5: Current Median Rents, Bell City 2012

Bedroom Type	Median Market Rents
Studio	$800-$850
One-Bedroom	$810-$910
Two-Bedroom	$1,100-$1,300
Three-Bedroom	$1,200-$1,400
Four-Bedroom	$1,350-$1,500

Source: Spot search results Craigslist.org, padmapper.com, zillow.com

Overpayment

Overpayment is defined by HCD as earning less than 80% of the County median income (low- and very low-income households) and paying more than 30% for housing. Median home prices are significantly lower than the Los Angeles County average; nevertheless, affordability of housing remains a challenge for many households. In the City of Bell roughly 54 percent of owner-occupied households and renter-occupied households spend 30 percent or more of household income on housing.

Table H-6 shows the percentage of low-income households that overpay for housing in the City of Bell. Calculations of low-income households overpaying for housing use an Area Median Income (AMI) of $67,450 for a household of four persons in the County of Los Angeles as determined by the U.S. Department of Housing and Urban Development's (HUD) Income Limits for 2012. An AMI for a four-person household is used because 2010 U.S. Census data states that the City of Bell has an average household size of 4.2.

SPECIAL NEEDS RESIDENTS

Special needs residents are those associated with specific demographic or occupational groups, which call for specific program responses. California statute specifically requires analysis of the special housing needs of the elderly, the disabled, single-headed households, large families, farmworkers, and homeless persons and families. Special needs groups often spend a disproportionate amount of their income on housing.

Table H-6: Percentage of Low-Income Households Overpaying for Housing, Bell City 2006-2010

Owner-Occupied Units		
Households with incomes less than 80% AMI	Paying 30% or More of HH Income	Percent
1,432	902	63.0
Renter-Occupied Units		
Households with incomes less than 80% AMI	Paying 30% or More of HH Income	Percent
5,181	3,520	68.0

Source: 2006-2010 (ACS) American Community Survey, Table C25095. Household income by selected monthly owner costs as a percentage of household income in the past 12 months & Table B25074. Household income by gross rent as a percentage of household income in the past 12 months

Persons with Disabilities

Total persons with disabilities in Bell exceed 36%, making them a significant minority that requires special needs and accommodations. Physically disabled persons generally require modifications to their housing units, such as wheelchair ramps, elevators or lifts, wide doorways, accessible cabinetry, and modified fixtures and appliances. Those with severe physical or mental disabilities may also require supportive housing, nursing facilities, or care facilities.

Table H-7: Persons with Disability by age, Bell City 2000

	Number	Percent
Age 5-64, Persons with a Disability	10,736	29.3
Persons Age 65 Plus with a Disability	2,597	7.1
Total Persons with a Disability	13,333	36.4
Total Population (Civilian Non-institutional)	36,664	100.0

Source: 2000 U.S. Census Summary File (SF 3) P41. Age by types of disability for the civilian non-institutionalized population 5 years and over with disabilities

Single-Headed Households

Single-headed households, especially female-headed households, typically have greater issues locating affordable housing than two-person households. A large portion of female-headed households in the City of Bell (over 46%) have children under the age of 18. This indicates that the City must strongly consider the development of affordable units that are appropriate for families with children.

Large Families

The U.S. Department of Housing and Urban Development (HUD) defines a large household or family as one with five or more members. Large families may have specific needs that differ from other families due to income and housing stock constraints. The most critical housing need of large families is access to larger housing units with more bedrooms than a standard three-bedroom dwelling.

Multi-family rental housing units typically consist of one or two bedrooms and not the three or more bedrooms that are required by large families. As a result, the inability of larger families to find adequate housing adds to the overcrowding issue already affecting Bell. Table H-8 shows the number of owner- and renter-occupied households by number of persons in household in the City of Bell.

Table H-8: Household Size by Tenure, Bell City 2006-2010

	1-4 persons		5+ Persons		Total	
	Number	Percent	Number	Percent	Number	Percent
Owner	1,661	25.7	843	33.4	2,504	27.8
Renter	4,813	74.3	1,683	66.6	6,496	72.2
Total	6,474	71.9	2,526	28.1	9,000	100.0

Source: 2006-2010 (ACS) American Community Survey, Table B25009. Tenure by household size

Seniors

Seniors are defined as persons 65 years and older, and senior households are those headed by a person 65 years and older. While many seniors may own their homes outright, fixed retirement incomes may not always be adequate to cover rising utility rates and insurance. Some seniors have the physical and financial ability to continue driving well into their retirement; however, those who cannot or choose not to drive must rely on alternative forms of transportation. Table H-9 shows the number of elderly households by income level.

Table H-9: Elderly Households by Income, Bell City 2006-2010

Income Level	Elderly Households
Below 50% AMI	789
51% to 80%	190
81% to 120%	194
Above 120%	65
Total	1,238

Source: 2006-2010 (ACS) American Community Survey, Table B19037. Age of householder by household income in the past 12 months (in 2010 inflation-adjusted dollars) & 2012 Department of Housing and Urban Development

Farm workers

Farm workers are day laborers working in the agriculture industry, including essential work with fertilizer and equipment, crops and livestock production, and processing, transporting and distributing food to consumers. However, the absence of agricultural land uses in the City of Bell or nearby communities makes housing for farm workers a low priority for the City.

Persons in Need of Emergency and Transitional Housing

Homeless Persons

An estimated 51,340 individuals were considered homeless in Los Angeles County in 2011. The U.S. Department of Housing and Urban Development (HUD) defines homeless as 1) an unsheltered person residing in a place not meant for human habitation, such as cars, parks, sidewalks, abandoned buildings, or on the street or 2) as a sheltered person that resides in an emergency shelter or transitional housing for homeless persons who originally came from the streets or emergency shelters.

Many of the homeless within Los Angeles County suffer from mental illness, physical disabilities and substance abuse in part because they are unable to receive basic medical and psychiatric care. Mental illness rates in Los Angeles County are higher than the national average with 33% of the homeless population dealing with some sort of mental illness. Table H-10 shows the subpopulations within homelessness. The largest groups are those that are chronically homeless, or suffer from mental illness, physical disabilities or substance abuse.

Table H-10: Homeless Subpopulation Data, Bell City 2009 & 2011

	2011	%	2009*	%
Chronically Homeless Individuals	10,901	24%	10,245	24%
Chronically Homeless Family Members	2,730	6%	N/A	N/A
Veterans	8,131	18%	6,540	15%
Survivors of Domestic Violence	4,610	10%	3,762	9%
Persons with AIDS/HIV	1,104	2%	1,064	2%
Persons with Mental Illness	14,830	33%	10,387	24%
Persons with Physical Disabilities	9,903	22%	N/A	N/A
Persons with Substance Abuse Problems	15,489	34%	17,419	41%

* Based on 2009 original count of 42,694

Salvation Army Shelter in Bell

The Salvation Army's Bell Shelter is located on 5600 Rickenbacker Road in northwestern Bell. The Shelter is a regional facility that serves the surrounding areas around Bell as well.

The Salvation Army Bell Shelter in the City of Bell opened in 1988 as an emergency care center for homeless in southeast Los Angeles County. The shelter housed between 290-390 unaccompanied adults within its emergency shelter and transitional housing accommodations in 2012. The Bell Shelter provides numerous programs and services to help the homeless overcome obstacles to self-sufficiency. The Bell Shelter offers counseling, referrals, alcohol and drug dependency assessments, social services, mental illness assistance program, educational and skills training.

Transitional Housing

Transitional housing programs provide extended shelter and supportive services for homeless individuals with the goal of helping them live independently and transition into permanent housing. Homeless individuals are able to stay in the Salvation Army Bell Shelter for 90 days. The transitional housing program provides long-term housing for single men, and women within mobile homes located near the shelter.

The program strives to prepare homeless men and women for moving on by requiring various commitments, such as paying a "therapeutic" rent, during their time of participation. Once in the transitional housing program, individuals can remain in residence up to two years.

REGIONAL HOUSING NEEDS ALLOCATION

Housing Element law (§65583) requires quantification of each jurisdiction's existing and projected housing needs for all income levels. The Housing Element's requirements to accommodate projected housing needs are a critical factor influencing the housing supply and availability within the regional housing market. Southern California Association of Government (SCAG) projected moderate population growth in Bell over the next decade with the addition of approximately 400 to reach 35,900 residents by 2020.

The Regional Housing Needs Allocation (RHNA) allocation for the Bell requires that the City accommodate the development of an additional 47 affordable housing units by 2014. As required by HCD, the City must ensure there is sufficient zoned capacity to allow for the development of additional affordable housing in order to meet at least the

allocation reported. Table H-11 compares the number of new units needed across income categories by the end of the planning period.

Table H-11: Regional Housing Needs Allocation, Bell City

Income Category	# of New Units Needed (% of total)
Very Low (0-50% of AMI[1])	11 (23.4%)
Low (51-80% of AMI)	7 (14.9%)
Moderate (81-120% of AMI)	8 (17.0%)
Above Moderate (over 120% of AMI)	21 (44.7%)
TOTAL UNITS	47 (100.0%)

[1]Area Median Income
Source: Southern California Association of Governments, 2007

LAND CONSTRAINTS

There are a number of factors that create barriers to the development of affordable and market-rate housing in any community. Several constraints have been identified through public outreach, staff feedback, and analysis of local regulation and procedures that are limiting housing development in Bell. These constraints include land availability, regulatory and zoning constraints, financial constraints, and regional and local market demands.

Available Land

Land availability is a major constraint because Bell is almost completely developed and there is no ability to annex land. Opportunities for further housing development in Bell are limited to infill projects of vacant and under-utilized or under-performing parcels of land.

Mobile Home Park Redevelopment

Bell owns two mobile home parks: (1) Florence Village Mobile Home and RV Park and (2) Bell Mobile Home Park. The mobile home parks provide opportunities for future growth if planned strategically and converted into multi-family developments. Closing and/or converting any of these mobile home parks into another use is outlined in Section 65863.7 of the California Government Code.

REGULATORY AND ZONING CONSTRAINTS

Bell Municipal Code

> Title 17: Zoning (Zoning Code) of Bell regulates and facilitates development. However, the Zoning Code contains specific standards and requirements that prevent Bell from increasing the number of housing units through higher densities and multi-family developments, thus constraining additional housing development. This section analyzes specific components of Chapter 17.24: R-3 High Density Multiple–Family Residential Zone.

The R-3 District currently has a height requirement that limits multi-family residential developments to a maximum of two stories. This creates a barrier because such height requirements limit the growth potential of locations that are suited to accommodate higher densities. The Floor Area Ratio (FAR) requirement for the R-3 District is a maximum of .28. Restrictive FAR requirements for multi-family development create a significant barrier to future housing in Bell.

Development Review

Bell has two advisory bodies that exist to review development projects and advise the City Council on planning and development issues: Planning Commission and Architectural Review Board. Analysis of these two advisory bodies yields structural problems that may deter real estate developers from undertaking residential projects in Bell.

As of 2012, the City Council functions as the Planning Commission, which is atypical by conventional planning standards and viewed as potentially detrimental to diligent real estate developers looking to build new housing in Bell. While this structure eliminates a layer of development review as projects come before one legislative body instead of two, it may deter development.

The Architectural Review Board is similar to the Planning Commission in that it is an advisory body that typically consists of citizens, whom have expertise in architecture and design. However, this advisory body consists of only city staff that are appointed by the Mayor and approved by a majority of the City Council in Bell. Again, this irregular structure may also deter future development.

FINANCIAL CONSTRAINTS

Bell currently has two entities that are tasked with providing funding for residential development, improvement, and maintenance according to the 2012/13 Budget. They

include the following: (1) the Successor Agency (Formerly Community Redevelopment Agency (CRA)) and (2) the Bell Community Housing Authority (BCHA).

Successor Agency

The Successor Agency was created to facilitate the dissolution of the Community Redevelopment Agency in Bell per California law that calls for the termination of all Redevelopment Agencies throughout the state. However, Bell is expected to lose these funds, which will be liquidated by the California Oversight Board and reallocated to the Los Angeles Unified School District, Los Angeles County, the Community College District, the Fire District, etc. This creates a substantial housing constraint as it limits Bell's ability to provide additional affordable housing units in the future.

Bell Community Housing Authority

The Bell Community Housing Authority (BCHA) is responsible for providing affordable housing for residents. It currently owns and operates the Florence Village Mobile Home and RV Park and Bell Mobile Home Park and has three funds, which include the following: Operating, Capital Projects, and Debt Service. The BCHA currently has $795,081 allocated for Capital Projects. The BCHA will need to upgrade both mobile home parks so that they meet current codes and standards, which is estimated to cost roughly $15,000,000. This presents Bell with a significant housing constraint, as it does not have the available funds to maintain and upgrade its own residential property.

Community Development Block Grants

Community Development Block Grants (CDBG) are income-specific funds provided by the Federal Government. They are used to fund the following housing programs and services in Bell: (1) Housing Rehabilitation, (2) Graffiti Removal, (3) Lead-Based Paint, (4) Code Compliance, (5) ADA Improvement projects, and (6) the Handyworker Program. Current funding for the aforementioned programs and services is adequate.

SUMMARY OF THE PRIOR HOUSING ELEMENT

Past Housing Element

The past Housing Element for the City of Bell was adopted August of 1996 as part of the City's 2010 General Plan. Review of the programs and objectives presented in the past Housing Element should have taken place in 1998 after a 2-year period however; no official review of the past housing element could be located. Table H-12 below presents an outline of the 2-year (1996-1998) housing objectives set forth by the past Housing Element.

Table H-12: Housing Objectives from Past Housing Element

	Very Low	Low	Moderate	High	Total
New Construction – New units to be constructed in the City					
C-3R Projects			34	25	59
Fast Tracking	9	33			42
Vacant Land				40	40
Second Units				15	15
Code Review					
Land Assembly					
Density Bonus				34	34
Program Info					
Min. Density					
	9	33	34	114	190
Rehabilitation – Units to be rehabilitated					
Rehab Grant	10	11			21
Deferred Payment	2	2			4
Int. Rate Loan	4	3			7
	16	17			33
Substandard Housing – Units notified and removed					
Removal	22				22
Code Enforcement		120	120		240
	22	120	120		262
Housing Assistance – Persons/households receiving assistance					
Section 8		269			269
Bell Shelter	300				300
Transitional Housing	67				67
Trailer Parks		359			359
Fair Housing		18			18
Shared Housing		163			163
	367	809			1,176
Conservation – Units to maintain affordable					
Senior Housing	36	36			72
Woodward Th	2	2			4
	38	38			76

Source: City of Bell General Plan Housing Element, 1996

GOALS, OBJECTIVES, POLICIES AND PROGRAMS

GOAL H 1 QUALITY HOUSING STOCK

Providing residents with safe and healthful housing stock is one of the highest priorities of the City of Bell. Maintenance of existing housing stock furthers the overall goal of providing a safe, healthful, and aesthetically pleasing community. There are many resources available to residents from local, regional, and state programs. Increasing awareness and access of resources allows for maintenance and rehabilitation of at-risk housing that would otherwise fall into disrepair. Current lack of online access to relevant housing information is a hindrance to maintenance of exiting housing stock.

The dissolution of redevelopment agencies in the state requires the City to seek new funding sources in addition to Community Development Block Grants. The City recognizes rehabilitation of housing can be an expensive process especially for low- and moderate-income households. Conduct supplemental windshield surveys in targeted neighborhoods to identify substandard housing units and vacant that should be prioritized for development or upgrades. General Plan Background Report windshield surveys can serve as a template.

During the outreach process, participants mentioned rental homes were poorly maintained and in need of repair. Specific areas of Bell were highlighted as especially problematic from this perspective—notably the area near the Los Angeles River and along Chancellor Street. As a solution, participants expressed a desire for (1) a program to help renters submit complaints about maintenance needs, (2) more code enforcement for rental properties, and (3) expansion of programs to help homeowners fund housing rehabilitation projects.

Objective 1.1 Housing stock receives proper external and internal maintenance or rehabilitation to increase efficiency and preserve home values.

Policy 1.1.1 Increase resident access to resources that provide funding and address housing maintenance needs.

Program 1 *Provide online access to housing plans, permits, fees and other community development documents to consolidate resource information such as weatherization, upgrades, energy conservation, and incentives from existing service providers.*

Program 2 *Housing Rehabilitation Grant Program. Eligibility for this program is restricted to low- and moderate-income homeowners who meet the current Section 8 income guidelines. The funds are primarily used for the correction of building safety and health code violations and correction of hazardous structural conditions. The units proposed for rehabilitation must be owner-occupied. The program will provide a maximum of $[__] for each low-income household, and $[ ] for each moderate-income household.*

Program 3 *Establish field observation methodology for identifying substandard units as well as vacant land suitable for development or upgrades. The windshield survey methodology used in the General Plan Background Report can serve as a template.*

Objective 1.2 All existing housing units meet safety and quality living standards.

Policy 1.2.1 Existing housing stock including accessory dwelling units remains in compliance with zoning code, building code, and design review standards.

Program 1 *Code Enforcement Program. The City will conduct code enforcement via a two-pronged approach: (1) Conduct field observations of housing units that are out of code compliance and (2) Respond to code violation complaints.*

Policy 1.2.2 Encourage the investment of both public and private resources to reverse neighborhood deterioration and prevent the unnecessary demolition of houses usable by lower income residents.

Program 1 *Form a public-private committee that: (1) identify at-risk housing, (2) apply for grant/loan programs from HCD, CDBG, HOME, (3) guide the development of future affordable housing policy.*

Program 2 *Modification of Second Unit Program. Adopt State Assembly Bill 1866 as policy for accessory dwelling units.*

GOAL H 2 ADEQUATE HOUSING FOR ALL RESIDENTS

Providing adequate housing and related services for all persons is a high priority of the City of Bell. In order to better assist Bell residents, the City should adopt HCD definitions of special needs groups as well as identify special needs groups unique to Bell. According to census data in the Housing Chapter of the General Plan Background Report, special needs groups make up a large percentage of Bell's resident population, and must be addressed using a variety of housing methods. Coordination with local stakeholders is important in addressing the needs of special needs groups.

The elderly and handicapped are typically on a fixed-income, qualifying them as low- and moderate-income. The homeless represent a group with special needs, and the City must provide shelters and transitional housing. While some housing stock in Bell is in need of rehabilitation, improvements can make housing less affordable. Mixed-use development can remedy some of the chronic issues facing low- and moderate-income households such as undersized lots that restrict development and the lack of affordable units. Care must be taken to prevent additional housing cost burden for residents.

Community outreach participants said that Murray Place apartment complex is a good example of a four-story apartment complex currently used for senior housing. In regards to mixed-use (housing over commercial uses such as offices and retail), residents felt that mixed-use that focuses on pedestrian oriented development (POD). There was general consensus that the entire length of the LA River should be improved with either mixed-use development or town homes but not apartments.

Objective 2.1 Maintain existing housing and assist in the development of new housing to meet the needs of special needs groups.

Policy 2.1.1 Develop resources and community services that serve the needs of special needs groups.

Program 1 *City should create and administer a Special Needs Housing advisory board. Board members should include at least 1 city staff representative, representatives from non-profits that work with special needs groups, and business interests (e.g. developers) dealing with housing development in the City.*

Program 2 *Create online access to housing program resources including the homeless programs, Housing Rehabilitation Grant Program, Deferred Payment Loan, and Below Market Interest Rate Loan program, as well as County and utility programs such as: Energy Upgrade California, and Southern California Edison's CARE and SWEEP programs.*

Policy 2.1.2 Ensure that all persons with special housing needs, such as the elderly and disabled, have an adequate choice of suitable dwelling units.

Program1 *Require that all new rental housing developments are compliant with the Fair Housing Act.*

Program 2 *Work with local and regional non-profits to provide funding and assistance to disabled homeowners and owners of rental units to update units to be fully accessible.*

Policy 2.1.3 Promote design and construction of rental housing to accommodate large families.

Program 1 *Modify Fast-Tracking Program to include developments that provide units designed for large families.*

Objective 2.2 Encourage an adequate supply of housing units to meet the needs of all income groups.

Policy 2.2.1 Provide opportunities for the development of well-designed mixed-use.

Program 1 *Review and modify zoning code and municipal code, including but not limited to FAR premiums, to encourage developers to incorporate 10% of all new residential development as affordable housing units.*

Program 2 *Mixed Use Projects/Redevelopment Projects within the C-3R Zone. The City will continue to identify lots along Gage Avenue and Florence Avenue suitable for mixed-use development with opportunities for mixed-use along Atlantic Avenue.*

Policy 2.2.2 Use available Federal and State assistance programs in promoting an adequate supply of affordable housing. Support a consistent commitment by Federal and State governments to fund programs to meet medium and lower income housing needs.

Program 1 *Section 8 Housing Assistance Program in cooperation with the Los Angeles County Housing Authority. Work with regional partners to (1) identify qualified entities interested in participating in Section 8 housing and (2) increase funding for Section 8 housing.*

Program 2 *Bell Homeless Shelter Program. The City will continue to provide support for the Bell Homeless Shelter operated by the Salvation Army.*

Program 3 *Deferred Payment Loan and the Below Market Interest Rate Loan Programs. These programs provide eligible residents with low-interest loans for the acquisition of new housing or the expansion of existing housing. The maximum loan amount will be $[__]. The low interest rate loans are at a rate of ___% for 15 years.*

Objective 2.3 Minimize displacement in revitalization areas and provide for expeditious and equitable relocation services to the occupants of dilapidated housing units that must be removed.

Policy 2.3.1 Identify developments that have existing affordable housing units and that are appropriate to preserve for affordable housing.

Program 1 *Modify Bell Community Housing Authority (BCHA). BCHA currently operates two of the three mobile home parks in the City. BCHA should expand services beyond mobile home parks to encompass other existing low- and moderate-income developments at risk of conversion to market rate housing.*

GOAL H 3 REMOVE GOVERNMENTAL CONSTRAINTS

Steady but limited growth in population, the recent economic downturn, age of existing housing stock, and the land locked nature of Bell must be counter balanced through modification and removal of planning constraints that restrict development.

Citizen input received through public outreach conducted in January 2013 indicated a lack of identifiable neighborhoods. City should establish a map with neighborhood boundaries. Particular styles can be encouraged through zoning overlays, with Specific Plans, or with decisions of the Design Review Board providing neighborhood cohesion and differentiation in feel between neighborhoods.

Objective 3.1 Maintain reasonable governmental regulations while still offering high quality community services.

Policy 3.1.1 Review and update codes and standards every 5 to 7 years to confirm they are conducive to development. Analyze and cross-reference regulations and codes to ensure that they are clear, feasible, and internally and mutually consistent.

Program 1 *Code Review Program: Modify the following to ensure consistency and accommodate new multi-family residential developments:*

- *R-3 development standards (ordinance 17.24.050)*
- *maximum floor area ratio*
- *lot area per dwelling unit*
- *minimum lot area*
- *building height*

Policy 3.1.2 Review and streamline administrative procedures for processing development permits and establish limits for such approvals so as to minimize the time, costs and uncertainty associated with development.

Program 1

- *Streamline permit and approval processes for new residential development.*
- *Establish a reasonable time limit for approval of development and construction permits.*

- *Make fees, exactions, and permit processes publicly available and easily accessible both in-office and electronically.*
- *Incentivize new housing developments that meet the demands of current and future demographics.*

Policy 3.1.3 Assist developers in identifying, aggregating, and preparing land suitable for housing developments for low- and moderate-income households.

Program 1 *Conduct a land assembly study, especially in areas with parcel sizes smaller than 4,000 square feet. River Street is targeted as an area of interest for land assembly.*

Program 2 *Provide a density bonus along with additional regulatory incentives, as seen fit, for low- and moderate-income housing.*

Program 3 *Modify minimum density requirements to allow for the maintenance of single-family housing and expansion of multi-family housing.*

Objective 3.2 Develop socially and aesthetically cohesive neighborhoods with strong and unique identity.

Policy 3.2.1 Revise zoning and design standards to encourage cohesiveness of housing in defined neighborhoods.

Program 1 *Update zoning map display neighborhood boundaries that reflect goals for each neighborhood's future development.*

Program 2 *Develop overlay zones to help define unique neighborhood elements.*

GOAL H 4 SUSTAINABLE HOUSING

Sustainable housing will help the City meet regional water goals, allow for additional regional growth, and help citizens save money on utilities. This should include utilizing existing regional resources and the Golden State Water Company. The City already provides some information on its website and at the community center concerning sustainable methods. LID standards could be added to guiding documents such as Design Review manual, as well as an informational packet and other educational materials.

Retrofits for home maintenance and quality are strongly linked to efficiency related upgrades and can be done in concert. Bell should become an active member in EnergyWise programs and partnerships offered through SCE as well as Energy Upgrade California. Develop a Bell Home Energy Retrofit Program, run by city and citizen experts, and business interests to put Upgrade California

program financing to use. See successful programs like Claremont's CHERP that partner with Energy Upgrade California and bring those program funds to bear in direct outreach efforts.

Objective 4.1 Preserve local and regional water supply by encouraging water conservation and efficiency upgrades in households.

Policy 4.1.1 Educate citizens about the importance and benefits of lowering water consumption in their household.

Program 1 *Distribute informational tips about conservation in a yearly mailing and in public events and forums.*

Program 2 *Provide information to residents about County, regional, and state rebates and incentives available to them, on the City website, in a yearly mailing and in public events and forums.*

Program 3 *Coordinate with the Golden State Regional Water Company to inform citizens about water conservation and efficiency resources.*

Policy 4.1.2 Work with developers to incorporate Low-Impact Development (LID) standards in new development.

Program 1 *Provide informational packets about successful LID projects, and LID elements that meet with all zoning and code requirements.*

Objective 4.2 Assist residents to lower household energy use and help 15% of homes undergo energy retrofits by 2020

Policy 4.2.1 Educate citizens about the importance and benefits of energy conservation and efficiency actions to take in their household.

Program 1 *Provide information to residents about County, regional, and state rebates and incentives available to them, on the City website, in a yearly mailing, and in public events and forums.*

Policy 4.2.2 Develop a household Home Energy Improvements program.

Program 1 *Work with Energy Upgrade California to provide audits and energy efficiency retrofits to 10% of all detached residences in Bell.*

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OPEN SPACE AND CONSERVATION

City of Bell General Plan

Table of Contents

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INTRODUCTION

The Open Space and Conservation element of the general plan provides direction and establishes policy for the long-range preservation, conservation, development, and management of natural resources. A key goal of the element is to establish guidelines to answer conflicting claims on these resources. The Open Space and Conservation element seeks to manage the City's natural resources in a manner that provides the greatest level of self-sustainability. The element is coordinated with the Land Use, Safety, Recreation and Circulation elements of the general plan.

As the City of Bell is located in the center of a fully urbanized area, the availability of open space is limited. This element will focus on providing guidelines for the management of resources, and plays an important role in providing public space for a healthy and safe environment. The Open Space/Conservation Element is required to be included in a General Plan as defined by Government Code Section 65302(d) and 65302(e).

WATER AND ITS HYDRAULIC FORCE

The City of Bell obtains a significant portion of its water through a public-private-partnership (3P) with the Golden State Water Company (GSWC). This partnership supplies the vast majority of residential homes within the city. A limited number of residential homes in the northeastern section of the city receive water from the Maywood Mutual Water Company #3 (MMWC). These agencies utilize the following sources to deliver water: imported water, recycled water and groundwater wells. Groundwater supplies over 90% of Bell's total water supply. Water imports and recycled water are handled through the Central Coast Basin Municipal Water District (CBMWD). CBMWD obtains its water supply from the Metropolitan Water District of Southern California (MWD).

Watersheds

The City of Bell is located within the Los Angeles River watershed, a subset of the Lower San Gabriel and Los Angeles River sub-region. While wetlands can be found in other areas of the sub-region, none are in Bell. Furthermore, there is no critical habitat or significant ecological areas located within or near the city.

Flood Hazards and Control

The Los Angeles River is engineered to handle floods up to a 100-year rainfall event. The river serves as the primary feeder for flood control systems throughout the city. Bell is located within flood control District 1 of Los Angeles County. FEMA has designated the City of Bell within Zone X, which indicates minimal flooding potential. The Safety Element expands further on flood hazards and control.

Rivers and other Waters

The Los Angeles River runs for approximately one mile through Bell and is an important part of protecting the City from flooding. On the east side of the Los Angeles River is a utility easement controlled by the Department of Water and Power. Bell has calculated that the Los Angeles River covers approximately 186 acres of the land contained within city limits. Beyond the Los Angeles River there are no other surface water bodies in Bell.

FORESTRY AND WILDLIFE

The City of Bell is largely urbanized and no ecologically-sensitive habitat for plants and animals is found in the City. Increasing urbanization in the region has led to the loss of native plants and animal communities and only an occasional migratory flock of birds may be spotted. Studies and surveys in the City of Bell have not identified the presence of any endangered, rare or threatened plant or animal.

SOILS

Under the Surface Mining and Reclamation Act (SMARA), the California Division of Mines and Geology has identified significant sources of aggregate materials in the state. No significant sources of sand or gravel resources have been identified in the City of Bell or the adjacent areas. Also, the map showing significant aggregate resources shows that City of Bell is in an area were adequate information indicates no significant mineral deposits are present and little likelihood exists for their presence.

MINERALS

A portion of the Bandini oil field underlies the Cheli Industrial Area of the City of Bell. The wells tapping the Bandini oil field are not located within the City of Bell, but are in adjacent cities. There are no active oil wells within the city, and the exploratory wells in the Cheli Industrial Area have long since been abandoned and plugged.

AIR QUALITY

The City of Bell is located in the central portion of the South Coast Air Basin of California. The basin covers approximately 6,600 square miles, encompassing Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. Air Quality has improved over the past 2 decades but still exceeds federal standards. The basin currently exceeds federal 1-hour ozone standards 5% of the days.

OTHER RESOURCES

Vacant Land

There is very little undeveloped land within the City of Bell adequate for uses other than industrial. In the commercial and industrial areas of Bell there is approximately 1000 acres of vacant land, with most of this vacant land being located in the Cheli Industrial area and the remaining vacant land randomly strewn throughout the commercial and residential areas of the city.

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GOALS, OBJECTIVES, POLICIES AND PROGRAMS

GOAL OS 1 SUSTAINABLE ENERGY CONSUMPTION

The intent of the energy goals, policies, and implementation strategies is to identify energy needs; conserve and use energy efficiently; develop and use local, renewable energy; and achieve energy-efficient development. Bell recognizes that efficient use of energy and greater reliance on clean, renewable energy benefits the health of our residents, visitors and environment, and contributes to the city's economic vitality.

Objective 1.1 Encourage the efficient use of energy resources by residents, businesses, and industrial uses. Support the development and use of non-polluting, renewable energy sources.

Policy 1.1.1 Require incorporation of energy conservation features in the design of all new construction and substantial rehabilitation and encourage the installation of conservation devices in existing developments.

Policy 1.1.2 Develop landscaping guidelines that support the use of vegetation for shading, water conservation, and wind reduction, and otherwise help reduce energy consumption in new development with the use of renewable energy sources.

Objective 1.2 Encourage the efficient use of energy by the City of Bell.

Policy 1.2.1 Encourage the energy-efficient design for local government facilities and equipment consistent with reasonable rate of return and the recognition of the environmental benefits from energy conservation.

Policy 1.2.2 Evaluate and implement measures to improve energy efficiency in City operations, including efficient load management systems in City buildings and regular energy audits of City facilities and operations.

GOAL OS 2 A HIGH QUALITY OF NATURAL RESOURCE MANAGEMENT

The City of Bell recognizes water as a valuable and scarce resource; it is essential for the county's environmental, social, and economic well-being, and for the public health. This chapter connects water supply and land use planning to ensure a clean, sustainable water supply.

Objective 2.1 Enhance and protect the quality of hydrologic resources and prevent their contamination to insure availability to Bell.

Policy 2.1.1 Support the development and promotion of water conservation programs.

Program 1 *Develop a recommended native, low-water-use and drought-tolerant plant species list for use with open space and park development. Include this list in the landscape standards for private development.*

Policy 2.1.2 Coordinate plans, regulations and programs with those of other public and private entities which affect the consumption and quality of water resources within Bell.

Program 1 *Continually monitor the implementation and enforcement of water quality regulations by appropriate County, State, and federal agencies to prevent additional pollution of the City's aquatic environments.*

Policy 2.1.3 Monitor the quality and quantity of groundwater resources and consider revisions to the General Plan's policies if monitoring identifies significant reductions in water quality

Policy 2.1.4 Balance consideration of water supply requirements between urban, and environmental needs so that sufficient supply is available to meet each of these different demands

Objective 2.2 Reduce water consumption through site design, the use of water conservation systems and other techniques.

Policy 2.2.1 Encourage the use of recycled water by industrial, commercial, and institutional users

Program 1 *Establish standards for the use of reclaimed water*

Policy 2.2.2 Encourage the use of recycled water for landscaped irrigation, grading, and other non-contact uses in new developments, parks, sports fields, and comparable uses.

Policy 2.2.3 Continue to implement the City's water conservation and wastewater reuse efforts; review these programs regularly, and modify them as appropriate and feasible.

Policy 2.2.4 Utilize the development review process to implement water conservation requirements

Program 1 *Require that grading plans be designed and implemented to reduce stormwater runoff by capturing rainwater.*

Program 2 *Encourage the use of rainwater capture and storage facilities in all developments.*

Program 3 *Require new developments to landscape a percentage of the site to filter pollutant loads in stormwater runoff and provide groundwater percolation zones in conformance with NPDES requirements.*

GOAL OS 3 CLEAN AIR FOR ALL CITIZENS

The City of Bell recognizes the importance of clean air for a healthy environment and vibrant communities for current and future generations. The intent of the air quality goals, policies, and implementation strategies is to improve local and regional air quality and help reduce local contributions to climate change (i.e., greenhouse gas emissions). This will improve public health, boost the local economy, and reduce pollution damage to trees, plants, animals, and buildings.

Objective 3.1 Reduce air pollution through land use, transportation and energy use planning

Policy 3.1.1 Endorse regional and local air quality and transportation management plans in order to reduce air pollution and vehicular emissions.

Policy 3.1.2 Locate multi-family development close to commercial areas to encourage pedestrian rather than vehicular travel.

Policy 3.1.3 Encourage bike paths and lanes to reduce vehicular travel and air pollution. Bike paths could be developed along portions of the LADWP utility easement and along the Southern Pacific Railroad right-of-way on Randolph street.

GOAL OS 4 ADEQUATE OPEN SPACE AMENITIES

It is the intent of the following goals, policies and implementation strategies to preserve, protect, and restore irreplaceable open space resources for current and future generations. Conservation efforts will provide scenic, recreational, health, safety, and economic benefits for the City of Bell

Objective 4.1 Increase the amount of parkland and open space within the City of Bell

Policy 4.1.1 Utilize the planning and development process to ensure that Bell has adequate open space and parkland.

Program 1 *Require developers of new residential developments of five or more dwelling units to provide on-site recreational or open space amenities and/or a contribute fees for the development citywide public recreation facilities meeting demands generated by the development's resident population.*

Program 2 *Develop a fee schedule for in-lieu fees.*

Recreation

City of Bell General Plan

Table of Contents

List of Figures and Tables

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INTRODUCTION

Bell offers a number of recreational opportunities ranging from parks and trails to facilities and programs. Bell residents value recreation as it allows them to visit beautiful parks, enjoy open space, utilize facilities, and participate in a number of programs ranging from organized sports to educational classes. The Recreation Element builds on existing conditions and feedback obtained from community outreach events to offer a number of provisions that aim to achieve the following: offer an adequate amount of parks and open space, prioritize maintenance and safety, and provide recreational opportunities that appeal to all residents.

STATUTORY REQUIREMENTS

The Recreation Element is optional according to the State of California Governor's Office of Planning and Research. However, California's 1975 adoption of the Quimby Act (§66477) states that: "The legislative body of a city or county may, by ordinance, require the dedication of land or impose a requirement of the payment of fees in lieu thereof, or a combination of both, for park or recreational purposes as a condition to the approval of a tentative map or parcel map."[1]

The Quimby Act also identifies a number of subsequent requirements that must be met in order for a city or county to be able to authorize the dedication of park and recreational land, specifically when a general plan has been adopted with policies and standards related to recreation.[2] Cities and counties thus fulfill the provisions outlined in the Quimby Act through the preparation and adoption of a Recreation Element.[2]

EXISTING CONDITIONS

Parks

Adolph Treder Park[3]

Adolph Treder Park (Treder Park) is a neighborhood park located on Pine Avenue. Treder Park is adjacent to the Bell Community Center and several public and recreational facilities including: Bell Skate Park, Bell City Hall, Bell Police Department, Bell Library, and Nueva Vista Elementary School. Treder Park offers a number of amenities that include public restrooms, picnic tables, barbeque grills, and a large pavilion; making it a desirable location for events.

Bell Skate Park[4]

Bell Skate Park is located on Gage Avenue and was constructed as part of the Skate Park Activity Program. It offers several amenities for skateboarders and skaters, which include: ramps, half-pipes, rails, and stairs. A chain-link fence encloses Bell Skate Park and helmets are required at all times in order to promote a safe environment.

Biancini Park[5]

Biancini Park is located on the corner of Atlantic Boulevard and Gage Avenue. It is a pocket park that makes for a great resting spot and offers the following amenities: grass, shade, and benches.

Camp Little Bear and Lodge[6]

Camp Little Bear and Lodge is a Tot Lot that is located on Orchard Avenue. It is designed specifically for children twelve years and younger and offers an array of amenities, which include: public restrooms, picnic tables, barbeque grills, three pavilions, play structures, an outdoor amphitheater, a miniature golf course, a youth soccer field, a small basketball court, parking, and overhead lights that are fixed with speakers that play family-friendly music. It also includes a recreational facility that offers various classes, computers, and free WIFI.

Ernest Debs Park[7]

Ernest Debs Park is located on Gage Avenue. Debs Park contains an array of amenities, which include: a soccer field, basketball courts, outdoor exercise equipment, public restrooms, barbeque grills, three pavilions, and a recreation facility with computers and concession stand. Debs Park plays a major role in youth sports and is home to the Bell Youth Soccer League. It is also located in close proximity to public educational facilities like Magnolia Science Academy and Martha Escutia Primary Center.

Figure R-1: Camp Little Bear and Lodge Soccer Field

Veterans' Memorial Park[8]

Veterans' Memorial Park is located on South Wilcox Avenue. The park offers a number of amenities including: public restrooms, picnic tables, barbeque grills, picnic tables, two pavilions, play structures, basketball courts, a large baseball/softball field, and a war memorial that exists to honor residents of Bell whom died in the line of duty. Veterans' Memorial Park is also home to Clubhouse which is a large recreation center that offers the following programs: Playschool, Fun Camp, aerobics classes and is used as a practice facility for the Bell Sapphire Cheerleading Team.

Facilities

Bell Community Center[9]

The Bell Community Center is located on Pine Avenue and is commonly used as a venue for numerous events that include: birthday parties, wedding receptions, anniversaries, baptisms, seminars, company parties, conferences, and various recreation programs that cater to senior citizens. It is also plays an important civic role as it functions as the primary venue for Bell City Council and community meetings.

Figure R-2: Veterans' Memorial Park Basketball Game

Bell Library[10]

The Bell Library is located on East Gage Avenue and is under the jurisdiction of the County of Los Angeles Public Library System. It was established in 1913 and has been at its current location since 1960. It provides publicly accessible computers, free WIFI, Spanish books and DVDs, Arabic books, large print books, the Los Angeles Times, and The Long Beach Press. It also has an extensive online collection that includes articles, audiobooks, eBooks, and music.

Figure R-3: Bell Library

Bell Technology Center[11]

The Bell Technology Center is located on East Gage Avenue. It was established in collaboration with the Southeast Community Development Corporation (SCDC) and Youth Policy Institute (YPI) in order to provide a safe location for youth to do their homework and develop technological skills. The Bell Technology Center offers the following amenities: learning facility, free WIFI, public computers, word-processing development, and web-browsing techniques.

Trails

Los Angeles River Bike Path[12]

The Los Angeles River Bike Path is a two-mile landscaped bicycle path that is located along the Los Angeles River Embankment and parallel to Interstate 710. It provides residents with a scenic place to bike, run, or walk and is accessible at Gage, Randolph, and Florence Avenues.

RECREATION PROGRAMS

Bell offers residents a number of recreational programs ranging from youth sports and senior classes to annual celebrations and excursions. The following is an inventory of all of the programs and classes that Bell currently offers:

Youth Soccer[13]
- Division 1 (Age 16-17)
- Division 2 (Age 14-15)
- Division 3 (Age 12-13)
- Division 4 (Age 10-11)
- Division 5 (Age 8-9)
- Chupones Soccer Class

Youth Cheerleading[14]
- Bell Sapphire Cheer Team
- Intro Cheer Class

Youth Baseball[15]

Girls Basketball[16]

Pee Wee Sports[17]
- Pee Wee Soccer
- Pee Wee T-Ball
- Pee Wee Basketball

Youth Classes[18]
- Parent and Me Class
- Bell Playschool
- Ballet for Tots
- Bell Fun Camp
- Intro to Cheer Class
- Kung Fu
- Free Computer Classes for Kids at Camp Little Bear Park

Teen and Adult Classes[19]
- Kung Fu
- Aerobics

Senior Clubs [20]
- 55+ Fun Club
- Crochet Club

Annual Celebrations[21]
- Earth Day
- Spring Festival
- 4th of July Celebration
- Halloween Spooktacular
- Holiday Festival

Excursions[22]
- Pala Casino
- The Getty Center
- The Los Angeles Dodgers vs. The Washington Nationals

Los Angeles Unified School District Joint-Use Properties

Joint-Use Agreement

There are approximately six public schools that are located in Bell and under the jurisdiction of the Los Angeles Unified School District (LAUSD). Bell and the LAUSD currently have a Joint-Use Agreement that allows residents to use school facilities after school hours. LAUSD school facilities have the capacity to accommodate a number of sports and offer the following amenities: basketball courts, football fields, baseball and softball fields, tennis courts, handball courts, volleyball, tetherball, swimming pools, and play structures.[23]

There are also a number of private facilities in Bell that contain recreational facilities. However, these facilities are likely only available to select residents because they are privately owned and operated. The Inter-Agency Coordination Program in the Summary of Past Open Space/ Conservation/ Recreation Element contains additional

information on the Joint-Use Agreement. Table R-1 highlights each school and its respective location.

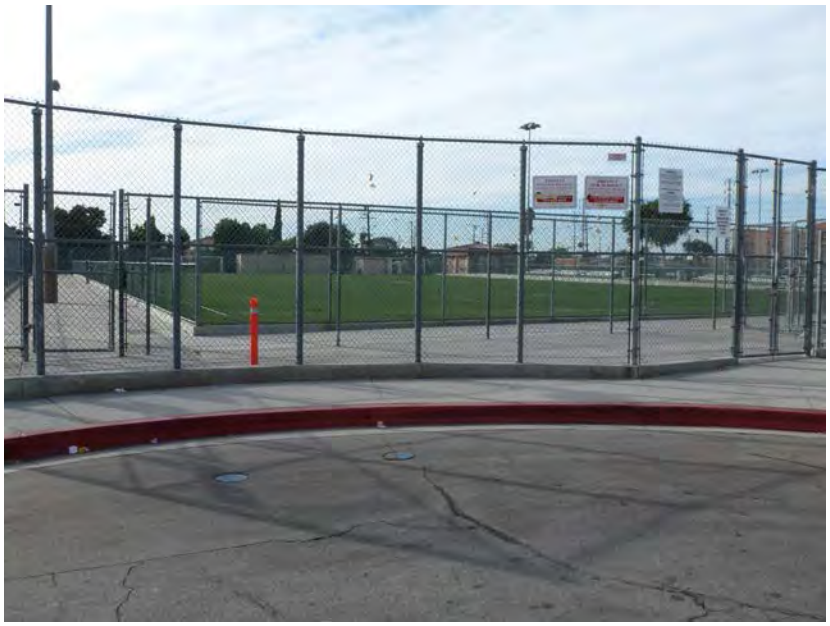

Figure R-4: Nueva Vista Elementary School

Table R-1: Schools Operated by LAUSD in the City of Bell[24]

School	Location
Martha Escutia Primary Center	5027 Live Oak Street
Ellen Ochoa Learning Center	6401 Bear Avenue
Corona Avenue Elementary School	3825 Bell Avenue
Nueva Vista Elementary School	4412 Randolph Street
Woodlawn Elementary School	6314 Woodlawn Avenue
Bell High School	4328 Bell Avenue

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GOALS, OBJECTIVES, POLICIES AND PROGRAMS

GOAL R 1 ADEQUATE PARKS, RECREATION FACILITIES, AND PROGRAMS FOR ALL BELL RESIDENTS

Bell residents depend on parks and facilities to fulfill their recreational needs because many live in dense neighborhoods that offer limited open space. The following objectives, policies, and programs reflect feedback obtained from community outreach in which residents expressed a desire for additional recreational opportunities in the future that are clean, safe, and appealing. Parks and recreational facilities must be accessible and enjoyable because they are highly valued by residents.

Objective 1.1 The City should strive to provide at least one additional acre of parkland/open space every five years.

Policy 1.1.1 The City will develop programs to implement the provision of one acre of parkland/open space for every 2,500 residents.

Program 1 *Perform future demand projections for Bell based on major user groups and capacity of available land.*

Policy 1.1.2 The City will maintain Shared Use Agreements with the Los Angeles Unified School District (LAUSD) to increase recreational opportunities.

Program 1 *Continue joint-use agreement with LAUSD and create new joint-use agreements with the Montebello Unified School District (MUSD), and any other private, charter or public schools in the area.*

Policy 1.1.3 The City will prioritize the use of utility corridors, reclaimed industrial facilities, and abandoned railroad rights of way for parks and trails.

Program 1 *See Circulation Element for programs regarding bicycle paths along corridors and right-of-ways.*

Program 2 *The Brownfield Reclamation Program: Perform a land study in order to determine possible sites for future parkland/open space developments, particularly Pritchard Field and other abandoned industrial land.*

Objective 1.2 Ensure that there is a high level of safety and maintenance at all parks and recreational facilities.

Policy 1.2.1 The City will ensure that parks and facilities are adequately staffed.

Program 1 *Employment Opportunities Program: Conduct outreach to recruit additional employees and volunteers. Outreach could be performed at local high schools and temp agencies.*

Policy 1.2.2 The City will monitor parks and facilities on a daily basis to ensure that equipment is operational, nuisances are alleviated, and park rules are enforced.

Program 1 *Code Enforcement Program: Focuses solely on code enforcement in parks and recreational facilities as it relates to issues of maintenance and conduct.*

Policy 1.2.3 The City will ensure that residents are able to effectively communicate issues as they relate to parks and facilities.

Program 1 *Make the following available: Hotline, suggestion box, email address or other means of communication with residents.*

Program 2 *Parks and Recreation Commission: Commission made of citizens and under the helm of the Recreation Division that allows residents to voice their concerns and ideas as well as make recommendations to the Bell City Council.*

Policy 1.2.4 The City will seek private and community partnerships to assist with park and facility maintenance.

Program 1 *The Bell Parks and Recreation Partnership Program: Apply for governmental and non-governmental (non-profit and for-profit) funding opportunities to maintain existing park and recreation facilities as well as expand services in the future.*

Objective 1.3 Access to parks, recreational facilities, and programs that appeal to all residents.

Policy 1.3.1 The City will provide recreational opportunities for all age levels, specifically youth, seniors, and disabled persons.

Program 1 *Senior and Disabled Persons Needs Program: Caters to seniors and persons with disabilities through various outreach efforts to ensure that Bell is meeting recreational needs and ways to enhance existing amenities and programs.*

Program 2 *Youth Recreation Expansion Program: Caters to youth through various outreach efforts to gauge opinions of existing recreational programs and ways to create additional opportunities.*

Program 3 *Publish a newsletter on a quarterly basis so that community residents are acquainted with the services provided by the City.*

Policy 1.3.2 The City will annually conduct community outreach to gather input/opinions on existing parks, facilities, and programs.

Program 1 *Parks and Recreation Outreach Program: Outreach will consist of annual workshops conducted on pre-determined days that cover the following topics: Attitudes and perceptions, level of use/service, and recommendations for enhancement. The City will also collect year-round comments.*

Policy 1.3.3 The City will create a comprehensive Parks and Recreation Master Plan.

Program 1 *Parks and Recreation Master Plan Development Program: Oversees the development of the Parks and Recreation Master Plan by identifying and reviewing resident opinions of existing amenities and collaborating with the community to create strategies for future recreational opportunities.*

Program 2 *Create a comprehensive inventory of all recreation programs offered in Bell and make it readily available in facilities, schools, and online.*

Policy 1.3.4 The City will support the cultivation of Community Gardens.

Program 1 *Bell Community Garden Program: Collaboration between the City and residents to develop a set of standards and suitable locations for community gardens using the vacant land study.*

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Noise

City of Bell General Plan

Table of Contents

List of Figures

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INTRODUCTION

The City of Bell Noise Element outlines the goals, objectives, policies and programs that provide the residents of Bell with possible solutions to existing and foreseeable noise problems directly related to land use, circulation, housing, as well as any other relevant contributors to noise. The information within this element will become a guideline for the development of land, and its use, so as to limit the exposure of the community to excessive noise levels. This element is intended to help achieve compatible land uses and provide baseline levels and noise source identification for local noise ordinance enforcement.

Statutory Requirements

The State of California has mandated that each county and city prepare a Noise Element as part of its General Plan. California Government Code Section 65302(f) and the State of California Governor's Office of Planning and Research have determined the contents of a Noise Element to identify noise problems in a community. Analyzing and quantifying noise levels can be achieved through the use of noise modeling or another verified form of measurement including monitoring.

In accordance with the statutory requirements for the noise element, this section of the General Plan has established goals, objectives, policies and programs as a means to address noise and protect the residents of Bell from excessive and/or harmful exposure to noise.

EXISTING CONDITIONS

The City of Bell is an older, densely developed community located within the Los Angeles Basin. Highway, vehicular, and truck traffic along the major arterial roads are the largest producers of community noise in the City. The industrial area is generally separated from the central portion of the city, which reduces its noise impact on the community. However, areas adjacent to industrial uses may still be impacted. Additional contributors of excessive noise include railroads and the I-710 freeway, which follow the City's north, west, and east boundaries.

The City of Bell contains a number of land uses that fall into the noise-sensitive category that should be placed away from excessive noise contributors or appropriately mitigated. Schools and places of worship are the most prevalent of these noise-sensitive uses within city limits. Figure N-1 shows existing noise sensitive areas with existing noise contours in brackets as a placeholder for the City to complete an official study.

The City will need to address one of its largest noise-sensitive issues, the existing residential land uses within the industrial area. The City will also need to analyze the future I-710 Corridor Project and a Los Angeles-to-Santa Ana rapid transit rail line, which may create noise impacts through construction and potential development in surrounding noise- sensitive areas. To further understand existing noise impacts it is recommended the city conduct an in-depth noise study that includes community limit levels.

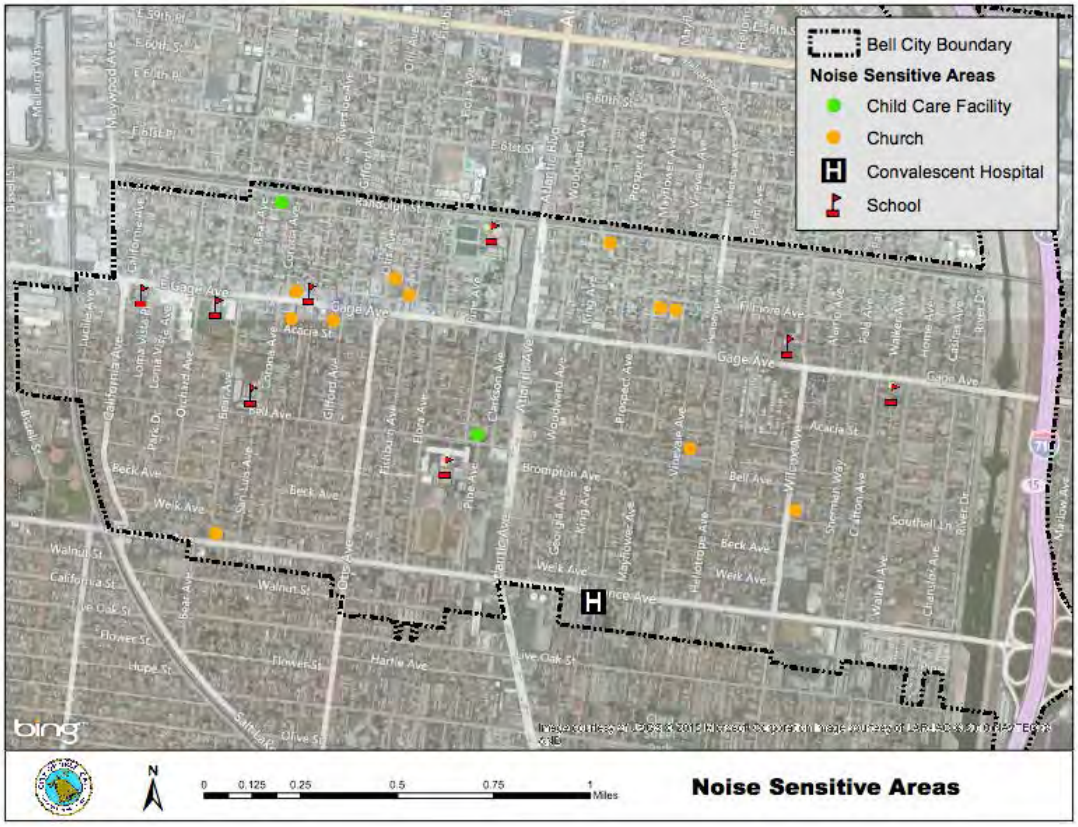

Figure N-1: Noise Sensitive Areas

GOALS, OBJECTIVES, POLICIES AND PROGRAMS

GOAL N 1 A SAFE AND HEALTHY NOISE ENVIRONMENT

The purpose behind this goal is to ensure that existing and future development in the City of Bell complies with all noise regulations. Specifically, this goal is designed to establish a safe and healthy environment for anyone who lives, works, and recreates in Bell.

Each of the objectives, policies, and programs listed below aims to carry out this goal while acknowledging that noise can be a problem if not managed. Several policies are accompanied by specific programs and are detailed at the end of the element.

Objective 1.1 Minimize noise impacts for existing development by 2025.

Policy 1.1.1 Bell shall enforce noise standards set forth in the Bell Municipal Code.

Program 1 *Establish duties of the chief administrative officer, or his designated representative, to have primary responsibility for the enforcement of the noise regulations and uphold violations of prohibited noise.*

Policy 1.1.2 Bell shall construct noise barriers along sections of the Southern Pacific and Union Pacific rail line corridors where residences exist adjacent to the main tracks.

Program 1 *Train Noise Mitigation Program*

The City will construct noise barriers in residential areas where existing homes are directly adjacent to active tracks. Residential locations directly adjacent to rail lines are exposed to noise in the range of 90 to 110 dB during train passings. The construction of noise barriers with heights of 13 to 15 feet should be considered as a noise reduction measure in noise-sensitive areas. Effective noise barriers include densely-planted trees and hedges, masonry walls/fences, or a combination of the two. In the event that noise barriers are most efficient by being placed on the rail line rights-of-way, such construction requires the approval of, cooperation of, and coordination with SPRR and UPRR.

The City will also encourage the AT&SF, SPRR, and UPRR to reduce the level of noise produced by train movements within the City. This can be accomplished by regular maintenance of the track and trains. Use of the trains' horns should also be minimized if at all possible. The City will also monitor the existing

operations on the rail lines as well as any plans for future development. Any actions that increase the level of noise throughout the City will be mitigated.

Program 2 *Perform updated comprehensive noise study of rail line corridors to assess noise-impacted areas that need retrofitting.*

Objective 1.2 Minimize noise impacts for future development to the standards required by the responsible agency.

Policy 1.2.1 Bell shall determine community noise levels and identify areas where noise is most problematic so as to guide future development.

Program 1 *Perform updated comprehensive noise study to include community noise levels.*

Program 2 *Land Use and Noise Guidelines*

The City will adopt guidelines that consider noise early as a factor in planning future residential developments. In addition, the City will require that the State's Noise Insulation Standards be applied to all new single family and condominium conversion projects. Because various portions of the City are affected by traffic noise, an acoustical analysis should be required for all new residential and condominium conversion projects within the 60 dB CNEL contour of the freeway, arterials, and rail lines within the City. This analysis should indicate the existing and projected CNELs on the site and the method(s) by which noise is to be controlled or reduced to no more than 65 dB within the exterior living space, and no more than 45 dB within the interior living space of the project. This latter standard requires that the City extend the application of the State's Noise Insulation Standards to all new single family and condominium conversion projects. In the past, they only applied to all new multifamily units (apartments, motels, etc.).

Policy 1.2.2 Bell shall limit the hours of construction activity occurring near noise sensitive receptors to avoid noise exposure.

Policy 1.2.3 Bell shall encourage the use of different construction methods, including insulation, for new developments to reduce noise impacts generated by other land uses and traffic.

Program 1 *Establish an informational forum or other written product that can be disseminated to relevant parties who are involved in the construction process.*

Program 2 *Noise Control for City Equipment*

Policy 1.2.4 Bell shall prohibit new noise-sensitive land uses in noise-impacted areas unless effective mitigation measures are incorporated into project design to reduce noise to acceptable levels.

Program 1 *Noise Reduction in New Development*

Noise should be considered early in the development of new residential or noise-sensitive construction. The location and orientation of the residential buildings may be configured to minimize or eliminate a noise problem for a site adjacent to the freeway, arterials, or rail lines. Other effective noise reduction tools include: the use of berms, sound reducing walls, and generous setbacks. Interior CNEL levels may be reduced to 45 dB or less by installing sound rated windows suitable for the noise reduction required, insulating exterior walls and roofing systems to reduce the interior noise to acceptable levels, and by locating (or eliminating) vents, mail slots, etc., to minimize sound propagation into the home.

Program 2 *Noise Reduction Strategies*

The City will reduce unnecessary noise in the vicinity of noise sensitive locations by taking the following actions:

1) Maintain liaison with transportation agencies such as Caltrans regarding the reduction of noise from existing facilities. The design and location of new facilities will also be considered.

2) Consideration should be given to buffering noise sensitive areas from noise generating land uses.

3) Noise monitoring within the City will be an ongoing process conducted by the appropriate departments. Additionally, a liaison will be developed between the City and the Los Angeles County Health Department in order to obtain assistance in onsite measurements of noise levels.

Policy 1.2.5 Bell shall develop planning guidelines, which include noise control for all new development, including residential, commercial, industrial, and any other land uses within the city limits.

Program 1 *Noise Control Ordinance*

The City will consider the adoption of an appropriate ordinance that will place a limit on the level of noise produced by residential, commercial and industrial activities that may intrude on adjacent properties. The City's Municipal Code regulates noise emanating from residential, commercial and industrial uses. However, acceptable dBA ranges have not been designated for these uses.

Policy 1.2.6 Bell shall ensure Caltrans is meeting noise regulation standards during all phases of construction of the I-710 Corridor Project.

Program 1 *Establish an I-710 Corridor Project Coordinator who will oversee aspects of the project and be a liaison to Caltrans.*

Policy 1.2.7 Bell shall ensure that the noise study conducted for the High Speed Transit development project will be reviewed to ensure noise sensitive areas will be properly mitigated during all phases of the project.

Program 1 *Establish a Transit Project Coordinator who will oversee aspects of the project and be a liaison to project agency.*

Objective 1.3 Meet all federal, state, and local adopted noise regulations by 2025.

Policy 1.1.1 Bell shall coordinate with the Department of Housing and Urban Development, Department of Labor, the Environmental Protection Agency, the Federal Highway Administration, the State Department of Health, State Department of Transportation, Los Angeles County, and the State Department of Motor Vehicles, as well as any other agencies involved in required noise regulations.

Program 1 *Enforcement of Noise Control Regulations*

The City will implement a review process concerning its policies and regulations affecting noise every five years or as new technological developments warrant, per State guideline requirements. The City will also support the enforcement of regulations (such as the State Vehicle Code noise standards) for all privately owned, City owned, and City operated automobiles, trucks, and motorcycles operating within Bell.

SAFETY

City of Bell General Plan

Table of Contents

List of Figures

List of Tables

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INTRODUCTION

The Safety Element addresses issues related to the safety and well-being of the community that lives, works and visits the City of Bell. The Safety Element guides the City Council, City staff, local businesses and agencies and the community in the potential hazards confronting the City. The Element discusses the natural hazardous events or dangerous activities that have a potential to endanger the welfare and safety of the general public and aims to reduce the potential risk of death, injuries, property damage and the economic and social dislocation resulting from them. Concerns partial to the City of Bell are subsequently incorporated into goals, objectives, policies and programs (a means of implementation) to reduce the impacts of hazards.

STATUTORY REQUIREMENTS

A Safety Element is a mandated element of the general plan, as required under Section 65302(g) of the California Government Code and the State Planning and Zoning Law, which states that:

A safety element for the protection of the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides; subsidence, liquefaction, and other seismic hazards identified pursuant to Chapter 7.8 (commencing with Section 2690) of Division 2 of the Public Resources Code, and other geologic hazards known to the legislative body; flooding; and wildland and urban fires. The safety element shall include mapping of known seismic and other geologic hazards. It shall also address evacuation routes, military installations, peak-load water supply requirements, and minimum road widths and clearances around structures, as those items relate to identified fire and geologic hazards.

This document complies with the State planning law concerning the preparation of a Safety Element and is complete and internally consistent. The Safety Element indicates the relationship between land use and potential hazards that may impact or affect the City of Bell.

EXISTING CONDITIONS

A number of potential natural hazardous events or dangerous activities could lead to unsafe situations and casualties. These hazards include earthquakes, flooding, fire, crime, hazardous waste and materials, and extreme heat.

Geology

The City of Bell is located on the northeastern portion of the Los Angeles Basin. This basin is an alluvial plain bounded on the north by the Santa Monica Mountains, on the northeast by Repetto Hills, and Puente Hills, on the south by the Santa Ana Mountains and San Joaquin Hills and on the east by the Pacific Ocean. The topography within the City of Bell is relatively flat with elevations of 120 to 160 feet above mean sea level. Undifferentiated alluvial and sedimentary deposits make up the soil under the City. Medium grained sand makes up the majority of the soil under the City, while gravel underlies the Los Angeles River and sand, silt and clay form the ground under the Cheli area of the City. These types of soils in combination with high groundwater levels close to the surface can precipitate liquefaction.

Earthquakes

One of the principal and most unpredictable safety concerns of the City of Bell are Earthquakes. Each year Southern California experiences approximately 10,000 earthquakes, most of which are not felt (measured to be less than 3.0 in magnitude). However, there is always a chance for a larger scale earthquake, which could produce substantial harm and damage to the community. It is therefore very important to understand the risks and plan for the response for such an event in the City of Bell.

The amount of damage is also controlled to a certain extent by the size, shape, age, and engineering characteristics of the affected structures. Elysian Park and Northridge earthquakes demonstrated that the ground intensities from the previously unknown blind thrust faults could generate significant damage to both low-rise and high-rise structures which were previously considered to be capable of withstanding the effects of strong ground motion. Because of these factors the State and the City of Bell enforce current earthquake standards to minimize this type of damage and loss.

There are no active or potentially active earthquake faults known to traverse the City of Bell; therefore, no ground rupture hazards are expected in the City. The City is, however, located within a seismically active region and is subject to ground shaking hazards associated with earthquake events in the region. Seismicity, in the Los Angeles area historically has been defined by earthquake events along the Newport-Inglewood, San Fernando, San Jacinto and San Andreas faults. Other faults of concern in the area include the Whittier fault, the Elysian Park Thrust, and the Santa Monica-Hollywood fault. Figure S-1 shows these local faults and the intensity of their activity in 2010. Table S-1 summarizes the major faults within the Southern California region and their distance and direction relative to the City of Bell.

Figure S-1: 2010 Fault Activity Map. Shows the location of the closest fault lines to the City of Bell.

Source: State of California, Department of Conservation http://www.quake.ca.gov/gmaps/FAM/faultactivitymap.html

Table S-1: Earthquake Faults, Ordered by distance from the City of Bell.

Earthquake Fault	Distance from Bell	Max. Credible Magnitude	Max. Probable Magnitude
Newport- Inglewood	9 miles W	7	6.5
Whittier	9 miles E	7	6
Santa Monica- Hollywood	10 miles NW	7	6.5
Raymond Hill	10 miles NE	6.5	6
Sierra Madre	15 miles NE	6.5	6.5
San Fernando	25 miles NW	6.5	6.5
Elysian Park	5 miles N	7.6	7.2
San Jacinto	44 miles NE	7.5	6.5
Palos Verdes	20 miles SW	7	6.5
San Andreas	37 nines NE	8.25	7.5
Malibu Coast	22 miles W	7	6.5

Source: City of Bell General Plan.

Liquefaction

Earthquakes not only cause damage through force and shaking but also through liquefaction. Liquefaction may occur when loose, unconsolidated, saturated fine-to medium-grained sandy soils are subjected to ground vibrations during a seismic event. When these sediments are shaken, a sudden increase in pore water pressure causes the soils to lose strength and behave as liquid. Excess water pressure is vented upward through fissures and soil cracks causing a "water-soil slurry" to bubble onto the ground surface. Liquefaction-related effects include loss of bearing strength, ground oscillations, lateral spreading, and flow failures, or slumping. Structures built on soils that liquefy may sink or topple over as the soil loses its bearing strength. The California Emergency Management Agency's (Cal EMA) model shows that almost the entire City of Bell is within a liquefaction zone (Figure S-2).

Figure S-2: Liquefaction Zone in the City of Bell
Source: Cal EMA, http://myplan.calema.ca.gov/

Unreinforced Masonry

Most unreinforced masonry (URM) buildings possess features that can threaten lives during earthquakes. These include unbraced parapets, and walls and roofs that are not well attached to each other. When earthquakes occur, inadequate connections can allow masonry to fall and floors and roofs to collapse leaving occupants and passers-by in harm's way. These risks to life can be significantly reduced with seismic retrofits. Unreinforced Masonry Law (Government Code 8875, et seq.) requires that cities and counties within seismic zone 4 to identify hazardous URM buildings and consider local regulations to abate potentially dangerous building through retrofits or demolition.

Flooding

The nearest body of water to the City of Bell is the Los Angeles River. According to the Cal EMA, the City of Bell is at minimum risk of flooding and will most likely experience a 500-year flood (Figure S-3). Most of the inundation will occur on the western side of the Los Angeles River, impacting a large number of residential and commercial areas within the City and Interstate 710. Minimal flooding is predicted to occur in the Cheli Industrial area.

Figure S-3: FEMA 500-year Flood Map.
Source: Cal EMA, http://myplan.calema.ca.gov/

Dam Failure

Large areas downstream of the Hansen and Sepulveda Dams, including the City of Bell, are at risk of inundation in the event of dam failure. The Hansen Dam is located on the northern edge of the San Fernando Valley, approximately four miles west of Sunland. The City of Bell is located approximately 25 miles south of the dam. The Sepulveda Dam is located on the Los Angeles River near the intersection of the Ventura and San Diego Freeways near the City of Van Nuys. Additionally, Garvey Reservoir in Monterey Park will inundate the Cheli Industrial Area, if it should fail.

Increased Rainfall

Climate change is expected to produce longer and more severe droughts, as well as greater and more frequent floods. Los Angeles County's current water systems are designed to balance flood protection during the winter and spring months with water storage during the dry months. Increased rainfall and an earlier melting of the snowpack could result in overburdened facilities that cannot adequately protect communities from floods.

Fire Hazards and Protection

The major risks involve structural fires associated with older structures in the City and within areas of Industrial land use. Industrial uses are considered to have a greater risk for fire due to the potential use of flammable, explosive and hazardous materials in an industry's production and fabrication. Industrial uses are mainly isolated to the Cheli Area and are separated from most commercial and residential uses in the central part of the City by Interstate 710. There are no open grass or wooded areas in or near the City that would present brush fire or wildfire hazards; therefore, risk associated with fires of this kind are minimal.

The Los Angeles County Fire Department (LACFD) provides fire, safety, and emergency medical services to the City of Bell. The City of Bell fire station (#163) also serves Maywood, Cudahy and Walnut Park. In the event of an emergency the fire department and the police have created a Public Safety Answering Point. This system coordinates an informational relay system between the police, fire department and the community.

Disaster & Emergency Response

There are various plans at the federal, state, and local level dealing with responses to disasters and emergencies. These agencies collaborate with local authorities and assume responsibilities in the event of a formal proclamation of emergency. The City of Bell is considered part of the Los Angeles Operational Area (LAOA). The Emergency Management Organization of Los Angeles County (OEM) has the responsibility of organizing and directing the preparedness efforts of the Emergency Management Organization of Los Angeles County. OEM is the day-to-day Los Angeles County Operational Area coordinator for the entire geographic area of the county.

Hazardous Material

Hazardous material is dangerous alone and potential risk is precipitated in the event of an earthquake, fire, improper storage or the accidental mixing of chemicals and compounds. According to California's Health & Safety Code, Chapter 6.95, a hazardous material is any material that, because of its quantity, concentration, or physical or

chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment.

Every hazardous material handler is required to submit a business plan to the City and an inventory of hazardous substances and acutely hazardous materials to the Bell Police Department and the County Fire Department on a yearly basis. If the hazardous materials inventory of a business should change, a revised business plan must be submitted to the City. Hazardous material users and generators in the City include: gasoline stations, auto repairs shops, printers and photo labs, clinics; dry cleaners, schools, fire stations, and a variety of other commercial and industrial land uses.

Transportation of Hazardous Material

Truck transports along I-710 and multiple rail lines (Atchison Topeka and Santa Fe (AT&SF)), Union Pacific Railroad (UPRR), and the Southern Pacific Railroad (SPRR)) often carry hazardous material, which subjects the City of Bell to potential local hazardous incidents and/or spills. The City of Bell has no jurisdiction or control over the transport of hazardous materials on freeways and railroads through or near its boundaries.

Crime & Police Protection

Crime affects the health and safety for many residents in the City of Bell. Crime statistics obtained for the City indicate an increasing number of offenses from 2007 to 2011 (most likely a factor of the economic recession). Although rates have increased, the City of Bell's crime has remained below the national average. The crime rate index ranks Bell as having one of the lowest intensity of crime in comparison to nearby cities.

The police department is responsible for maintaining a safe environment within the City of Bell by enforcing city and state laws. Along with providing protection and safety, the police department also plays an active role in public education and investing in the future of local youth.

Extreme Heat

Extreme heat (a predicted result of climate change) will present several potential issues for the City of Bell. Climate change models predict that the City will see a substantial increase in daily temperatures over time. For short amounts of time, heat is generally not considered a hazard. However, as Figure S-4 shows, the number of extremely hot days will increase from only 4 days (2012) to 89 days in the year 2050, averaging a temperature of 90 °F.

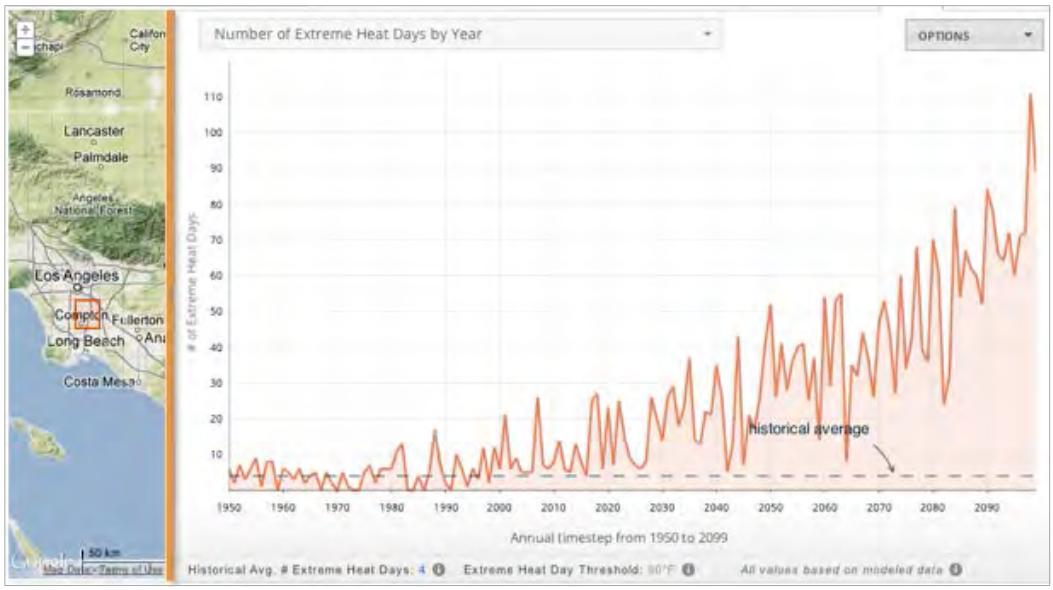

Figure S-4: The Number of Extremely Hot Days
Source: Cal-Adapt, http://cal-adapt.org/temperature/heat/

As temperatures rise, the duration of heat waves are predicted to increase as well. Children and the elderly suffer the most from heat related health problems and with extreme heat lasting up to 11 days in a row (2050 prediction), these populations will have greater health problems and impact the City's services, programs and local healthcare system.

GOALS, OBJECTIVES, POLICIES AND PROGRAMS

GOAL S 1 A CITY SAFE FROM NATURAL EVENTS AND DANGEROUS ACTIVITIES

This goal includes the various events that may cause harm to the community of Bell and states the City's determination to avoid and minimize any risk or harm associated with these events. Survey responses indicated that community members considered safety a primary concern. Most frequently, comments addressed inadequate lighting on the streets. Various policies and programs in the Circulation Element address this issue. Additionally comments were made about crime and gang activity in the City. The Safety Element aims to address these concerns through a variety of policies and programs, most of which are found under Objective 1.6.

Objective 1.1 Minimize the risk of injury, loss of life, and property damage caused by earthquake hazards.

Policy 1.1.1 Develop and promote educational programs that inform residents and businesses in the City about procedures to follow in the event of a major earthquake.

Program 1 *Educate residents in earthquake safety at home; educate the public in self-sufficiency practices necessary after a major earthquake (e.g., alternative water sources, food storage, first aid, and family disaster plans); and identify locations where information is available to the public for planning self-sufficiency.*

Policy 1.1.2 Establish and enforce State seismic and building standards in the evaluation and design of all structures in the City, especially critical facilities (e.g. police and fire stations, school facilities, hazardous material manufacturing and storage facilities, and public assembly halls).

Program 1 *Apply City Building Code consistently to all development.*

Program 2 *Implement an effective Unreinforced Masonry (URM) Program to retrofit all remaining non-complying buildings. Work with owners of potentially hazardous buildings to obtain structural analyses of their buildings and to undertake corrective mitigation measures to improve seismic resistance or to remove the buildings and replace them with safer buildings.*

Program 3 *Establish a prioritized program for seismic retrofit of the remaining unreinforced public structures critical facilities and pursue all feasible methods of financing to mitigate those potentially hazardous structures.*

Objective 1.2 Strive to minimize injury and loss of life, damage to public and private property and infrastructure, and economic and social disruption caused by flood hazards.

Policy 1.2.1 Continue to work with the appropriate local, State and Federal agencies (e.g. Los Angeles County Department of Public Works, Caltrans, and Federal Emergency Management Agency) to reduce the potential for injury and/or damage caused by flooding.

Policy 1.2.2 Employ strategies and urban design features that will reduce the flow of stormwater and increase infiltration.

Program 1 *Require new development to provide Low Impact Development strategies to the design and implementation of a project.*

Program 2 *Form a task force of residents to encourage the community to think creatively about ways they can help manage rainwater at their homes (e.g. rain barrels, rain gardens, and gardens)*

Objective 1.3 Minimize the public hazard from fire emergencies.

Policy 1.3.1 Establish and enforce standards to reduce unacceptable levels of fire risk, particularly in critical and high occupancy facilities.

Program 1 *Create an enforcement program where commercial and industrial uses are inspected regularly, especially any specific "target fire hazards" uses.*

Program 2 *The Los Angeles County Fire Department shall enforce a weed abatement program for vacant lots and for residences on a complaint basis.*

Program 3 *Create a task force that involves private and public support to review and evaluate the condition of older buildings, including masonry structures and mixed used structures for meeting current City and State fire standards.*

Policy 1.3.2 The Fire Department shall review and make recommendations on projects during the environmental, site planning and building plan review processes.

Program 1 *Request that the Fire Department maintain a level of service to allow for personnel to attend meetings and to respond promptly to the City's environmental, site planning, and building plan review processes.*

Policy 1.3.3 Protect and minimize loss of life and property and from fire related causes through education.

Program 1 *Create and implement a School Fire Safety Program.*

Program 2 *Urge the use of smoke alarms, sprinkler systems, evacuation ladders, and offer fire protection and/or risk reduction devices for all residential structures as part of an education and incentive program.*

Objective 1.4 Minimize the threat to the public health and safety and to the environment posed by a release of hazardous materials.

Policy 1.4.1 Enforce federal, state and local laws and regulations relating to the use, storage, and transportation of toxic, explosive, and other hazardous and extremely hazardous materials to prevent unauthorized discharges.

Program 1 *Conduct periodic inspections of all businesses using or storing hazardous materials to ensure safe practices and improve communications with business personnel.*

Policy 1.4.2 Monitor the operations of businesses and individuals who handle hazardous materials through the planning and business permit processes.

Program 1 *Continue to collect and maintain up-to-date records through the planning and business permit process collecting information of the type, location, owners, and responsible persons for properties, which involve the handling of hazardous materials and wastes.*

Policy 1.4.3 Develop an educational awareness program, which encourages proper residential management of hazardous materials.

Program 1 *Implement an education program for households and small businesses regarding identification and disposal of potential hazardous wastes, including machine oils, pesticides, etc.*

Policy 1.4.4 Maintain cooperative relationships with the chemical handlers, response agencies and community representatives to ensure an informed and coordinated safety plan and response.

Program 1 *Develop a Hazardous Waste Representative Group made up of representatives from the City, Police Department, LA County Fire Department, Chemical Handlers and the community to be educated and trained in Hazardous Materials. They will meet regularly to plan and discuss the City's protocol in the event of a chemical emergency.*

Program 2 *The City shall maintain adopted truck routes, which prohibit the transport of hazardous materials through residential neighborhoods.*

Program 3 *Continue to train and educate Police and other emergency personnel in the procedures for dealing with hazardous spills on the highway.*

Objective 1.5 Minimize the public hazard from extreme heat due to climate change.

Policy 1.5.1 The City shall include "extreme heat" events as a significant community emergency and support measures that reduce injury and loss of life.

Program 1 *Create and implement an extreme heat awareness program and neighborhood care chain.*

Program 2 *Create a community task force to explore methods to reduce heat in the City of Bell. Such methods may include planting shade trees or building structures that will allow for shade in spaces where people are and will be exposed to intense direct sunlight (e.g. bus stops) and consider using cool paving in new construction.*

Program 3. *Operate a cooling facility during extreme heat days.*

Objective 1.6 Improve public safety through a visible and community-oriented police presence in the City, promote collaborative public safety problem solving, and improve urban design.

Policy 1.6.1 Coordinate with the City's Police Department to provide standard levels of service to meet the current needs of the City.

Program 1 *Work with the City's Police Department to implement and fund existing and new policing and community programs.*

Policy 1.6.2 Develop and promote community safety though public outreach and the creation of community supported and staffed programs.

Program 1 *Create a Community Watch Program.*

Program 2 *Educate the community how to protect themselves and their families against crime.*

Policy 1.6.3 Develop standards and/or guidelines for new development and redevelopment with an emphasis on site and building design, or CPTD, to minimize vulnerability to criminal activity.

Program 1 *Train City Planning staff the principles of CPTD. These standards and/or guidelines shall balance public safety and design objectives, and at a minimum they should address: high risk circumstances such as dark alleys; enclosed stairwells; dark entrances; site security lighting including exterior lighting that enhances safety and night use (but minimizes impacts on surrounding land uses); utilization of landscape treatments which will not obstruct the visibility of walkways and entrances; and similar public safety and design issues.*

Program 2 *Involve the City's Police Department in reviewing and making recommendations on projects during the environmental, site planning and building plan review processes to promote the development of defensible spaces, or CPTD, through the use of site and building lighting, visual observation of open spaces, and secured areas.*

Objective 1.7 Improve the City's response and preparedness to emergencies and disasters.

Policy 1.7.1 Continue to participate in community programs that train police, city staff and emergency volunteers how to perform effectively during and after an emergency or disaster.

Program 1 *Designate a city staff member from the planning or building department to act as the City's safety liaison officer to the greater Los Angeles Area emergency and disaster network. This role would not require a full time employee, but be an additional job duty of an existing position.*

Program 2 *Arrange regional emergency exercises for police, city staff and emergency volunteers.*

Policy 1.7.2 Review and improve disaster preparedness and emergency response capabilities.

Policy 1.7.3 Involve the public in the awareness and education of City emergency response plans, resources, and risk reduction.

Program 1 *Implement regular safety educational programs for the Public that help residents understand what they are supposed to do and where they should go in the event of an emergency and/or disaster.*

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Community Outreach

City of Bell General Plan

INTRODUCTION

Community participation and public involvement in the planning process play an important role in providing information about the community's values and priorities. The individuals who live and work in the City of Bell are the ones most affected by the policies set forth in the General Plan, and it is their vision and welfare that updating the General Plan should work to achieve. To effectively establish and implement goals that are appropriate for the future of Bell, the community outreach process must be thorough and comprehensive. This chapter documents the beginning of that outreach process that will ultimately result in a comprehensive update of the General Plan. The Project Team has worked with community members and City officials in order to explore the multiple visions and values held by the community. The various modes of outreach conducted are listed below.

The community outreach process included seven outreach events through which Bell citizens could provide ideas and feedback. Flyers, emails, social media and the Bell website were used to publicize these outreach efforts in both English and Spanish. The process provided valuable feedback about community needs and opinions. This chapter describes the public outreach efforts and provides a summary of the comments offered by the participants and is comprised of the following:

- Online Opinion Survey
- Pop-Up Survey Stations in Bell Parks
- Pop-Up Survey Stations outside the Northgate Market
- Business Owners Surveys
- Bike Commuter Surveys
- Interviews with Five Nonprofit and Association Stakeholders
- Community Workshop at the Bell Community Center

Pop-Up Survey Station at Nueva Vista Elementary School

In December 2012, an online preference survey was opened for the community to record their thoughts about all aspects of Bell's General Plan. The survey, created on the "Survey Monkey" website, remains open for the continuing public outreach process.

POP-UP SURVEYS

A significant portion of outreach conducted was through Pop-Up Surveys. This form of outreach was designed to engage residents where they already work and recreate, rather than requiring them to attend a planned event. These events were not advertised and occurred where people were already engaged in recreation or shopping. The goal was to begin involving residents and raising awareness about the General Plan process to determine issues that are most important to Bell residents. The Pop-Up Survey Stations were staffed to allow interaction in Spanish or English. The surveys were also available in both languages. A total of 212 surveys were completed.

The Pop-Up Survey format included a station with Project Team members that were located near common public circulation and gathering places—Bell parks and outside of the Northgate Market. The Project Team interacted with City residents by asking five short survey questions and providing information pamphlets about the process associated with updating the General Plan. The completed surveys are documented in full in Appendix CO-1.

Project Team members at the Pop-Up Survey Station in Veterans' Memorial Park

The survey included the following questions:

- What are your favorite things to do in Bell?
- What would you like to change about Bell?
- What should be preserved in Bell?
- In general, would say things are getting better or worse in Bell?
- Complete the statement: "I wish that Bell…"

Parks (October 6th, 2012)

On October 6th 2012, the first Pop-Up Surveys were conducted in Veterans' Memorial Park and at the soccer fields at Nueva Vista Elementary School and Veterans' Memorial Park. This was the first outreach event that engaged residents in the General Plan update process. The soccer fields at Nueva Vista Elementary School are used for youth soccer games on Saturday mornings and Veterans' Memorial Park is frequently used for birthday parties and other events. Both locations experienced a high volume of pedestrian traffic during the Pop-Up Survey session. Approximately 200 people interacted with the Project Team during the five-hour event, resulting in the completion of 109 surveys. There was an even distribution of English and Spanish surveys.

A Project Team member engages parents at a Saturday soccer game.

Northgate Market (January 18th, 2013)

The second Pop-Up Survey session was conducted near the front entrance of Northgate Market at 6801 Atlantic Avenue. Northgate Market usually has a high volume of foot traffic on Friday afternoons—when the session took place—and is frequented by a wide demographic of people that live, work, and recreate in Bell. Approximately 100 individuals interacted with the Project Team during the 90 minute event, resulting in the completion of 37 surveys.

Findings and Analysis

All of the surveys that were gathered through community outreach efforts were coded. Responses are displayed in tabular form by total count and percentage (Appendix CO-2). Survey respondents were allowed to provide as many responses as they wished.

Over 140 participants provided 236 responses regarding what they appreciate and 190 responses about what they wished for Bell.

Answers to open-ended questions were grouped into categories. Unique responses that were only mentioned once were assigned to the "other" category. Unanswered questions are not represented in the tables or in the total count for each table.

Pop-Up Surveys at Northgate Market

Responses to the survey from both Pop-Up Survey sessions were very similar with the exception of location having an influence on how participants were likely going to respond. For example, when participants were asked what they wanted for Bell, they often mentioned parks if they were surveyed in Veterans' Memorial Park and would mention grocery stores if they were surveyed at the Northgate Market. Roughly 60 percent of the participants lived in Bell while roughly 37 percent were visitors, showing diversity. This question also indicates that there are a significant number of visitors in Bell.

Respondents generally indicated that they value Bell parks, specifically the recreational programs and sports that are offered at facilities. Respondents expressed a desire for Bell parks to continually be maintained and improved when necessary. Respondents also frequently mentioned the high quality and value of Bell schools. In addition, respondents also frequently voiced the importance of commerce and shopping opportunities and wanted to see commercial growth and a greater variety of stores and restaurants in Bell.

BUSINESS SURVEYS (NOVEMBER 9TH, 2012)

Two members of the Project Team conducted in-person surveys with some of the businesses that are located near the Gage and Atlantic intersection. One of the two members of the Project Team was fluent in Spanish, enabling respondents to interact in either English or Spanish. Ten local businesses took the Business Survey. Owners, managers and/or employees represented the ten local businesses. The surveys in total lasted approximately five minutes. Individual questions and responses to the Business Survey can be found in Appendix CO-3.

The Business Survey was conducted to identify the traveling habits of business employees and customers. The Business Survey indicated that the majority of customers come from within Bell. Most of the customers travel by car, regardless of the proximity to the trip destination. More than 50 percent of business employees and owners did not live in the area even though their average commute time to work was less than thirty minutes.

The Business Survey also asked about the advantages and disadvantages of owning, operating, and frequenting businesses in Bell. Respondents believed that the advantage of business location came from being centralization and visibility. Location and proportional rent were also important advantages. Respondents also generally believed their location provided adequate parking.

BIKE SURVEYS (NOVEMBER 9TH, 2012)

Five members from the Project Team conducted a bicyclist intercept survey at the intersections of Atlantic and Gage as well as Florence and Gage on Friday, November 9th. Bicyclists were observed at the intersection of Atlantic and Gage for one hour during an anticipated weekday peak traffic period from 3:30 PM to 4:30 PM. Bicyclists were tallied regardless of the direction of travel. Age, sex, and ethnicity were also estimated and documented. Although these observations were not comprehensive, they offer a few insights about bicycling in Bell.

Approximately 47 bicyclists were observed over the course of one hour with an additional 4 pedestrians walking their bikes on the sidewalk. It was observed that an overwhelming majority of bicyclists (nearly 90 percent) chose to use the sidewalks instead of the street. A small but significant number of bicyclists (8) used a combination of sidewalk and street when passing through or turning at the intersection during the observations. This was largely to avoid pedestrians. Of the 47 bicyclists observed, all were male and varied in age from youth to over 65 years. Nearly all of the bicyclists observed were believed to be Latino or Hispanic.

Bicyclists were also asked a few questions about their travel habits during the same period that covered the following: Origin and destination of their trip; whether they biked to the bus or train stop; whether they brought their bike with them on the bus or train; and the level of safety felt while riding. It is also important to note that there were a significant amount of bicyclists who stopped but did not speak English and were therefore unable to take the survey without a translator.

Surveyed bicyclists indicated a wide dispersion of destinations both in Bell and in adjacent cities. Those surveyed revealed destinations as work, home, recreational facilities, or stores. A minority of bicyclists stated that they ride their bike to bus or train stops, but several noted that they do sometimes. No bicyclists stated that they feel "moderately unsafe" or "unsafe" while riding in Bell; it is important to note that none of the bicyclists surveyed ride solely in the street.

STAKEHOLDER INTERVIEWS (JANUARY 18, 2013)

A number of hour to hour-and-a-half long interviews were conducted with nonprofits and stakeholders on January 18th, 2013 to gather more in-depth thoughts and opinions of the community to enhance understanding of the needs for the future of Bell. Stakeholders were selected based on those whose organization represented the interests of various types of people in Bell and who would have substantial influence on its social or economic characteristics.

Stakeholders included students from Bell High School, the Bell Chamber of Commerce, the Old-timers Foundation, and the Southeastern Los Angeles Community Economic Development Corporation. The information provided from each stakeholder interview is summarized below.

Chamber of Commerce

The Chamber of Commerce currently has approximately 60 members, which include business owners in Bell and a few from the adjacent cities. The interview took place at the Chamber of Commerce located in the historic James George Bell House with a focus group consisting of the following: the Executive Director of the Chamber of Commerce; an Economic Development Committee member of the Chamber of Commerce; and three additional board members of the Chamber of Commerce. There were five people in total. Surveys were first distributed. Chamber of Commerce members were then asked about what Bell can do to enhance business and the types of commercial activity they would like to see be attracted to Bell.

Discussion at the Old Timers Foundation Stakeholder Meeting

Findings and Analysis

The Chamber of Commerce generally believes that Bell can enhance businesses and overall economic activity by concentrating on storefront beautification and creating uniform standards for businesses along the main corridors. Bell can also enhance future economic activity by continuing to update and reorganize their services and technology with the permit, licensing and processes. In addition, Bell can increase current economic conditions by streamlining the development review process.

When asked about the need for specific commercial activity, Chamber of Commerce members relayed the importance of business diversity. They would like to see chain business that would act as "flagships" to attract more people to Bell and subsequently shop at the local businesses as well. There was a general consensus that people shop at a number of businesses in close proximity to their destination. The majority of Bell shoppers either live in Bell or one of its adjacent cities. Bell shoppers also use all modes of transportation for local services. New customers visiting specific businesses often use the Internet to find businesses within Bell and travel via car. The Chamber of Commerce members believed that community members and business owners in Bell might associate the Chamber of Commerce with corruption activities of the former administration in 2010 and thus have negative feelings. The Chamber of Commerce members believe that the most important action Bell can take to attract new businesses and improve overall economic conditions it to reform the business license process.

Southeastern LA Community Economic Development Corporation

The Southeastern LA Community Economic Corporation (SCDC) is a non-profit organization that works to address major social and economic problems in its eight member cities. The SCDC provides access to technology and financial resources in addition to a host of community events. A meeting was conducted with SCDC Director Cesar Zaldivar-Motts and staff members Terri Raymond and Helena Ramirez. The meeting was held at the SCDC office, located at the Bell Technology Center on East Gage Avenue. The meeting consisted of an open-ended survey and addressed the following: Proposed projects that may impact Bell, physical and social dynamics that impact existing conditions, and the most pressing issues that need to be addressed in order to improve Bell.

Findings and Analysis

A common sentiment from SCDC members was that businesses will succeed when they "step of their game." SCDC members also pointed out that local businesses will need to be more competitive because they are realizing that residents can support chain stores. SCDC members noted that there is a lack of definition and prominence of businesses on Gage Avenue in particular and that signage and store-fronts are ambiguous and not as welcoming as they can be due to disinvestment. SCDC members even noted that the poor quality of signage, store fronts aesthetics, and ability on behalf of local businesses to market themselves on social media are issues that are just now beginning to be addressed. SCDC members told the Project Team that solving these problems is the responsibility of individual business owners but also with strong leadership from the local government that can help provide the incentives. SCDC members believe that businesses will subsequently grow as well as strengthen schools and provide resources in the form of new technology, allowing future generations in Bell to succeed.

SCDC members provided insight on Bell as it relates to the region because many of the surrounding cities are dealing with similar economic problems and have no available land for new development to fulfill housing, commercial, and service needs. SCDC members also noted that a lack of developable land also places pressure on the existing housing stock and residents because it forces a number of families to live under crowded conditions as well as with one another due to the lack of variety and options. Mixed-use development was seen as a viable alternative to the current single-family housing prototype.

BELL HIGH SCHOOL

Students from a leadership course and two economic courses took part in an introductory exercise that allowed them to describe positive qualities about Bell as well as ways to improve conditions. Each participant completed a set of "wish" statements that began "I wish Bell ...", followed by a set of "have" statements that began "I'm glad Bell ..." during the Wish/Have Poem exercise. Students were encouraged to think critically about what they enjoy about Bell and what resources, development, and activities that could be incorporated to enhance conditions. After completing the exercise individually, students formed groups to share their "wishes" and "haves" with each other.

Students then took part in a group exercise during where groups of four to ten students created their "ideal city." Each group was given a map of Bell along with stickers containing symbols representing city elements like trees, street lamps, entertainment venues, parks, et cetera (see a completed map in the Image [3] below). All maps are available in Appendix CO-4. Using the stickers, students worked together to elucidate some of the ideas they presented in their Wish/Have Poems. For instance, if a student felt that more trees were needed along a specific street, they were asked to put a sticker (or stickers) on the map as a way to demonstrate this "wish". Students were also encouraged to write on the maps to show any specific "wishes." Finally, the groups presented their "ideal cities" to the entire class, discussing what they put on their map and their reasons.

High school student groups identified "wish/haves"

Findings & Analysis

Students agreed on many primary concerns and "wishes" for Bell during both exercises. These "wishes" were synthesized and divided into six categories by the Project Team for purposes of the General Plan. They include: safety, health, opportunity, recreation and entertainment, amenities/shopping, and traffic. The group "wishes" for each category are listed below. The categories below are not a comprehensive list of all issues discussed. Refer to Appendix CO-4 to see all comments.

Safety: Some students do not feel safe in many parts of Bell, particularly near the Los Angeles River (LA River). Students suggested better street lighting throughout the community and more law enforcement patrols to make things feel safer in Bell.

Health: A number of students noted that there are very few affordable and healthy food options because of the predominance of fast food restaurants in the area. Students also wanted to have more exercise facilities (like gyms and community centers) available to them in addition to healthy food options (including community gardens).

Economic Opportunity: There are not enough job opportunities within or outside of Bell that accessible. Many students did not have access to a vehicle for travel.

Entertainment: The students generally wanted to see more recreational opportunities throughout Bell and even mentioned activities like paintball. Several students also expressed the need for more relaxing places where they can hang-out such as coffee shops and libraries to read, study, or talk with friends.

Commercial Corridor Improvements: Students wished for outlet stores, and free Internet (Wi-Fi) along Florence Avenue, Gage Avenue, and Atlantic Avenue in addition to more healthy food options.

Traffic: Students generally saw traffic congestion as an issue in Bell, noting that it was frustrating to drive in traffic and that streets are too narrow.

Old Timers Foundation

The meeting focused on issues and opportunities for both long-time and elderly Bell residents as well as ways to provide better resources for seniors. There were a total of eight Bell residents whom participated in the meeting. The eight participants included staff from the Old Timers Foundation and homeowners.

The meeting included open-ended interview questions and a mapping exercise to identify specific challenge or opportunity areas within Bell. The meeting was conducted in both English and Spanish. Participants expressed a wide array of opinions regarding existing conditions and future improvements necessary for Bell. See Appendix CO-5 For a full list of Old Timers Foundation comments and the results of the map exercise.

The majority of information gathered from participants related to housing issues. However, parking issues, available services, schools, and safety were also discussed. Participants had positive views of the police and fire services, parks and recreational facilities, and public schools in Bell.

Some of the aspects that participants did not like about Bell are as follows: dilapidated homes, overcrowding, drugs, and crime on Chanselor Street, a lack of diverse businesses, not enough healthy food choices (too much fast food), and the relatively high lease rates and taxes. Participants also noted that the apartments along River Drive are dilapidated, small, and overcrowded.

Participants want the following in Bell: Department stores, a program to help renters submit complaints about housing conditions, increased code enforcement, and programs to help homeowners afford home improvements.

One of the most prominent issues discussed at the meeting is the current state of apartment complexes around the Bell. Staff from the Old Timers Association believes that Bell is in need of more multifamily apartments with 2-3 bedroom units, preferably

along Florence Avenue. They also prefer to see clean, maintained, and larger apartments to prevent overcrowding. They stated that Murray Place Apartments on Florence Avenue is a good example of a multi-story apartment complex that could house elderly residents.

Another key topic discussed at the meeting was the maintenance of rental properties. Homeowners not maintaining their rental properties is an issue in Bell. Participants proposed that Bell should adopt and enforce maintenance standards for rental homes in order to alleviate this issue.

Participants also pointed out that the overnight parking regulations need to be more flexible. They do enjoy the increase in safety that has been observed after overnight parking was banned in Bell. However, participants wish that they could get a special permit to allow guests to park on the street for special occasions. Furthermore, participants also noted that they would like to see bicycle lanes and routes throughout Bell. Participants also support the idea of adding a bicycle lane along Randolph Street.

COMMUNITY WORKSHOP (FEBRUARY 23, 2013)

A community workshop was held on Saturday, February 23, 2013 at the Bell Community Center regarding the General Plan update. The Bell Community Center is located at 6250 Pine Avenue near Bell City Hall. The workshop was publicized with flyers, pamphlets, and by directly contacting stakeholders via phone and email (see Appendix CO-6). Approximately 10 community members attended and provided information at the workshop. This number does not include members of the Bell City Council and staff members. The community members that attended the workshop participated in various activities, provided new ideas on topics presented, and provided feedback on the ideas that were identified in the presentations. Presentations, activities, and posters were all and all were presented in both English and Spanish.

The workshop began with a summary of the General Plan process as well as the topics and issues that were going to be discussed (the presentation is available in Appendix CO-7). Participants were also informed that they could raise issues that not covered on the agenda as well.

Workshop participants share design ideas

Participants were then divided into three groups in order to provide design ideas for the future and potential development of the following three sites: Orange Line Station, revitalization along the LA River, and a plaza in the City commercial core. James Rojas, a renowned planner, volunteered his time to assist with the workshop and facilitated this activity. Participants were then given the opportunity to visit several different interactive stations where different planning concepts were discussed. Participants were also able to provide feedback on the appropriateness of those ideas for Bell. Station topics included:

- Icebreaker Opportunity Area Design
- Bell's Identity
- Bell's Neighborhoods
- Complete Streets
- Housing Types
- Levels of Density
- LA River Development
- Orange Line Station

Participants were also encouraged to write additional ideas that were important to them but not covered during the course of the workshop. The workshop concluded with brief remarks and words of support by Bell Mayor Ali Saleh.

The following are descriptions of activities and interactive stations as well as a summary of the feedback that was generated by participants at the workshop.

JAMES ROJAS

Participants were encouraged to take part in an interactive activity organized by James Rojas. Rojas is the founder of the Latino Urban Form, an organization that teaches about how culture and immigration are transforming the American landscape. The activity is simple and includes the following: (1) Fill a table with a number of assorted items like toys, cha-chas, wooden blocks, plastic eggs, and other various household items; (2) Participants then grab whatever items they find interesting and bring back those materials to their table; and (3) Participants design and construct their ideal communities using the items.

Participants were able to craft design and development concepts for three opportunity sites in Bell: Orange Line Station, revitalization along the LA River, and a plaza in the commercial core.

Participants collect objects to beginning designing their assigned site in the City

This activity allowed participants to begin to think about how they see their community. The activity also caused participants to begin thinking about the future of Bell and take part in the subsequent activities and presentations that occurred during the workshop.

One of the groups of the participants was in charge of creating their ideal public plaza in the commercial core. Participants created two different alternatives. The first alternative incorporated a water feature, an outdoor and multi-functional amphitheater, additional seating and recreational uses (soccer). The second alternative included a large and centralized gazebo with landscape amenities like trees and vegetation. Elegance was the emphasis of the design according to the group.

One of the groups of participants was also in charge of LA River development alternative. This group crafted design and development ideas for key gateways to Bell in and around the LA River. The group developed a river walkway with pedestrian and bicycle lanes as well as other features like a dog park, community garden, vegetation, statues, and ample lighting.

The third group of participants developed design and development ideas for the proposed Orange Line Station. The group created a 3-4 story mixed-used development near the proposed station that would run through Gage Avenue and Florence Avenue along Salt Lake Avenue. Design features included a landscaped wall that would act as a noise barrier for nearby neighbors and bridges over the rail line that would prevent the proposed station from becoming a barrier. Finally, the group wanted to create a unifying theme for the surrounding neighborhoods that would be integrated with the proposed station.

Bell Identity

Participants were asked to provide input on the visual images presented on two posters. The first poster illustrated methods used by other jurisdictions to create a sense of place and distinguish themselves from other communities. Participants were asked to place a sticker on activities they found attractive to Bell and were also asked to place three stickers on the activity they were most attracted to for Bell. The second poster followed the same layout as the first, showing image examples of how greater identity can be created. Room was left on the poster with blank lines where participants could present their own unique ideas.

Workshop participants vote on ways to enhance Bell's identity

Analysis

Participants were most attracted to the image examples that used physical improvements in the community, especially facade improvements on commercial corridors. Several participants also liked the idea of a welcome sign for Bell, especially at the Florence Avenue Bridge over the Los Angeles River, which serves as a key gateway to Bell from Interstate 710.

"Define Your Neighborhood" Activity

The goal of the Define Your Neighborhood activity was to better understand "what" exists in a neighborhood and if the community feels like anything is missing. It also helped to clarify if individuals simply looked at Bell as one large neighborhood or as many different neighborhoods.

Six people participated in the activity. Four were residents and two were from nearby cities. Each individual was given a map and was asked to define the boundaries of what they saw as their neighborhood as well as display what their neighborhood is presently like and what they would like to see in their neighborhood. Participants were able to create this display using pens, and various images of things that might be found in their neighborhood on the maps. These included stores, single-family houses, apartment buildings, parks, et cetera. The maps were collected and later analyzed to identify any common themes or ideas (see Appendix CO-8).

Participants generally did not have a strong sense of the boundaries of their neighborhood. However, a majority of the participants did share what things they did want in the Bell in the future. A full list of what participants listed for their neighborhoods in the present and future is in Appendix A CO-6.

Complete Streets Activity Description

The topic of Complete Streets was discussed with community members through an informational poster, personal interviews, and response activity. The Complete Streets informational poster provided a definition, justifications for incorporation into a General Plan, and various images to illustrate how they are designed (see Appendix CO-9). Participants whom viewed the poster liked the general aesthetics of Complete Streets and consistently expressed interest in the addition of bike lanes and/or street furniture (benches, lighting, street trees) because they believed it would enhance the pedestrian amenities and facilities on the street. Safety benefits associated with Complete Streets were also received well among the participants who viewed the poster. Participants also valued Complete Streets because special populations including children or those with disabilities are considered in the design. Participants also supported the idea of having identified crosswalks at intersections and mid-crossing points and well-maintained transit stops. Most participants believed that a separated bicycle lane that is

buffered by on-street parking would be the safest design for bicyclists traveling on the street. The lack of space for all modes of transportation on current streets within Bell and the preservation of on-street parking for businesses and consumers were seen as challenges.

Housing and Business

The goal of the Housing and Business station was to understand how to accommodate a growing population by either increasing the number of residential units at nodes along the commercial corridor or increase densities throughout Bell. Input was collected about the Housing Types (with varying levels of density) and the specific locations in Bell where residents prefer to see higher densities if at all. Participants could vote on their preferences with colored dots that were stickers.

Housing Type

The results of the Housing Type station reveal that single-family houses (one and two story), duplex, and triplex are the most appropriate while apartments above parking and three to seven story apartments are the least appropriate for Bell. The Housing Aerial Map revealed distinct areas within Bell that residents felt should be preserved, enhanced, and intensified (See Appendix CO-10).

Preservation of existing housing focused on single-family neighborhoods, primarily in the following areas: Between Brompton Avenue and Florence Avenue; single-family neighborhood around Bell High School, and on Otis Avenue near Bell City Hall. Enhancement of housing focused on Fishburn Avenue and Flora Avenue (north of Gage Avenue near Bell City Hall) and Pine Avenue (south of Gage Avenue). Intensification of housing focused on Gage Avenue between Corona Avenue and Pine Avenue as well as near Florence Avenue and River Street where one of three existing mobile home parks are located.

Participants felt that vertical mixed-use developments (residential above commercial) that is compact and pedestrian-friendly is most appropriate while horizontal mixed-use development (residential next to commercial), particularly five to seven story developments are least appropriate for Bell. The Business Map illustrated that participants feel mixed-use development should be located primarily along the Atlantic Avenue corridor as well as Florence Avenue near River Street.

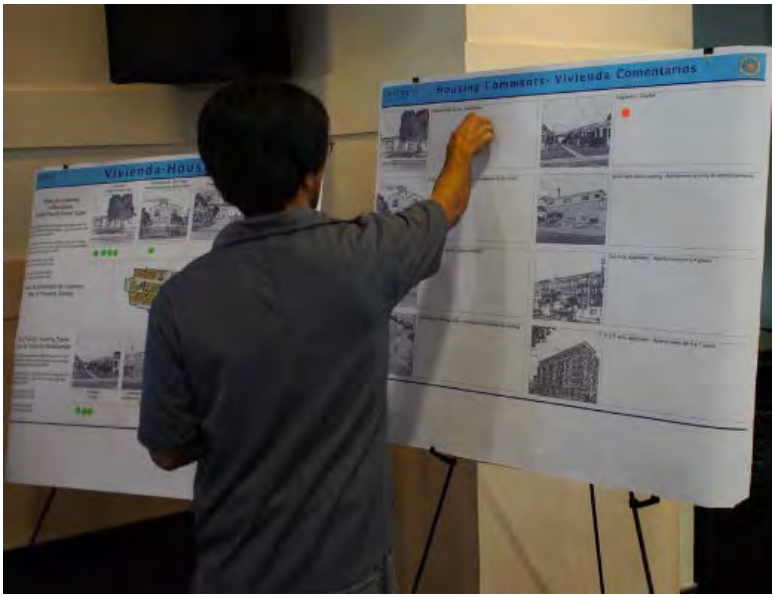
Density

Bell needs to limit population growth in order to deal with the issue of overcrowding as a result of growth in greater Los Angeles County. In order to understand community sentiment relating to growth and potential increased building densities within Bell,

residents placed a sticker on specific housing and mixed-use types that they found appropriate or inappropriate in specific neighborhoods (an image of the poster votes is available in Appendix CO-11). Images of higher density apartments, small-lot single-family units, and accessory units showed different bulk and height options.

Participants generally rated single-family homes, duplexes, and mixed-use development along the commercial corridors as the most appropriate type of residential development for Bell. Several participants noted that higher density apartments (greater than four units per building) and buildings higher than four stories were not appropriate.

Attendees had mixed views regarding secondary dwelling units with some having a positive and some having negative preferences about additional such units being developed in Bell.



A workshop participant votes on housing types that he prefers in Bell.

Los Angeles River Area Land Use

The Los Angeles River Area Land Use activity at the Bell was designed to gage land use preferences for the area adjacent to the LA River. After informing the participants about the future revitalization of the LA River, each participant was asked to vote for a preferred land use and a preferred location for the land use of choice.

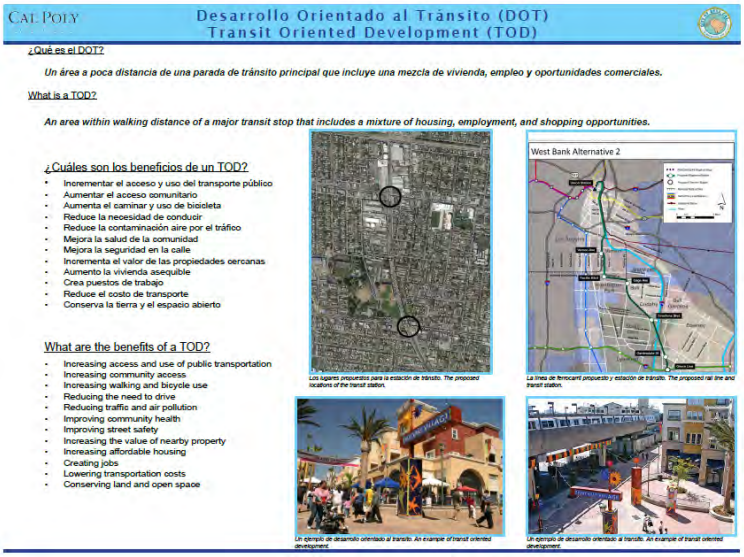
The first vote, which asked participants to indicate a preferred land use, included four options. From these options, two examples displayed mixed-uses while the other two options displayed residential uses. Participants generally favored mixed-uses and opposed residential uses in the form of apartments (Appendix CO-12).

For the second vote, participants were asked to indicate a preferred location along the LA River for the land use they chose in their first vote. Using stickers, participants indicated on a map where they would like to see certain land uses incorporated (Appendix CO-12). Several participants expressed that that the entire length of the LA River should be able to accommodate future development. Participants also expressed how developing the LA River could create an identity for Bell during the activity that was facilitated by Rojas.

General impressions from this activity indicate that future revitalization along the LA River will positively benefit Bell. Participants were highly receptive to any future changes in and around the LA River and favored mixed-use development along the entire length of the river that is within Bell.

Metro and Transit-Oriented Development

This activity included two interactive posters and addressed the proposed rapid rail transit station as well as a potential transit-oriented development (TOD) in Bell. Participants were first shown a poster that provided background information with proposed locations of the rail line and station. Example photos of an existing TOD and potential benefits were also provided for context.



The second poster included seven questions regarding design preference options for the station as well as allotted space for participants to vote. Participants were allowed to vote by placing stickers in the appropriate spaces and share their thoughts about various development options for the proposed station. The table below summarizes basic preferences of participants.

Preference Survey Results									
Which station location do you prefer for the TOD?				Would you live at or near the TOD ?					
Gage and Salt Lake		Florence and Salt Lake		Yes, Rent		Yes, Own		No	
8		1		1		2		6	
Would you ride the train?				Which height do you prefer for the TOD (number of stories)?					
Yes		No		One		Two		Three or More	
11		0		0		1		9	
If so, how would you get to the station?				What types of street amenities would you like to see?					
Bus	Walk	Bike	Drive	Lighting	Outdoor Dining	Sidewalks and Paths	Bike Racks	Bike Lanes	Landscaping
1	7	3	2	6	8	1	3	11	1
Would you shop at the TOD?				Public Space	Benches	Public Art	Signs	Bus Stops	Parking
Yes		No							
9		0		4	3	5	1	2	7

Metro and Transit-Oriented Development Analysis

A majority of participants that voted favored the station location at the intersection of Gage Avenue and Salt Lake Avenue. All participants stated that they would ride a train, with many preferring to arrive through alternative methods of transportation such as bicycling or walking. Likewise, all participants like the idea of shopping at the TOD while there was mixed opinions about actually living at or near the proposed station. A majority of participants also preferred TOD building heights of three or more stories. Bicycle lanes, outdoor dining, and parking were desired amenities. Landscaping, sidewalks and pedestrian paths, signage, and bus stops received few votes. Supplementary feedback that was expressed verbally and written on posters also revealed support for the idea of discounted monthly passes for students. One participant in particular expressed concern regarding displacement due to gentrification.

BEARING ON GENERAL PLAN ELEMENTS

Community input has specific bearing on each element of the Bell General Plan. Some input is unique to specific elements, while others span multiple elements. The following sections summarize how each element addresses relevant community input:

Land Use

Residents greatly influenced the Land Use Element during the outreach process. One recurring theme mentioned during Pop-Up Surveys was the need to increase

commercial opportunities throughout Bell because of the current lack of diversity in stores and restaurants. Most shopping is done outside of Bell, particularly in Bell Gardens. Residents wished to see popular chain business that could improve economic conditions within Bell. Residents cited that they would be able to walk and thus travel shorter distances by car for their daily needs if there is an increase in neighborhood-serving businesses.

Of the 236 responses to the survey questions asking what participants appreciate about Bell, 77 (33%) of responses were related to commerce/shopping—the top quality among the responses. Survey participants also indicated that they would like to see an increase in shopping opportunities (12% or 22 of 190 responses). High school students surveyed during confirmed that more commerce/shopping is needed in Bell (17% or 13 of 76 responses).

A second theme heard during the outreach process was the preservation of well-maintained single-family neighborhoods like those between Brompton Avenue and Florence Avenue as well as those around Bell High School and on Otis Avenue. Participants gave a lot of insight on certain streets that were overcrowded, particularly River Street and Chanselor Street. Participants were open to multifamily apartments and thought somewhere along Florence Avenue, the LA River, and proposed Orange Line Station would be ideal locations.

Residents wanted to highlight the uniqueness of Bell. One method that was mentioned the outreach process was for a uniform design for storefronts along the main commercial corridors of Bell. This would promote a single and unique identity. Residents also wanted welcome signs coming into Bell, particularly on Florence Avenue and prominent gateways over the LA River.

The policies of the Land Use Element work to address community concerns by promoting a wide range of commercial activities that are currently underserved in Bell and meet the needs of the local and regional market. The protection of property values that are implemented through specific programs would prevent incompatibility among land uses and provide incentives for consolidation of lots to encourage infill development. This can help to maintain quality of single-family neighborhoods throughout Bell. Community input also encouraged the creation of policies that would implement the preparation of design guidelines that would present a quality image and help foster civic pride.

Housing Element

Residents mentioned that homes, especially rental homes were seldom monitored and in need of maintenance and repair. Specific areas of Bell were highlighted as being

especially problematic from this perspective—notably the area near the LA River and along Chanselor Street. Some participants commented that the River Street apartments are "too old, small, and dense." As a solution, participants expressed a desire for (1) a program to help renters submit complaints about maintenance needs, (2) more code enforcement for rental properties, and (3) expansion of programs to help homeowners fund housing rehabilitation projects.

Although occasionally highlighted housing quality and maintenance, very few (roughly 5%) mentioned the need for more or an increased variety of housing types in Pop-Up Surveys. However, residents whom participated in the stakeholder meetings mentioned these issues due to them being substantiated by U.S. Census data for Bell. Residents pointed out that Bell is in need of more multifamily apartments (minimum of two to three units), possibly on Florence Avenue. They mentioned that larger apartments could alleviate some of the overcrowding in Bell. Residents mentioned that Murray Place Apartment are a good example of a four story complex for senior housing.

There was general consensus that the entire length of the LA River should be improved through either mixed-uses or residential development with town homes but not apartments.

The policies of the Housing Element work to address community concerns about poorly maintained units through the development of a public-private partnership to identify at-risk housing; increased code enforcement for home and yard maintenance; and programs to provide funding for home upgrades and improvements.

To help address issues of affordability, housing variety, and overcrowding, the Housing Element will provide new incentives and streamlining of requirements for developers that can provide desirable housing in redevelopment or development of vacant land.

Circulation

The Circulation Element was influenced by community outreach efforts in a number of ways. Surveys, focus group discussions, and interviews confirmed the need and desire for multi-modal transportation options. Beyond existing traffic data and analyses, interactions with the community still emphasized the use of private automobiles. However, their attitudes did not indicate that they wanted an auto-dominated environment in future. Overall, this led the Project Team to create policies and programs that support alternative transportation options while improving vehicular circulation. The concept and principals of Complete Streets, as required by California legislation, were well received and supported the inclusion and emphasis in the General Plan.

Some aspects of the Project Team's outreach efforts led to specific circulation policies and programs as well. Observations and discussions with focus groups identified major arterial routes, including Randolph Street, as good locations for bicycle lanes and paths. It also became clear that while current restrictions on night parking were needed, residents wanted some flexibility in night parking in neighborhoods. Policies and programs have been drafted to reflect this accordingly.

Finally, in instances where potential future projects not necessarily in Bell's control, outreach still focused on obtaining public input. There was a consensus that a new rail transit station in or adjacent to Bell would have a profound impact, as would the I-710 Corridor Project. Their inclusion in the General Plan reflects their view, and is intended to be a means to let the managing agencies and other stakeholders know Bell's position.

Open Space

Community opinions gathered during the outreach phase did not directly address the issue of open space and conservation. This is partly due to Bell not having an abundance of open space within its borders. Limited community outreach for the other elements was applicable to this element. Throughout the community outreach process, residents consistently requested additional commercial businesses. This influenced the element through a focus given to policies that force new development to meet higher levels of environmental regulations. Policies were drafted to require new structures to comply with measures that mitigate increases in electrical usage, water usage, and air pollution. These measures are designed to insure that Bell has a secure job market, good neighborhoods, a clean environment and quality housing. It will do this by reducing emissions from energy consumption, water transportation, and managed open space. Because participants in the outreach process did not raise open space issues, the open space and conservation element primarily relied upon statutory requirements in developing policies and goals.

Safety Element

Safety is a concern for the residents of the Bell. On multiple occasions, participants in the outreach process described Bell as a relatively safe city (see survey results in Appendix CO-2). Many residents shared that they appreciated not having cars parked on the streets at night. Fewer cars on the street gave them the sense that there were fewer places people could hide or hang out in the dark. Other participants (ranged from 2-8%) expressed that safety could be improved in Bell (see tables in Appendix CO-2). 29% of the 75 high school students surveyed felt unsafe walking in Bell (see Table CO-4.9, Appendix CO-4).

A substantial number of participants, and particularly Bell High School students, indicated that many neighborhood streets did not have enough lighting at night. Almost all the maps created by the high school students showed that they wanted lighting in the River Street neighborhood area. Other maps placed lighting on King, Florence, Fishburn, Gage, Wilcox, Otis, San Luis, Flora, the intersection of Atlantic and Florence, Bell, and Pacific Avenues (see maps in Appendix CO-4). Because of the lack of lighting, participants shared that they were less likely to walk at night. Some of the high school students said dark streets discouraged them from exercising, working or taking the bus in the evening.

The high school students also mentioned they were afraid of being in the neighborhoods near River Street due to a perception and reputation of gang activity and violent crimes. It was shared that the River Street neighborhood was a prime area for crime and drug activity due to its wide, easy to escape from streets.

In an effort to respond to the community's concerns, the Safety Element has developed numerous policies and programs that address crime, eyes on the street, and public safety oriented city design guidelines. Policies regarding lighting and safe routes are addressed in the Circulation Element. Specifically, one of the Safety Element's objectives aims to improve public safety through a more visible and community-oriented police presence, promote collaborative public safety programs like community watch, and improve the design of the city in a ways that it reduces high risk situations, such as dark alleys or landscape treatments that obstruct visibility. Further details of all of each policy and their implementation measures can be found in the Safety Element.

Recreation Element

Bell residents identified a number of issues and concerns as they relate to parks and recreation that include: Increasing lighting, cleanliness, safety in parks and along the Los Angeles River Bike Path; expanding and diversifying the amount of park amenities and recreational programs; and increasing the level of communication with Bell to ensure that needs are addressed. There was a general consensus from community outreach efforts that Bell residents want to see current recreational amenities maintained and opportunities expanded where and when appropriate. This greatly influenced the creation of the sole goal for the Recreation Element: Adequate parks, recreation facilities, and programs for all Bell residents. One of the most salient lessons that can be taken away from community outreach is that the Bell residents whom participated in the community outreach efforts treasure parks and recreation because they rely on these amenities to fulfill their recreational needs.

Noise

Throughout the various community outreach efforts, very little was heard regarding issues of noise levels throughout Bell. Major contributors to noise were not identified nor specified when residents expressed that certain areas of Bell are noisier than others. Future community outreach efforts may find it worthwhile to inquire about the community perspectives regarding noise.

Southeast Community Development Corporation

Representatives with the Southwest Community Development Corporation (SCDC) provided input on the Land Use Element of the General Plan. One of the challenges they observed for Bell was how it is already built out. They feel that the lack of undeveloped land could pose a problem for new businesses whom may otherwise consider locating in Bell.

Representatives for the SCDC also commented on the potential for a new light rail transit station located in Bell as potentially having an overall positive impact. They expressed the feeling that there is a large population in Bell that would use and benefit from such a station. However, there are concerns regarding parking around the station and displacement of individuals with transit oriented development that would likely occur in the vicinity.

The representatives also expressed their concern over the ability of Bell to provide quality services and infrastructure population growth, noting that the Bell struggles with the current population.

CONCLUSION

The outreach conducted during the six-month period from September 2012 and March 2013 was conducted in a number of venues and reached a wide range of Bell residents, employees, visitors, and other stakeholders. Participants conveyed a wide range of ideas, visions, and concerns.

While there were a wide range of opinions and conflicting feedback from Bell residents whom participated in the outreach process, several issues were frequently raised and appear to be higher priority on the agenda in terms of importance. Those issues include:

- The current high quality of Bell schools and parks as well as the need to maintain these important amenities.

- The safety of citizens and protection against violent crime, drug activity, and theft, especially in specific "hotspot" areas in Bell.
- The desire for increased diversity of commercial activity on commercial corridors, including a greater variety of restaurant and “hang-out” venues, healthy food options, and recreational activities. Participants voiced support for physically enhancing commercial areas and adding mixed-use elements to the main corridors of Gage Avenue and Atlantic Avenue.
- The need for greater variety and quality of housing options in Bell, especially to address overcrowding and poor maintenance leading to low property values and aesthetically-compromised environment.
- The importance of creating a stronger identity to make Bell a unique and identifiable destination.
- The challenges of adequate parking and traffic congestion are on the minds of many Bell residents even though participants diverged in the ways they felt these problems should be solved.

Additional outreach and conversation with the community is necessary in the ongoing process to develop the long-term development goals and a vision for Bell. The activities and comments summarized provide guidance for the topics and approach for further exploration of issues that are of greatest importance to the growth and well being of Bell.

CITY OF BELL

General Plan Background Report

March 2013

CAL POLY
SAN LUIS OBISPO
CITY AND REGIONAL PLANNING

Contents

Background Report

CAL POLY
SAN LUIS OBISPO
CITY AND REGIONAL PLANNING

Introduction

The Technical Background Report

The Technical Background Report provides an overview and analysis of existing conditions, trends, and issues in the City of Bell. The Report provides a foundation for the development of the goals, objectives, policies and programs presented in the General Plan. The Report is divided into seven chapters by element:

Land Use Element

The Land Use Element designates the type, intensity, and general distribution of land uses for public and private use, including residential, commercial, industrial, educational, recreational, and public uses.

Circulation Element

The Circulation Element identifies the general location and extent of existing and proposed major roads, transportation routes, bus stops, and other local public utilities and facilities.

Housing Element

The Housing Element is a comprehensive assessment of current and projected needs for housing for all economic groups of the community. In addition, it establishes policies for providing adequate housing and includes action programs to meet those policies. The Housing Element must be updated every five years.

Open Space and Conservation Element

The Open Space and Conservation Element addresses conservation, development, and use of natural resources. It provides measures for the long-range preservation and conservation of open space.

Recreation Element

The Recreation Element establishes goals and policies that address the long- range provision and maintenance of parks and recreation facilities to enhance a city's quality of life.

Noise Element

The Noise Element identifies and evaluates noise issues within the community. These issues are key factors in the distribution of private and public land uses.

Safety Element

The Safety Element establishes policies and programs to protect the community from risks associated with seismic, geologic, flood, and wildfire hazards.

Land Use

City of Bell General Plan

Table of Contents

List of Figures

List of Tables

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INTRODUCTION

The City of Bell, California is a small, urbanized city in the large metropolis of the Los Angeles Basin. The City is divided into two sections: a main commercial and residential area west of the Los Angeles River and the I-710 Freeway, and an industrial area in the northeast corner of the city limits. Bell neighbors the cities of Huntington Park, Bell Gardens, Commerce, Cudahy, and Maywood. This chapter of the Technical Background Report presents information regarding Bell's current distribution of land uses throughout the City as well as other topics associated with the development of Land Use Element objectives, policies, and programs.

The Land Use Element of the General Plan is a long-range planning document that stands as a guide for planners, the general public, and decision makers. The Land Use Element sets up the patterns of how land within a city will be used and how development is to proceed for the foreseeable future. The policies contained within the Land Use Element help city staff and decision makers identify if proposed developments are appropriate for the primary vision of the General Plan. A primary objective is to assist in the management of future growth, to improve a city's physical appearance, and to minimize land use conflicts. An additional task of the Land Use Element is to coordinate the impacts that policies within other general plan elements may have on the development and use of land. In this regard, the Land Use Element acts as a key in correlating all other elements of a general plan.

Although all elements carry equal legal weight and are not supposed to be ranked in terms of their importance, the Land Use Element is typically the broadest element and often considered to be the core of the General Plan because of its coordinating role. The Land Use Element also plays an important role in zoning, the subdivision of land, and public works decisions, which adds to the element's role as the primary and most often used element.

Statutory Requirements

The General Plan is a local agency's blueprint for future development. The City of Bell General Plan expresses the City's development goals and embodies public policy relative to the distribution of future land uses.

The State of California requires that "each planning agency shall prepare and the legislative body of each county and city shall adopt a comprehensive, long-term General Plan for the physical development of the county of city."[1] In sum, the General Plan:

- Must set forth a "statement of development policies" that includes "objectives, principles, standards, and plan proposals," and must include seven mandatory elements—land use, circulation, housing, conservation, open space, noise, and safety—as well as any optional elements the City chooses. (§65302).
- Must be an "internally consistent and compatible statements of policies." (§65300.5).
- Should "accommodate local conditions and circumstances" (§65300.7).

General Plan and Land Use Element Consistency

The Land Use Element is one of seven State-mandated elements that every general plan must contain; the other elements are circulation, housing, noise, safety, conservation, and open space. The Land Use Element's goals, policies, and implementation measures are required to be internally consistent and integrated with the other elements of the General Plan. The State Legislature in Government Code Section §65302(a) identifies the legal scope of the Land Use Element, which requires that it designate the distribution, location, and extent of land uses, housing, business, industry, open space, education, public buildings and grounds, waste disposal facilities, as well as other private and public uses.

Regional Context

The City of Bell, a charter city of Los Angeles County, is a small, compact community located approximately eight miles southeast of downtown Los Angeles. The City is bounded on the north by the cities of Maywood, Vernon, Huntington Park and Commerce; on the south by the cities of Cudahy and South Gate; on the east by the cities of Bell Garden and Commerce; and on the west by the cities of Vernon, Maywood and Huntington Park. The I-710 freeway and the west bank of the Los Angeles River are to the City's east; freight railroad lines create the City's northern and western borders.

With a population of 35,477 residents according to the 2010 census, Bell is relatively small in area – 2.81 square miles, or 1798.4 acres, with approximately 19.73 persons per acre. The City's land use pattern is well established including residential, commercial and industrial uses and contains nearly no remaining vacant land suitable for residential development.

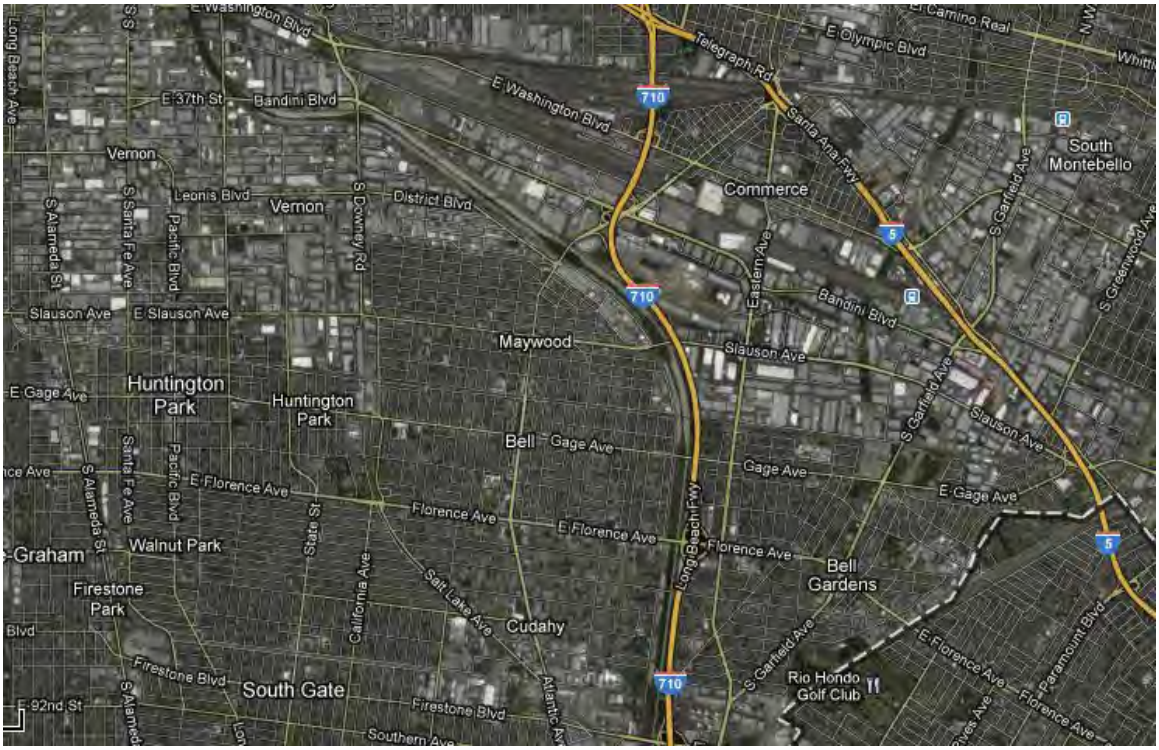


Figure LU-1: Bell in a regional context

Bell's commercial districts are located along three major arterials – Gage Avenue, Florence Avenue, and Atlantic Boulevard. These commercial corridors stretch beyond Bell's city limits west to Huntington Park, south to Cudahy and north to Maywood. East of the I-710 Freeway, the commercial corridor continues to the neighboring city of Bell Gardens along Florence Avenue and to a mix of commercial and residential areas along Gage Avenue.

Coordination with other General Plan Elements

Land use policies guide and implement housing goals by accommodating an appropriate mix of housing types to support the community and encouraging growth of housing stock in areas most appropriate for growth. The City of Bell was built out as a largely single-family community, but changing demographics have increased the prevalence of rental properties. As a result, there has been growth in the construction of secondary and tertiary units behind single-family units. The City has identified multi-family housing units as a preferred alternative to this trend. Land use policies should accommodate housing goals by allowing density increases where appropriate and encouraging development of multi-family housing units.

In addition to guiding concentrated transit-oriented development, land use policies can guide sustainable redevelopment throughout the City of Bell. Land use policies can direct the development of compact nodes for commercial or mixed uses that would reduce travel distances. This may be done by utilizing principles and strategies of two current planning

mechanisms—smart growth and complete streets. According to the Smart Growth Network, smart growth principles include:

- Mixed land uses
- Compact building design
- Walkable neighborhoods
- Directing development towards existing communities
- Providing a variety of transportation choices

Complete streets strategies could redirect the City of Bell's emphasis on automotive transportation toward a more sustainable approach to multi-modal transportation. These strategies increase the functionality and safety of public right-of-ways for a diverse array of users, including pedestrians, bicyclists, and public transit riders (For a thorough discussion of complete streets, see the Circulation Element of this Technical Background Report).

Bodies with Authority over Bell

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is the largest planning organization in the nation. As the designated Metropolitan Planning Organization, the Association of Governments is mandated by federal and state law to research and draw up plans for transportation, growth management, hazardous waste management, and air quality. SCAG also provides member agencies with access to a wealth of GIS data for the region. Grants opportunities through SCAG for redevelopment are opportunities that Bell can utilize. Members include six counties and 191 cities representing more than 18 million residents. SCAG is responsible for organizing member agencies on collaborative efforts to initiate regional plans and revitalization.

California Department of Transportation

The California Department of Transportation (Caltrans) is the state's leading agency on freeway development. It is tasked with the planning, design, construction, maintenance, and operation of freeways throughout the State. Bell is under the jurisdiction of Caltrans 7th district, which includes Los Angeles and Ventura Counties. Included in this district are 42 freeways and highways, 915 freeway miles in Los Angeles County, and 273 miles in Ventura County. Within the City, Caltrans holds jurisdiction over the I-710 freeway and interchanges. The agency is exploring plans to straighten the I-710 near the industrial area of the City.[2]

Los Angeles Department of Water and Power

The Los Angeles Department of Water and Power (DWP), the nation's largest municipal water and power utility, provides water and electricity to 3.8 million residents and businesses in the

Los Angeles vicinity. DWP's presence in Bell is confined to the easements located along the eastern portion of the Los Angeles River. These easements are utilized to operate power lines under DWP control. In the past, DWP has helped to establish green space alongside its easements.[3]

Army Corps of Engineers (CoE)

The United States Army Corps of Engineers (CoE) is one of the world's largest public planning, engineering, design and construction management firms. The City of Bell falls under the jurisdiction of the Los Angeles District in the South Pacific Division. Specifically, the CoE is charged with technical support on the Los Angeles River. This support ranges from flood hazard mitigation to ecosystem restoration projects.

Los Angeles Unified School District

The Los Angeles Unified School District (LAUSD) is both a land holder and school operator within Bell city limits. LAUSD enrolls over 640,000 students from kindergarten through 12th grade, at over 1000 schools throughout the Los Angeles Basin. LAUSD's boundaries spread over 720 square miles and include Los Angeles as well as all or parts of 31 smaller municipalities and several unincorporated areas. LAUSD separates its service area into four districts, with Bell in the southern district.[4]

CULTURAL AND HISTORICAL RESOURCES

Land use guidance and policies must take into account the existence of culturally or historically significant resources. Although Bell has a rich heritage, it contains few sites or buildings that are or could be deemed significant.

The Land Use History of Bell

Paleontological and Prehistoric Background

To date, no archaeological site with either paleontological or prehistoric significance has been found in the City of Bell or adjoining cities. [5] Because the soil composition in the Los Angeles Basin is composed of geologically-young alluvium soil, little potential exists for future archaeological discoveries with any paleontological or prehistoric significance.

Ethnographic Background

The Los Angeles Basin's earliest known inhabitants were Gabrieliño Indians, who migrated into the area around 500 B.C. They lived in impermanent dwellings near inland water sources and along portions of the coast, gaining sustenance through hunting, gathering and fishing. They were present throughout the Los Angeles Basin when Spaniards established missions in the

area in the late 18th century. Mirroring the effects that non-Native settlement had on Native Americans throughout the region, the Gabrieliño community was soon decimated by disease, and its culture was lost due to forced integration into Spanish culture.

Senate Bill 18 (SB 18 2005) requires cities and counties to contact and consult with necessary Native American Tribes when adopting or amending the General Plan. The Native American Heritage Commission lists no tribe with any relevance to land in the City of Bell, and there is no land in the City of Bell that has been found to contain Native American historic, cultural, or sacred sites. As a result, no pertinent action by the City is foreseen.

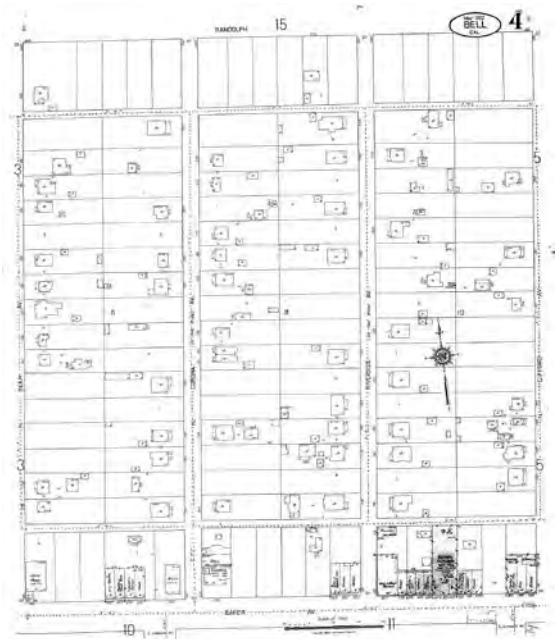


Figure LU-2: City of Bell in 1922
Source: retrieved from www.sanborn.umi.com

Historical Background

The first landowner in the area, Don Antonio Maria Lugo, was granted 30,000 acres of land by the King of Spain in 1810. Lugo's large landholding stretched over land that today comprises the cities of Bell, Huntington Park, Maywood and Bell Gardens. The area remained largely undeveloped for half a century. After the Mexican government ceded the State of California to the United States, a new wave of settlement and land acquisition ensued. In the 1860s, Lugo subdivided his property and began to sell parcels to other settlers.

In 1875, James George Bell—a settler from Kentucky—purchased 360 acres of land in what is now the western half of the City. He built a Vernacular-Victorian farmhouse in 1887 near the intersection of Gage and Atlantic Avenues; it is extant and in use by the City. In 1905, Bell began subdividing and selling parcels of his cattle ranch to other settlers. Several homes from this period are extant (see "Inventory of Cultural and Historic Resources" below). Bell's leadership brought further development to the City in the early 20th century, aided by the location of regional railroads within the city boundaries. Commercial growth ensued along Gage Avenue, where several commercial structures dating from the 1910s and 1920s can be found today. Bell was incorporated on November 7, 1927.

The City's 20th-century urban development mirrored that of the Los Angeles region. The City experienced a period of intense development from the 1920s to World War II. Over 25% of the existing housing stock in Bell dates from before 1940. During the post-war housing boom, the City grew rapidly, developing into an automobile-centered network of commercial boulevards

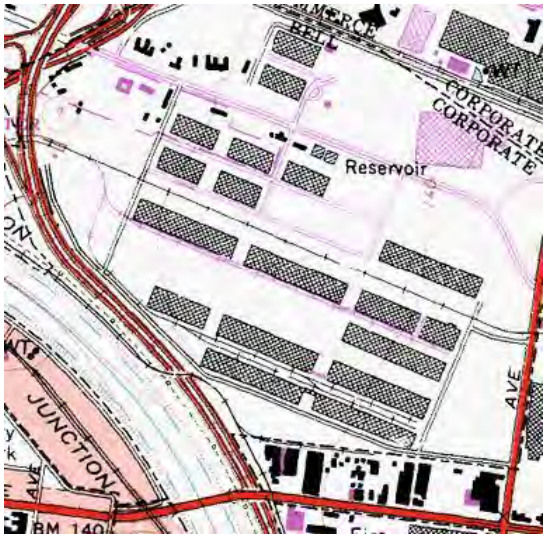


Figure LU-3: Cheli Air Force Depot, Circa 1950

Source: Retrieved from http://www.militarymuseum.org/CheliAFS

Figure LU-4: James George Bell House

ringing densely-developed single-family residential blocks. Over 60% of Bell's housing dates from before 1960.

Located north and east of the central city, the Cheli Industrial Area has a rich history of military land uses. During World War II, the United States Air Force operated the Cheli Air Force Depot which stored and distributed airplane parts for the war effort. The facility included over a dozen large warehouse buildings (Figure LU-3). Three of these buildings are extant and are owned and operated by The Salvation Army as a residential and storage facility. In 1961, the United States Air Force decommissioned the depot, and the City of Bell annexed the land along with a narrow strip connecting it to the central city. The land was still federally-owned at this time, but over the next 50 years (to today), the federal government has gradually sold the property to private and public entities --- including the City of Bell – for redevelopment.

Inventory of Cultural and Historical Resources

The State of California recognizes historical resources through three programs: State Historical Landmarks, Points of Historical Interest, and the California Register of Historic Landmarks. The James George Bell House, built in 1887 and moved to its present site in 1992, is the only property in the City listed on the California Register of Historic Places (Figure LU-4). No properties in the City are listed as either a Historic Landmark of a Point of Historical Interest. Additionally, there are no properties in the City listed on the National Register of Historic Places or listed as part of any other national historical or cultural resource program.

Although no structures besides the Bell House have been deemed historically or culturally significant, several extant structures--mainly along Gage Avenue--represent the historical development of the City in the late-19th and early 20th centuries. These structures, determined through site visits and county assessor data, are listed in Table LU-1. Several street

front brick commercial buildings along Gage Avenue are remnants of the early commercial development in the City. Several early-20th century residences in the Craftsman Style are dispersed along the original main streets of Gage and Florence Avenues. Although these commercial and residential properties are unlikely to be deemed architecturally or culturally significant *individually*, together as historical reminders of Bell's early development they may hold some architectural and/or cultural value. The City may consider further research and surveys of its properties, which could shed more light on the existence of historically- and culturally-significant properties in Bell.

Table LU-1: Structures of Possible Historic and/or Cultural Review

Type	Address	Year Built	Description
Public	4328 Bell Avenue	19XX	Bell High School - Art Deco façade
Residential	4714 Gage Avenue	1905	1-Story Craftsman Bungalow
Residential	4626 Gage Avenue	1913	1 1/2 Story Craftsman Bungalow
Residential	4324 Gage Avenue	1909	1 1/2-Story Vernacular
Residential	3806 Florence Avenue	1924	1-Story Vernacular
Residential	4276 Florence Avenue	1914	1-Story Craftsman Bungalow
Commercial	3550 Gage Avenue	1922	2-Story Vernacular with decorative brick
Commercial	3613 Gage Avenue	1925	1-Story Vernacular with decorative stucco elements
Commercial	3921 Gage Avenue	1921	1-Story Vernacular with decorative masonry
Commercial	4033 Gage Avenue	1922	1-Story Vernacular
Commercial	4053 Gage Avenue	1922	1-Story Vernacular with decorative stucco elements
Commercial	4056 Gage Avenue	1921	2-Story Vernacular with decorative brick
Commercial	4063 Gage Avenue	1922/1936	Movie Theater with 1936 Art Deco façade
Commercial	4070 Gage Avenue	1920	Church - Vernacular stucco
Commercial	4107 Gage Avenue	1924	2-Story Vernacular with decorative brick
Commercial	4113 Gage Avenue	1942	1-Story Vernacular with decorative brick
Commercial	4320 Gage Avenue	1937	Tall 1-Story Art Deco
Commercial	4356 Gage Avenue	1927	2-Story Vernacular with decorative brick
Commercial	4612 Gage Avenue	1926	Vernacular Gas Station
Commercial	4215 Florence Avenue	1910	2-Story Masonry -- stuccoed

GENERAL LAND USE DESIGNATIONS

The current Bell General Plan was adopted by the City Council in 1986 and an amendment to the Land Use Element was completed in 1996. The General Plan was intended to help set the stage for development within Bell through the year 2010. Included in this edition of the General Plan are designations for land uses and descriptions of those designations that identify the types of development permitted, the development intensity of each designation, and the population density resulting from those designations. Although the Land Use Element does not discuss the purpose of each designation, this information is important to consider as it helps to tell Bell's story as it shows where the residents of the City thought their community was heading in the future. It is also important in consider as it helps identify the ground upon which the City has been developed over the last twenty five years. A summary of these designations is provided in Table LU-2 and Figure LU-6.

Table LU-2: Summary of Land Use Designations

Land Use Designation	Acres	% Area	Corresponding Zoning
Low Den Res	65	4%	R-1
Med Den Res	530	30%	R-2, R-3, C-3R
Commercial	151	8%	C-1, C-2, C-3, C-3R
Industrial	432	24%	C-3, CM, M, T
Open Space	7	0.40%	All zones
Institutional	10	1%	All zones
Streets	289	16%	N/A
I-710 Freeway	125	7%	N/A
LA River	186	10%	N/A
Total	1,796	100%	
Source: City of Bell, 1986			

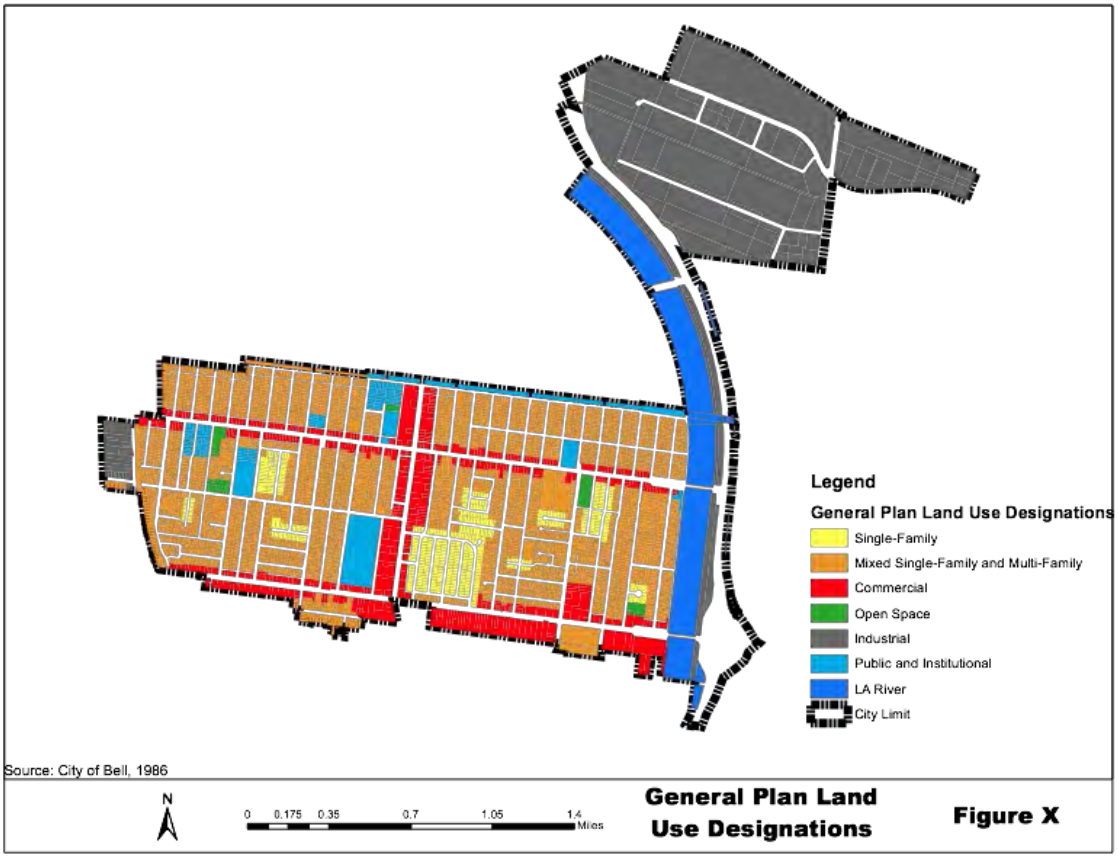


Figure LU-5: 1986 General Plan Land Use Designations

Residential, Low Density

The Residential, Low Density designation is limited to properties improved with existing single family (detached) dwelling units with a maximum development density of 8.71 dwelling units per gross acre. This means that for every acre Bell designated as Residential, Low Density approximately 8.71 dwelling units could be constructed if the hypothetical acre was developed to its full potential. This building density results in minimum lot sizes of approximately 5,000 square feet per parcel. With an average household size of 3.979 persons per dwelling unit and the possibility of 8.71 dwelling units per acre, the Residential, Low Density designation has a potential population density of approximately 35 persons per acre. The existing General Plan designates approximately 65 acres of land for Residential, Low Density. Based upon the maximum density of 8.71 dwelling units per acre and the 65 acres of land dedicated to the Residential, Low Density designation, this results in approximately 566.15 dwelling units. The average of 35 persons per acre across the same 65 acres of land results in 2,275 people in the Residential, Low Density designation. The General Plan identifies the designation to be consistent with the R-1 zoning district.

Residential, Medium Density

The Residential, Medium Density designation is similar to the Residential, Low Density, but with increased densities as the name might suggest. The Residential, Medium Density designation allows for 21.78 units per acre. This means that every acre Bell designates as Residential, Medium Density approximately 21.78 dwelling units could be constructed if the hypothetical acre was developed to its full potential. This building density results in approximately 2,000 square feet per dwelling unit. With an average household size of 3.979 persons per dwelling unit and the possibility of 21.78 units per acre, the Residential, Medium Density designation has a potential population density of approximately 87 persons per acre. The existing General Plan designates approximately 530 acres of land for Residential, Medium Density. Based upon the 530 acres of land designated as Residential, Medium Density and the possibility of 21.78 units per acre a total of approximately 11,543.4 dwelling units could be constructed. This 11,543.4 dwelling units and an average of 3.979 persons per dwelling unit has a potential population of 46,110 people at build-out. According to the General Plan, the Residential, Medium Density designation is consistent with the R-1, R-2, R-3, and C-3R zoning districts.

Figure LU-6: Medium Density Residential

Commercial

The Commercial land use designation characterizes land uses that include office, retail, service, and automotive uses. Because none of these are residential uses, dwelling units and persons per acre are not an appropriate measure of the theoretical build-out of the district. The corresponding zoning codes that are consistent with this land use designation include C-1, C-2, C-3, and C-3R zones. The amount of square footage resulting from the Commercial land use designation would depend upon the floor area ratio (FAR), or how much of a parcel is allowed to be covered by building footprint. A number of factors will determine how much building is actually constructed, including access and parking requirements, economics, and applicable design standards. However, using a theoretical FAR of 1 (meaning a single story building being built on the entire property can shed some light on potential development. The existing General Plan designates 151 acres of land within the City of Bell as Commercial. Utilizing an FAR of 1, and a gross square footage of 43,560 square feet per acre, the Commercial land use designation could produce upwards of 6,577,560 square feet of commercial floor area. This amount would increase or decrease depending upon changes to FAR standards.

Industrial

The Commercial land use designation characterizes land uses that include office, retail, service, and automotive uses. Because none of these are residential uses, dwelling units and persons per acre are not an appropriate measure of the theoretical build-out of the district. The corresponding zoning codes that are consistent with this land use designation include C-1, C-2, C-3, and C-3R zones. The amount of square footage resulting from the Commercial land use designation would depend upon the floor area ratio (FAR), or how much of a parcel is allowed to be covered by building footprint. A number of factors will determine how much building is actually constructed, including access and parking requirements, economics, and applicable design standards. However, using a theoretical FAR of 1 (meaning a single story building being built on the entire property can shed some light on potential development. The existing General Plan designates 151 acres of land within the City of Bell as Commercial. Utilizing an FAR of 1, and a gross square footage of 43,560 square feet per acre, the Commercial land use designation could produce upwards of 6,577,560 square feet of commercial floor area. This amount would increase or decrease depending upon changes to FAR standards.

Open Space

The City of Bell has included an open space land use designation in their 1986 General Plan. This land use designation includes uses such as parks, recreational facilities, and other public facilities. Although structures such as restrooms or basketball courts could be constructed on parkland, it is more appropriate to gauge how much potential area is included in the Open Space designation simply by viewing the amount of land set aside for this designation in the General Plan. In this case, the City of Bell has set aside seven (7) acres, or 304,920 square feet, of land under the Open Space designation. Additionally, Bell has indicated that this category of land use is permitted in any of the zoning districts within the City and is therefore not limited to a particular zoning district.

Institutional

The Bell General Plan identifies public and quasi-public land uses, including civic centers, public and private schools, and other similar uses as part of the City's Institutional land use designation. Like the Open Space land use designation, Institutional uses are permitted in all of the City's zoning districts. Using the theoretical floor area ratio of 1 along with the ten (10) acres of land within the City Limits designated for Institutional uses results in 435,600 square feet for buildings designated for Institutional land uses.

Streets

The Bell General Plan includes a land use designation that covers all of Bell's streets. The streets land use designation does not contain any development standards associated with

road width, number of lanes, or level of service. The General Plan indicates that approximately 289 acres of Bell, or roughly 16% of the City's land area, have been dedicated for use as City streets. Dramatic proposals in the Circulation Element that will increase or decrease the amount of streets in Bell will have an impact upon the amount of land dedicated for streets. Further discussion of streets within Bell can be found in the Circulation Chapter of this Technical Background Report.

I-710 Freeway

The I-710 Freeway is a prominent feature of the City of Bell. The Freeway cuts Bell in half and separates the main commercial and residential core of the City from the Cheli Industrial Area in the northeast portion of the City's limits. The I-710 Freeway is largely in the jurisdiction of the California Department of Transportation yet Bell's General Plan does identify that approximately 125 acres of the City's land area is dedicated to this major thoroughfare. Any projects in the future, including proposals to reorient the I-710 Freeway would have impacts to land within Bell's limits and would need to be closely monitored to identify how current and potential land uses would be affected.

Los Angeles River

The Los Angeles River runs for approximately one mile through Bell and is an important part of protecting the City from flooding. On the east side of the LA River is a utility easement controlled by the Department of Water and Power. Bell has calculated that the LA River covers approximately 186 acres of the land contained within City limits. Any projects associated with the redevelopment of the LA River area or the DWP utility easement would have an impact on the land uses of Bell and could prove to result in beneficial changes to the City's Land Use Plan.

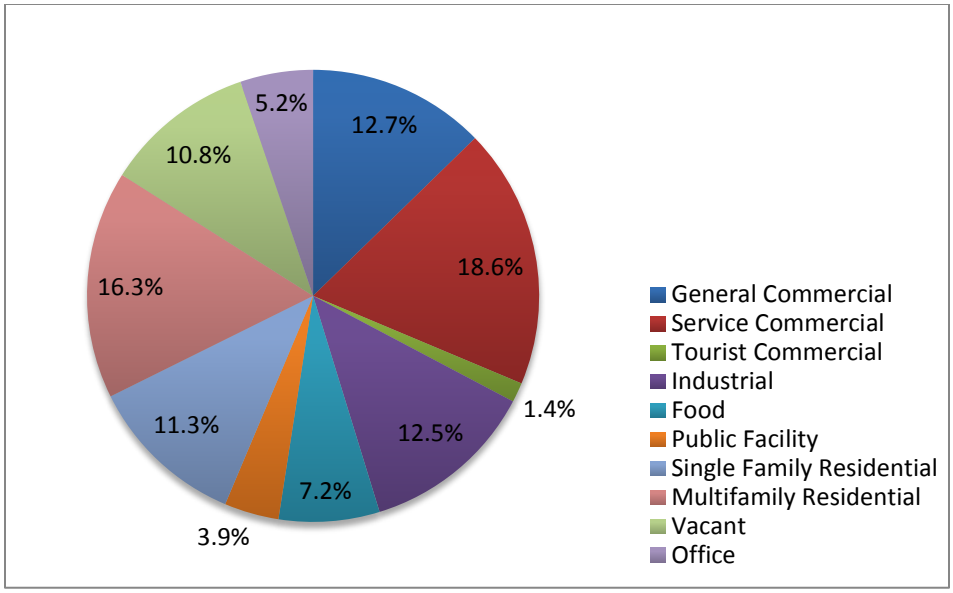
Figure LU-7: A view of River Street

CURRENT LAND USES

Methodology

When preparing or revising a General Plan, communities need an accurate picture of the existing land uses in the planning area. In October and November 2012, Cal Poly Graduate students conducted an inventory of current land uses that included all parcels within the City of Bell. The commercial land use inventory consisted of students utilizing Google Streetview to tour the commercial corridors and Cheli Industrial Area of Bell and recording the type of commercial activity that was being conducted on each parcel. This information was then combined with property information gathered from the Los Angeles County Assessor's Property Information system including parcel addresses, Assessor's Parcel Numbers, years of construction for structures on parcels and the square footage of those parcels, if available. On October 6, 2012, students visited the commercial areas of Bell to double check their observations with what currently exists on the ground as well as allow for investigation of parcels where initial assessments led to the need for increased information. The descriptive land uses were then converted and categorized into eight separate generalized land use categories, including:

- *General Commercial (GC)*: uses include general retail uses, car sales, drug stores, banks, formula businesses, second hand stores, and similar activities.
- *Service Commercial (SC)*: uses include personal services, dry cleaners, hairdressers, massage parlors, automotive repair and service uses and similar activities.
- *Food (F):* uses include restaurants, chain restaurants, and other significantly similar uses that serve prepared food after customer ordering.
- *Tourist Commercial (TC):* uses include commercial uses directed toward tourists visiting Bell including motels and hotels.
- *Office*: uses limited to professional offices including financial services, tax services, and other significantly similar uses.
- *Industrial (I):* uses include manufacturing businesses, distribution companies, as well as other significantly similar uses.
- *Public Facility (PF):* uses include schools, parks, religious facilities, and City buildings.
- *Single Family Residential (SFR):* uses include single family residences in the commercial corridors.
- *Multi-Family Residential (MFR)*: uses include apartment buildings, mobile home parks, and assisted living facilities.



Figures LU-8 and LU-9: Land Uses Along Commercial Corridors

Source: Land Use Inventory, 2012

Residential windshield surveys

In addition to the commercial parcel surveys, the Cal Poly students divided the residential sections of Bell into a number of groups and conducted another windshield survey of the residential parcels. During this windshield survey, students again utilized Google Streetview and the Los Angeles County Assessor's Property Information system to record information about the residential parcels. This information included parcel addresses, Assessor's Parcel Numbers, number of residential units constructed on the property as well as the current condition of the buildings on the property. Four designations for building conditions, adopted from the City of Healdsburg 2030 General Plan Background Report, were used, including:

- *Sound*: a structure providing safe, sanitary and adequate housing. The structure shows no visible damage and exhibits the appearance of regular maintenance. Small areas of peeling paint, untended fences, or unkempt landscaping may be included in a sound rating.
- *Sound Deficient*: a structure providing safe, sanitary, and adequate housing but shows two or more deficiencies, which if unrepaired may lead to structural deterioration. Deficiencies include broken windows, large areas of peeling paint, large driveway cracks, missing shingles, and deteriorating fencing.
- *Deteriorating*: a structure that does not provide safe, sanitary and adequate housing but could if rehabilitated. The structure exhibits a combination of major defects and deficiencies that indicate a prolonged absence of regular maintenance or inadequate original construction. Examples include several broken and/or boarded windows, large areas of missing roof shingles, holes or cracks in the walls and/or foundation, sagging porch and/or roof lines, missing or damaged doors, inadequate additions and inadequate original construction.
- *Dilapidated*: a structure that has deteriorated past the point of economical rehabilitation, is unsafe, unsanitary, and inadequate housing. The structure exhibits a number of major defects and deficiencies, such as severely-damaged foundation, roof, and/or porch line, large holes in walls or roof, missing or broken windows or doors, severely peeling paint, an unpaved, pitted, and rutted driveway, structurally inadequate additions and structurally inadequate original construction.

Results from Land Use Inventories

Results from these windshield surveys were then combined with existing Geographic Information System (GIS) data obtained from the Los Angeles County Assessor's Office to visually display the collected information. There is some missing information in the data as a result of the misalignment of Assessor's Parcel Numbers (APNs) from the four year old Los

Angeles County Assessor's data and the current student gathered information and parcel numbers. The recently gathered data included APNs which have been updated since the Assessor's data was created, typically a result of lot line adjustments, lot splits, or lot mergers that alter the APNs of those parcels involved. The land use data gathered by the students is still useful in providing information on the types and distribution of Bell's current land uses.

Table LU-3: Current Land Uses

Commercial Survey			Housing Survey			Area (acres)
Use	Area (sq. ft.)	Parcel Count	Area	Count	# of Units	
General Commercial	1,403,279	74				32.215
Service Commercial	1,183,290	101				27.165
Tourist Commercial	207,838	9				4.771
Office	269,255	28				6.181
Food	506,583	43				11.630
Industrial	6,845,993	63				157.162
Public Facilities	558,700	23				12.826
Schools	1,990,618	9				45.698
Single Family Residential	342,329	64	14,795,110	2307	2307	347.508
Multi-Family Residential	2,032,123	90	10,587,195	1189	4416	289.700
Open Space	558,955	34				12.832
Vacant	2,287,010	46				52.503
Total	18,185,973	584	25,382,305	3,496	6,723	1000.19

Source: Land Use Inventory, 2012

Residential Uses

The following are observations specifically regarding the proximity of residential uses to other uses:

- Schools are spread fairly evenly throughout the city which should allow a large number of students to potentially walk to school.
- There is no buffer between sensitive residential uses and potentially noxious service commercial uses. Automotive repair shops are next to homes without any other uses separating the two. Though the General Plan allows for more commercial zoning districts, only the C-3 and C-3R zones are used by the city. This is significant because

both of these districts allow for any commercial use including those that are incompatible with residential uses.

- The Cheli Industrial Area, which is a major source of employment, is separated from the housing stock by a sizeable distance and the Los Angeles River. This results in increased difficulty for residents in the main core of Bell to travel to the Cheli Industrial Area if they happen to work there.
- The current single family homes in Bell are evenly distributed throughout the residential areas. However, there are various pockets of purely single family homes, including the single family neighborhood east of Atlantic Avenue and North of Florence Avenues, a pocket of single family homes east, southeast of Veterans Park, and a final pocket located west of the Los Angeles River, north of Gage Avenue, south of Randolph Street, and east of Alamo Avenue.
- There are several noticeable areas with increased numbers of multi-family residences. These areas range in the exact number of units found on each parcel, but are generally between two and ten units per parcel. These multi-family clusters are mainly located along Chancellor and Heliotrope Avenues, in the northwest corner of the main city core north of Gage Avenue and west of Atlantic Avenue, and grouped with noticeably higher densities of multi-family housing along Flora Avenue north of Bell High School.

Figure LU-10: Residential Unit Distribution in Residential

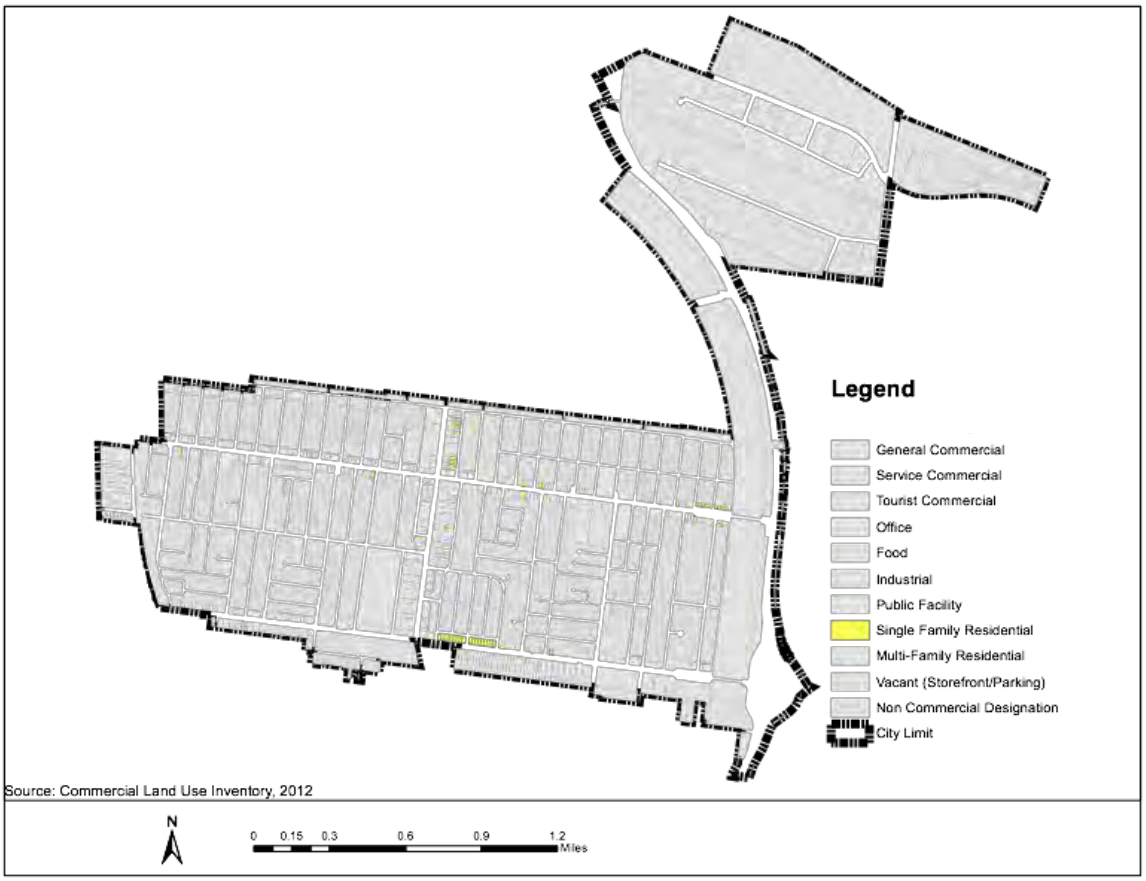


Figure LU-11: Single Family Land Uses in Commercial Corridors

Figure LU-12: Example of Single Family Residential Uses in Bell

Figure LU-13: Multi-family Land Uses in Commercial Corridors

Residential Density

The current Land Use Element was used to determine hypothetical population densities if all land within Bell were developed according to the development regulations for each land use designation. It is almost impossible to develop all the land within a previously urbanized city due to street access, current parcel considerations, etc. This hypothetical population density is important to consider, however, as it provides insight into the previously acceptable density of Bell. With this information in mind, it will help to inform and develop more realistic and acceptable population densities. Table LU-4 summarizes the estimated total population and density using the regulations contained in the existing General Plan.

Table LU-4: Hypothetical population densities under 1986 Bell General Plan

Land Use Designation	Maximum Dwelling Units Per Acre (du/ac)	Persons Per Houshold (p/du)	Approximate Population Per Acre (p/ac)	Number of Acres Designated	Approximate Population Per Land Use Designation (p/lud
Residential, Low Density	8.71 du/ac.	3.979 p/du	35 p/ac.	65 ac.	2,275 p/lud
Residential, Medium Density	21.78 du/ac.	3.979 p/du	87 p/ac.	530 ac.	46,110 p/lud

Source: City of Bell, 1986

Bell has not reached the hypothetical population and density designated under the existing General Plan. Currently, the City of Bell has approximately 4,506 dwelling units of multi-family housing and 2,371 dwelling units of single family housing, totaling 6,871 dwelling units. These dwelling units are spread over approximately 289.69 acres of land currently used for Multi-Family Residential uses and 347.51 acres of land currently used for Single Family Residential uses, resulting in 15.55 and 6.82 dwellings per acre, respectively. Combining the figures for dwellings per acre with an average of 3.93 persons per dwelling from the 2010 U.S. Census results in current population densities of 61.13 persons per acre of land used for multi-family housing and 26.81 persons per acre of land used for single family housing. This information means that for every acre of land that is currently being used for Multi- and Single Family Residential uses, there will be an average of 61.13 and 26.81 people living on that acre, respectively. This information is summarized in Table LU-5.

Table LU-5: Current Bell Population Density

Use	Area (sq. ft.)	Area (acres)	Dwellings/ Acre	Persons/ Dwelling	Persons/Acre
Single Family Residential	15,137,439	347.5078	6.82	3.93	26.81
Multi-Family Residential	12,619,318	289.6997	15.55	3.93	61.13

Source: Land Use Inventory, 2012

Single-Family and Multi-Family residential density calculations are expected to be slightly inaccurate. During the commercial window survey, more than 64 Single Family Residential parcels and 90 Multi-Family Residential parcels located in the commercial corridors were not recorded. The actual number of dwellings for both Single Family and Multi-Family Residential uses are expected to increase slightly with the inclusion of these parcels.

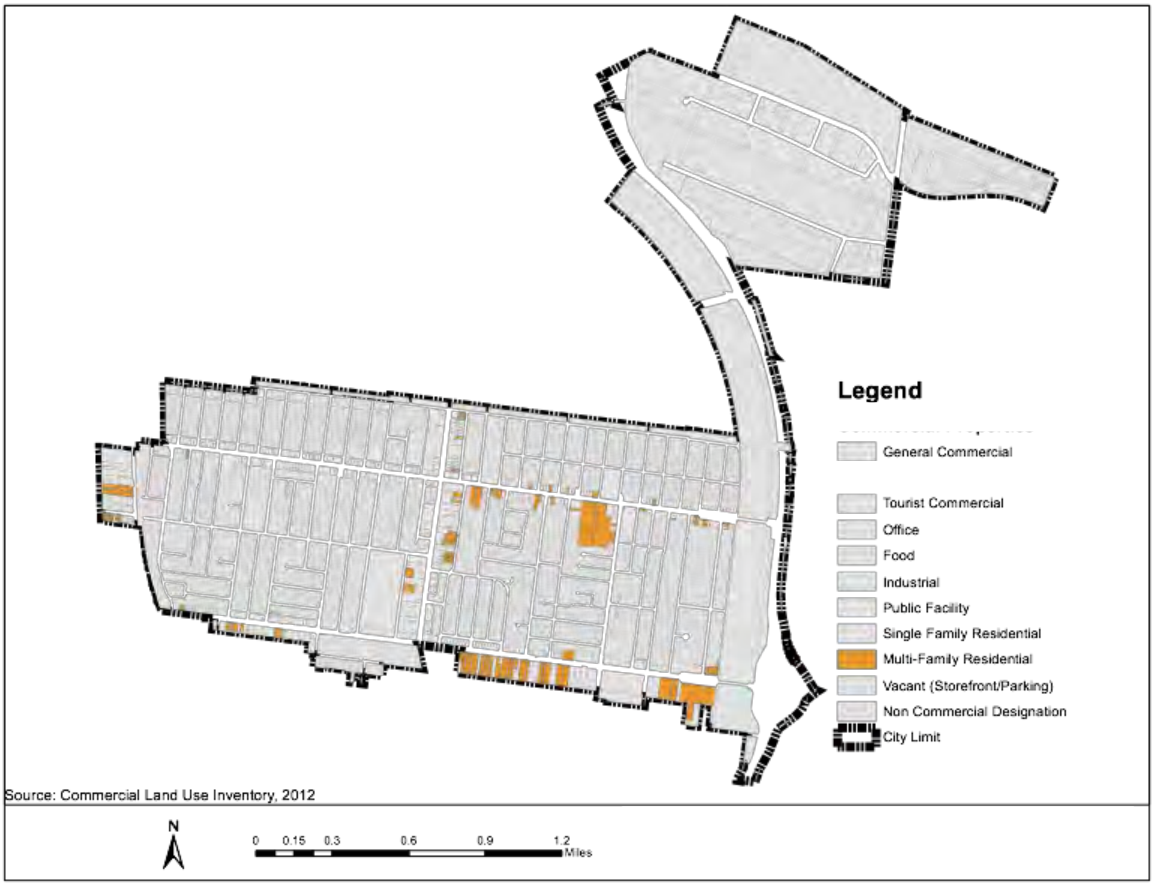


Figure LU-14: Multi-family Land Uses in Commercial Corridors

Commercial Uses

Auto retail uses

There is an unusually abundant number of auto retail uses in Bell. According to the City, this overabundance of auto oriented uses is due to their high propensity to conduct business transactions using cash. Further research into the precise reasons behind the abundance of auto oriented uses will be useful for the City of Bell to and planning for future development. In the meantime, careful consideration into the unintentional impacts on these automotive uses that could occur as a result of the development of future General Plan policies will need to be made.

Commercial uses resulting from previous administration

There are several questionable land uses and municipal ordinances in Bell. According to the City, they are the result of politically motivated intervention by previous City administrators.

One of the questionable land uses is the location of a liquor store adjacent to Little Bear Park and across the street from Corona Avenue Elementary.

Ramifications of a built out environment.

For years the Los Angeles County School District has been overcrowded. The City of Bell has no vacant land large enough to support additional school sites. As a result, schools have been constructed with the removal of commercial and residential properties. The City has expressed frustration at the power wielded by the school district in this regard and wishes for more input on the future sites.

Office Uses

In contrast to the abundance of service commercial uses there is very little office use or professional services in Bell. In addition to providing necessary services in a post-industrial economy, professional office uses are generally associated with higher paying employment. The lack of this use likely contributes to lower property values and lower paying jobs within the City, but further research would be needed to determine if this analysis is correct.

Distribution of commercial uses along commercial corridors

In general, the differing types of commercial uses appear to be randomly distributed along the commercial corridors of Gage, Florence, and Atlantic Avenues. This random distribution is explained and supported by the current cumulative zoning regulations in the Bell Municipal Code. The zoning categories allow almost any commercial activity along these corridors and do not concentrate similar commercial uses that would result in clustering of uses into more specialized districts. Figures LU-15 through LU-23 highlight the various types of commercial uses in the City of Bell and where they are located.

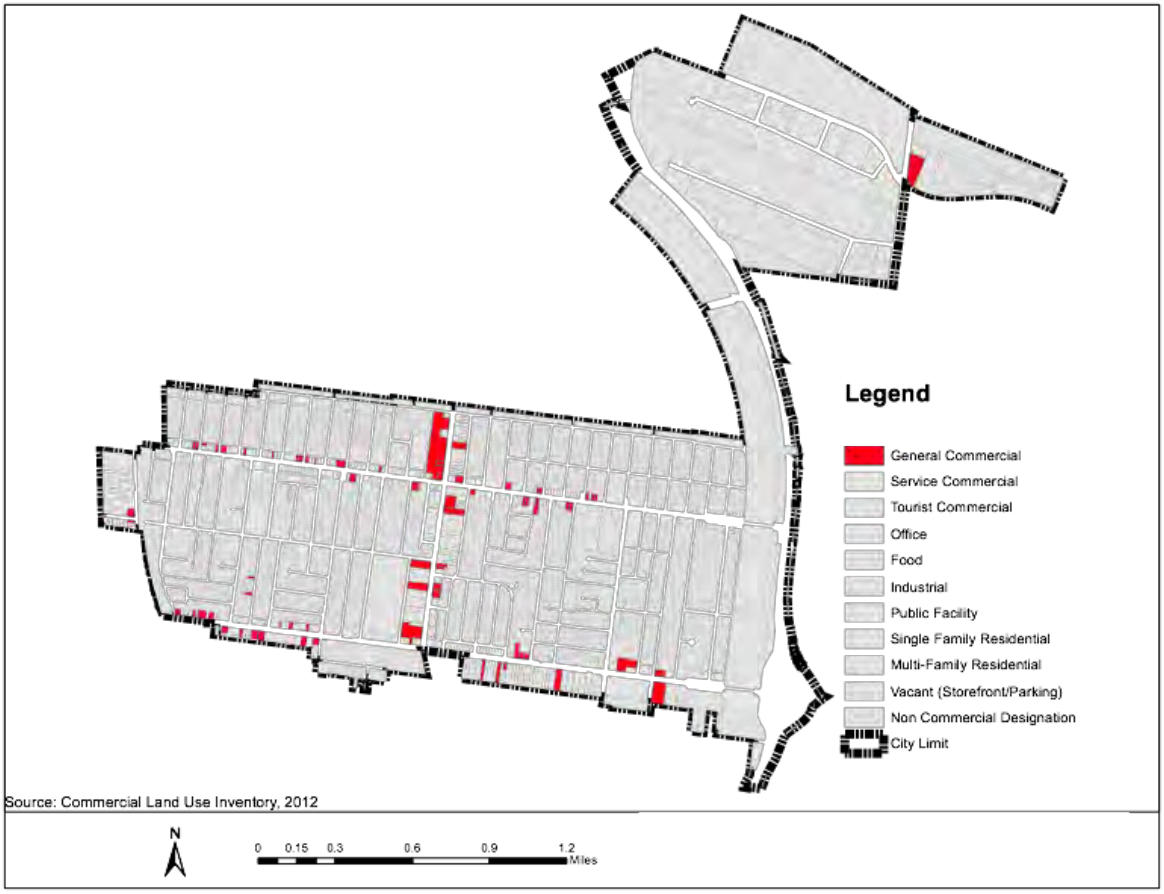


Figure LU-15: General Commercial Land Uses in Commercial Corridors

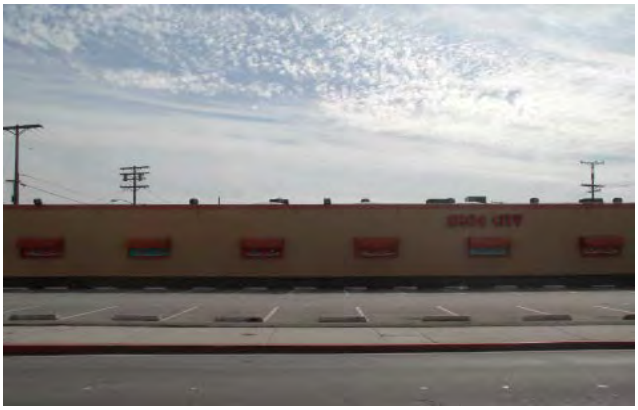


Figure LU-16: Example of General Commercial Uses in Bell

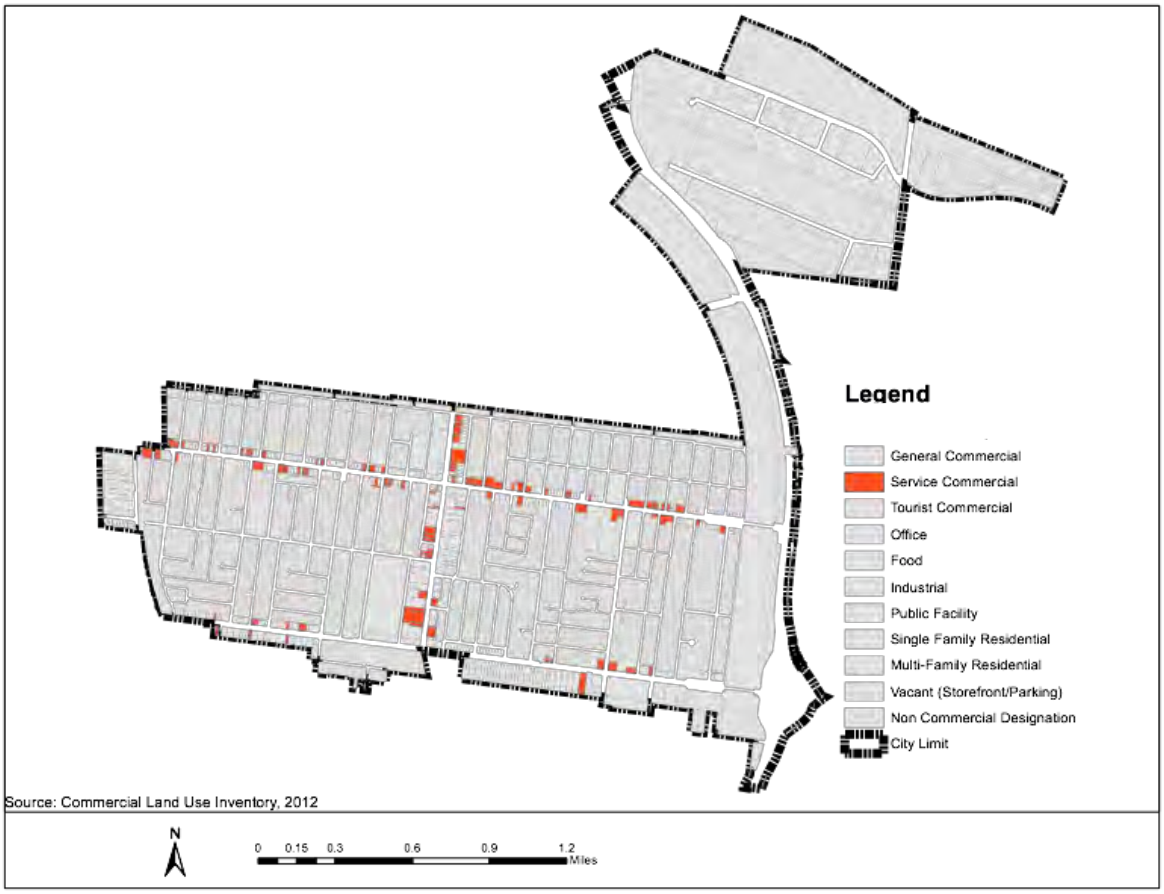
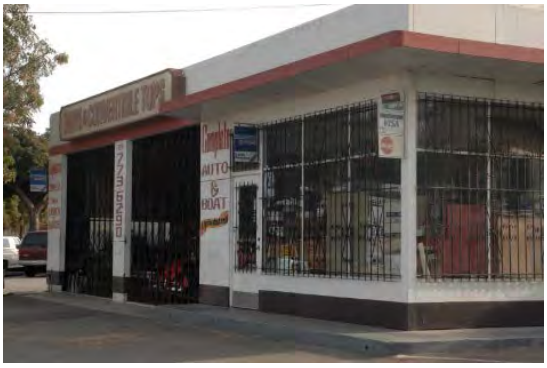


Figure LU-17: Service Commercial Land Uses



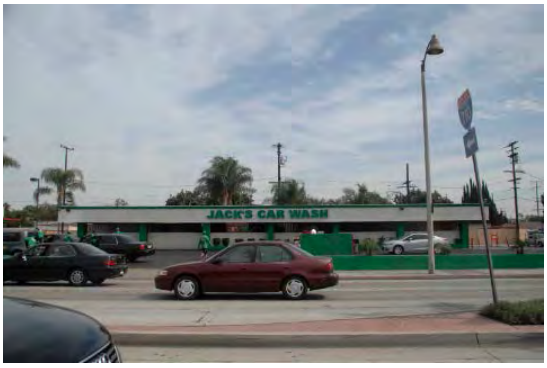


Figure LU-18 and Figure LU-19: Examples of Service Commercial Uses in Bell

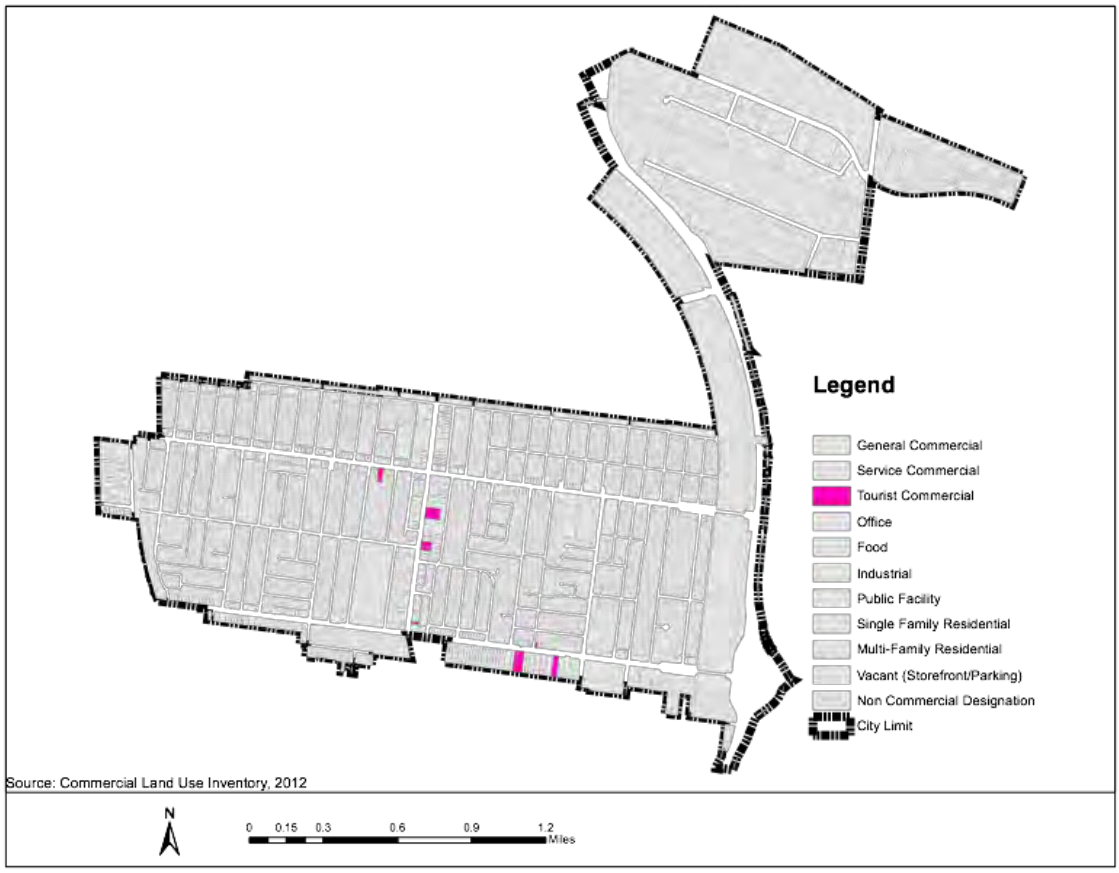


Figure LU-20: Tourist Commercial Land Uses

Figure LU-21: Example of Tourist Commercial Uses in Bell

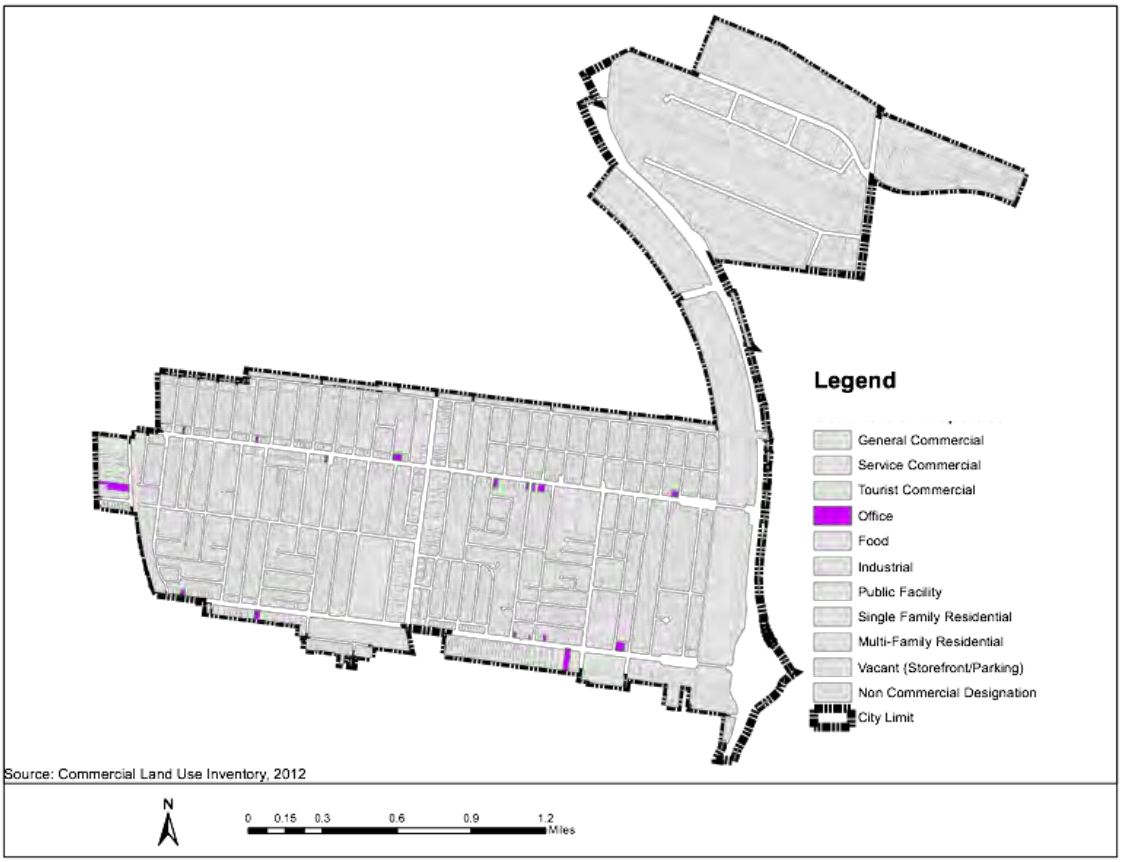


Figure LU-22: Office Related Land Uses

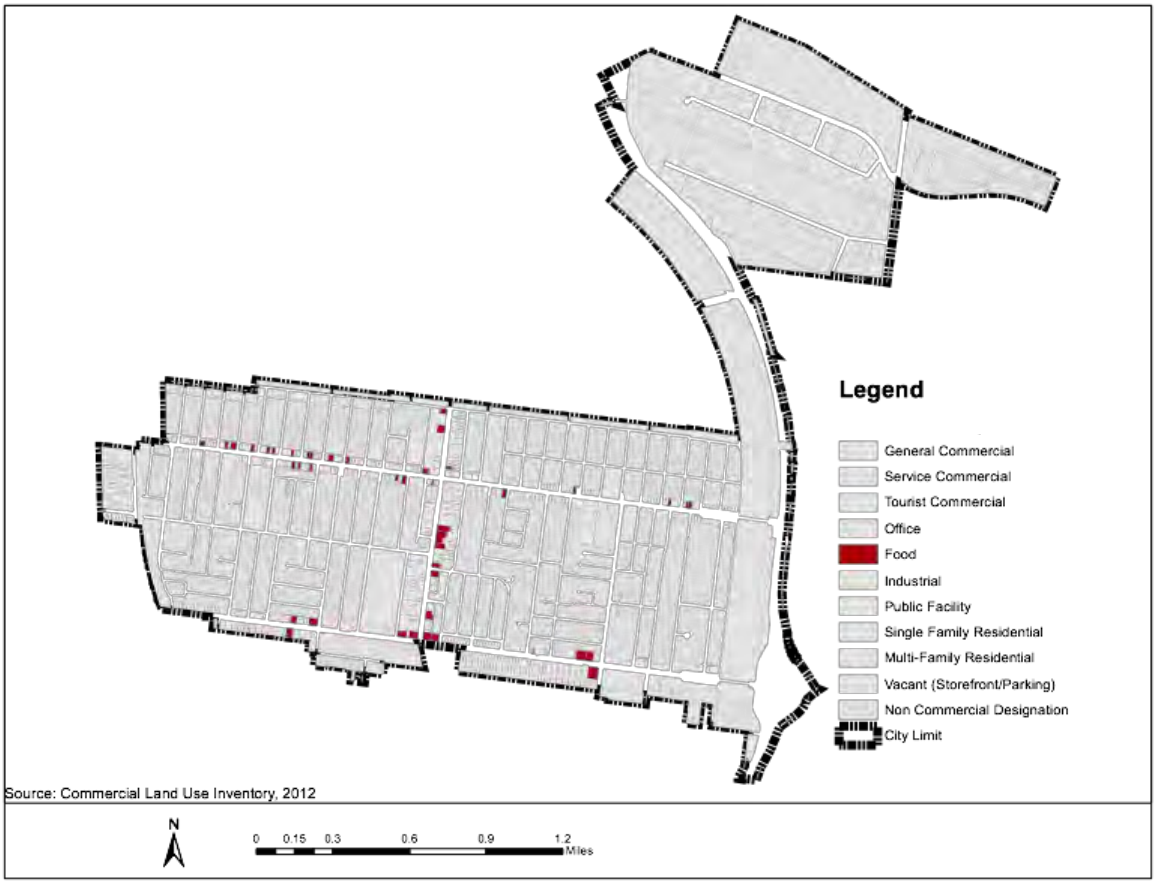


Figure LU-23: Food Related Land Uses

Industrial Land Uses

The large majority of industrial land uses in Bell are located in the Cheli Industrial Area, bordered roughly by Atlantic Avenue, Bandini Avenue, Eastern Avenue, and Mansfield Way Avenues (Figure LU-24). This sector, annexed by the City in 1961, is connected to the central city by a narrow strip of land alongside Interstate 710. The primary industrial uses in this area include distribution and bulk warehousing, with some light manufacturing. There are significant opportunities in the Cheli Industrial Area for redevelopment as most of the City's vacant land is located in this area.

Over the last 50 years, the area has gradually transitioned from a federally-owned military facility to evolve into an industrial center. Since the 1970s, the United States government has sold parcels to private companies for redevelopment. The federal government still owns approximately 80 acres in the Cheli Industrial Area; an Army Reserves storage facility is located on Bandini Avenue east of Atlantic Avenue, and a United States Postal Service mail distribution center is located at Bandini and Eastern Avenues. In 2007, the federal government

decommissioned most of its remaining army storage facilities and sold several parcels to the City and private developers. Most of the 1940s-era warehouses have recently been razed to ready the land for redevelopment. One of these parcels is currently being developed by the Los Angeles Unified School District as a regional career and training center. In addition, the Salvation Army owns two large rows of renovated military warehouses (deeded to them by the Federal Government in 2007) in the southern part of the Cheli Industrial Area, which contain a 240-unit residential facility and storage.

A small area of land designated for industrial uses is located on the City's western edge, bordering Huntington Park (Figure LU-24). This area contains light manufacturing, warehousing, and a public utilities facility as well as non-industrial land uses such as commercial uses and a mobile home park.

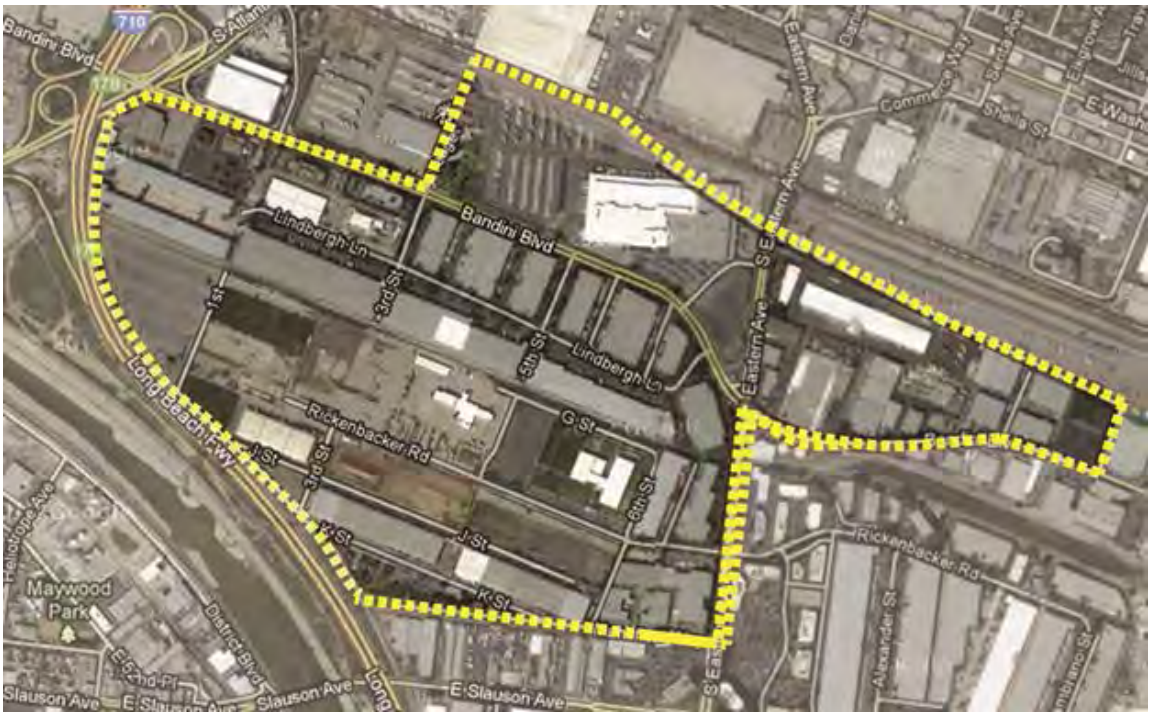


Figure LU-24: Cheli Industrial Area

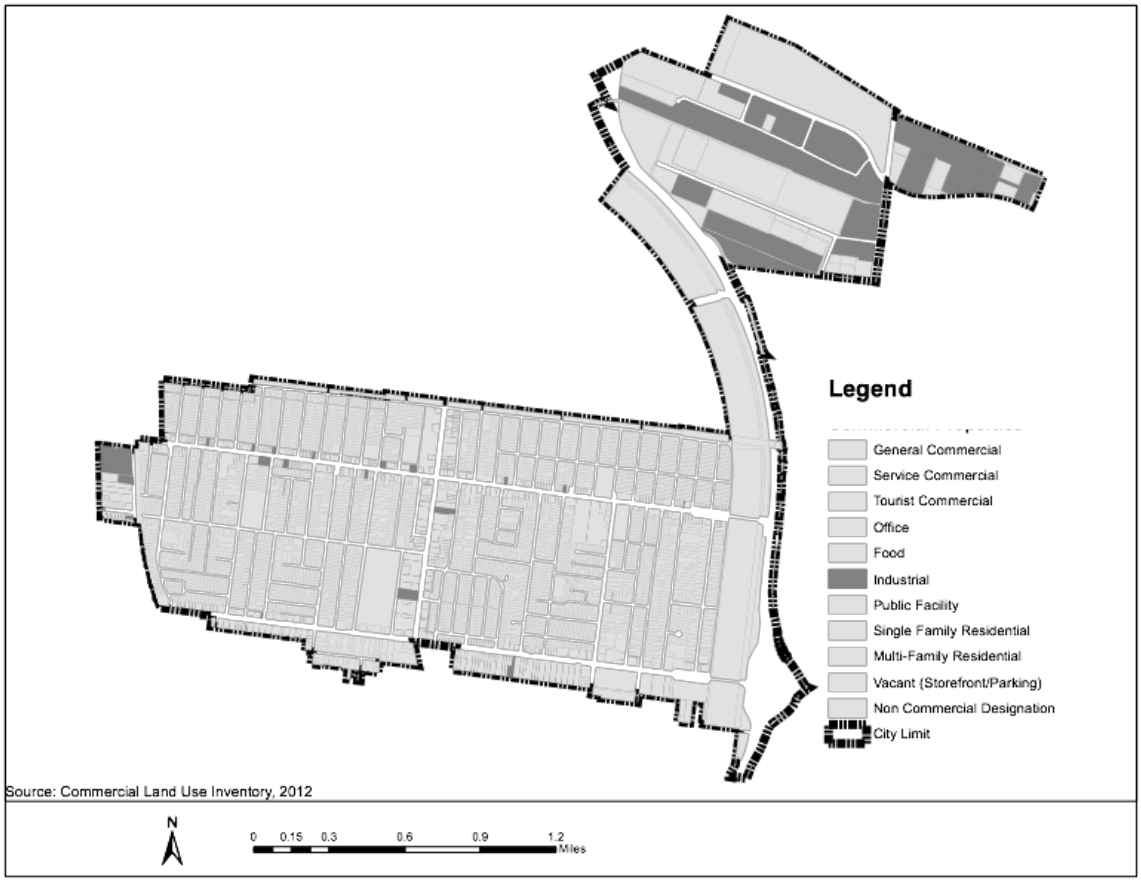


Figure LU-25: Industrial Land Uses

Open Space/Recreational Uses

Recreational uses represent approximately 52 acres of land in the City of Bell. Parkland is primarily located in the northern section of the residential area of the city, along Gage Avenue. The southern portion of the city, centered on Florence Avenue, has less access to City maintained parks and most likely utilizes parks that are provided by the neighboring cities of Huntington Park and Cudahy. Plans for a sports field are currently on hold in the southeastern part of the City.

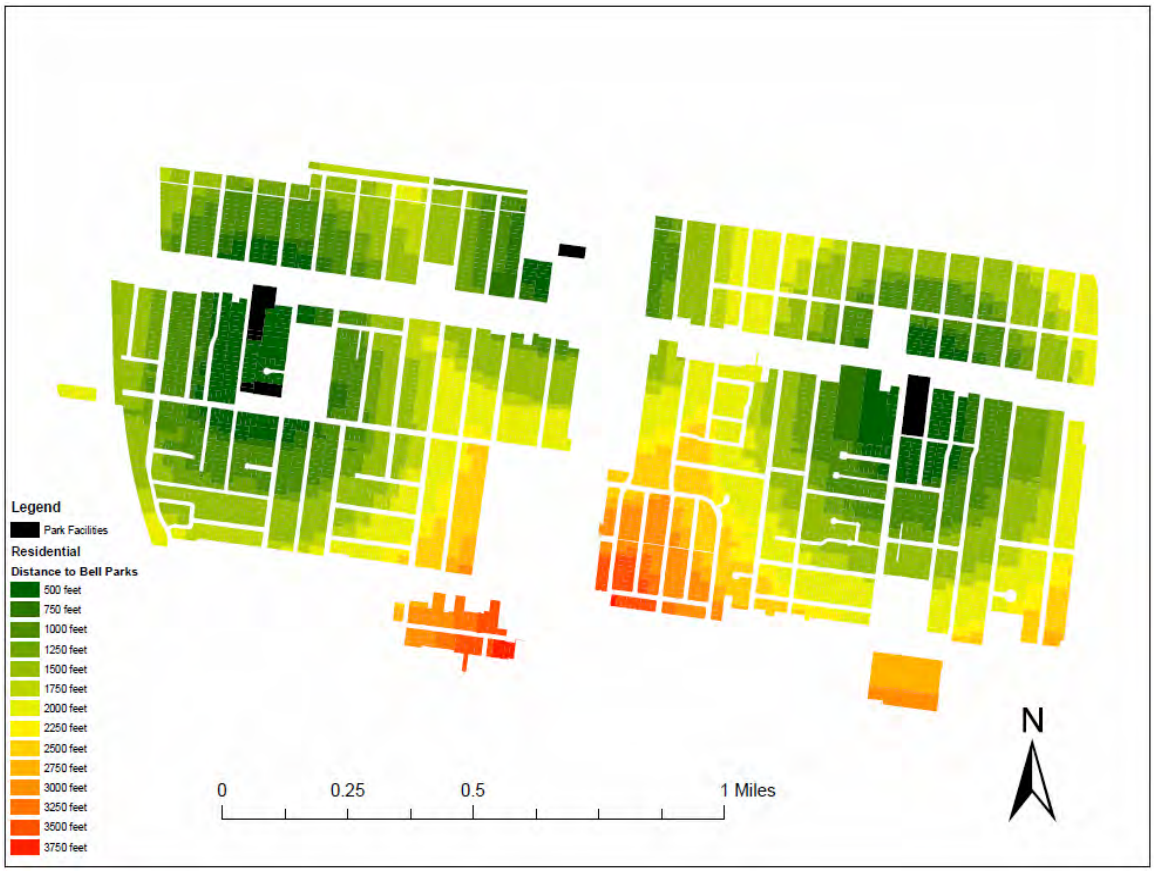


Figure LU-26: Parks proximity map

Public Buildings

The City of Bell, Los Angeles Unified School District, and the County of Los Angeles own fourteen properties for public use in the City of Bell. These properties include four park properties, three public elementary schools, one charter school, one public high school, Bell City Hall, the James Bell House, the Bell Police Department, one city maintenance yard, and one county maintained fire house. The full list of public facilities and their addresses are included in the appendix.

Education

Los Angeles Unified School District's (LAUSD) [Educational Services Center South] enrolled roughly 9897 students within the city limits of the City of Bell during the 2011-2012 school year. There are a total of 9 schools in Bell, occupying a total of 45.7 acres. There are 7 public schools in the LAUSD system in Bell, occupying a total of 44.5 acres. Private schools in the City of Bell include Al Hadi School and Bell Christian Academy, occupying a total of 1.2 acres.

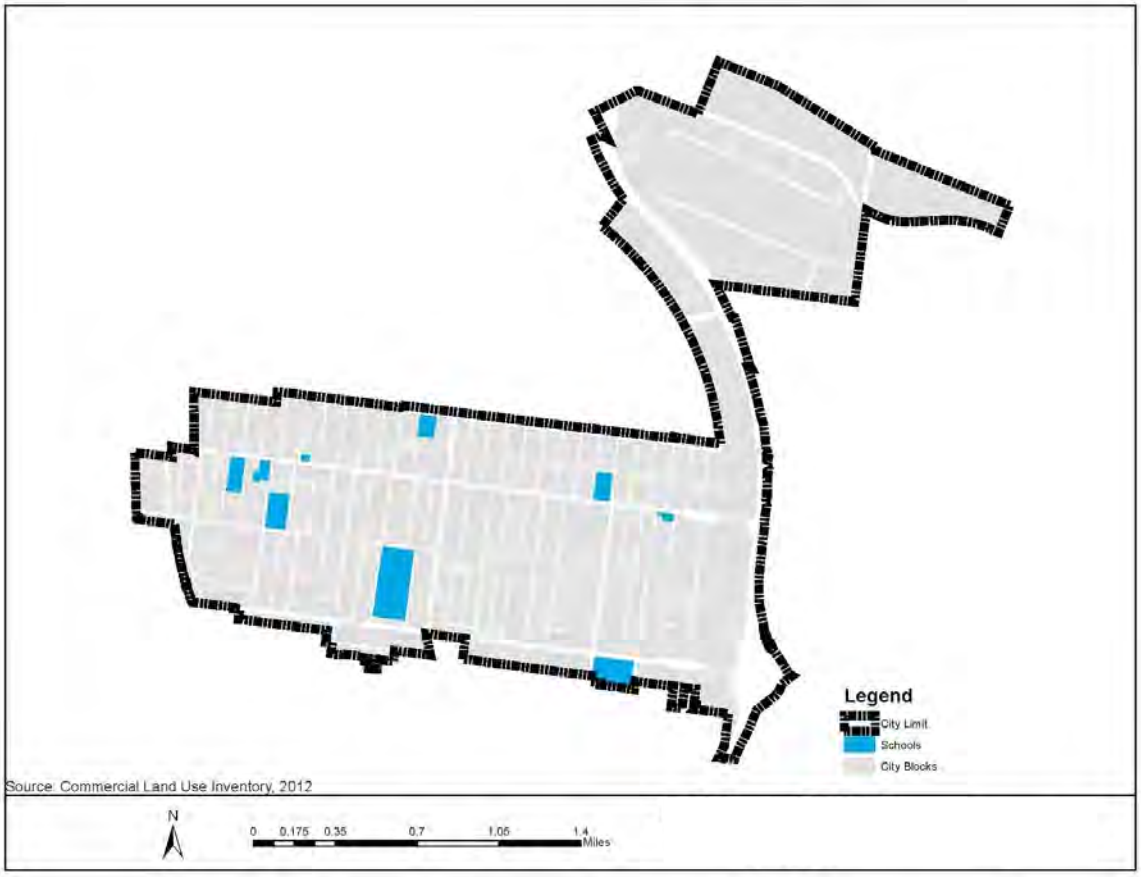


Figure LU-27: Public and Private School Facilities

Vacant Land

There is very little undeveloped land within the City of Bell adequate for uses other than industrial. In the commercial and industrial areas of Bell there is approximately 1,000 acres of vacant land, with most of this vacant land being located in the Cheli Industrial area and the remaining vacant land randomly dispersed throughout the commercial and residential areas of the City. Thus, greenfield development is limited and new development will likely result from the redevelopment of previously developed property. There is the potential to have some redevelopment in the Cheli Industrial Area on parcels that have been recently cleared. This presents the opportunity to address the deficiencies in that area and attempt to make the area a more inviting place for those who work in the manufacturing and distribution businesses as well as those residents living in the housing provided by the Salvation Army. Few vacant parcels exist in the residential districts of Bell. These vacant residential parcels are sporadic and are not likely to be grouped together for larger projects. This means that the development of these parcels will be done by individual property owners rather than by a single developer. The opportunity remains available to encourage the maximum utilization of

those residential parcels in order to help provide housing units that will alleviate some of the overcrowding that is currently being experienced in Bell (refer to the Housing Chapter of this Technical Background Report for further information on overcrowding).

DISCREPANCIES BETWEEN GENERAL PLAN LAND USE DESIGNATIONS AND ACTUAL LAND USES

According to the City of Bell, a concern that affects the Land Use Element is the discrepancy between the permitted land uses prescribed by the 1986 General Plan and current land uses that have actually occurred on the land. The General Plan is typically used to identify how cities or counties will develop 20-30 years in the future. In Bell's case, however, the 1986 General Plan was meant to guide the development of land through 2010. Having noticeably drastic differences between the General Plan and actual land uses two years after the plan "expired" shows that there are other factors at play. Analyzing and identifying why these discrepancies exist will aid in the development of new or refinement of existing Land Use policies. Potential reasons for the discrepancy between uses prescribed by the General Plan and actual land uses that have been identified include:

- **Competition between Bell and neighboring municipalities**: Because the City of Bell is part of the larger metropolitan area of Los Angeles, it is surrounded by other cities that can often compete for particular uses or developments that are sensitive to nearby populations. This can be seen when viewing the differences between the industrial and distribution focused land uses in the Cheli Industrial Area of Bell and the nearby financial and banking uses in neighboring Commerce. Although Commerce also has industrial and distribution focused land uses in the vicinity of the Cheli Industrial Area, it has successfully competed against Bell and integrated financial and banking uses. The development of land use policies should consider how much Bell wants to compete with neighboring cities for particular types of industries or if it wants to focus on uses that are already present in the City.

- **Ineffective land use policies**: Broad land use policies are sometimes helpful to allow flexibility and aid communities in adjusting to changing times and economic climates. However, broad policies can also result in land use policies that do not place enough emphasis and power behind changes cities want to experience. Bell's existing Land Use policies are well equipped to help the City maintain its individuality in the greater Los Angeles basin. However, because the General Plan Guidelines stress the importance of consideration of neighboring jurisdiction's goals and policies in their own projects, the development of Land Use policies that have more directive and therefore more political power can provide Bell with significant bargaining power. This power can be used in driving Land Use changes they wish to see. For example,

the potential for a rapid transit stop on the western side of Bell near Gage Avenue is currently limited to an image of a map of the Southern California Council of Governments (SCAG) transit system alternatives. Focusing policies that direct land uses near this hypothetical stop can show other jurisdictions that Bell is highly interested in a future transit stop being placed in the City and help drive the project to completion (refer to the Circulation Chapter of this Technical Background Report for more information on the potential development of a rail stop in Bell).

- **Incentives and programs to spur development**: Some communities develop General Plans that truly reflect the vision of future development that the residents of that community foresee. The objectives, policies, and implementation measures contained within the Land Use Element may be perfectly constructed to give a jurisdiction the development it desires when development occurs. Some communities simply do not have the necessary capital to begin such development projects themselves nor do they have the resources necessary to help incentivize landowners and developers in those communities to pursue the appropriate development projects. Communities, like Bell, can have a difficult time developing the necessary programs to spur desired development, particularly during difficult economic downturns. In such cases, the development of policies and programs to assist local landowners and developers pursue appropriate projects can be extremely important. This reality will be necessary to keep in mind when developing future land use and economic development policies.

- **Establishment of uses that are too idealistic or don't match the true desires of the community**: A jurisdiction's General Plan is meant to be a reflection of how the community envisions itself growing, or shrinking, in twenty to twenty five years. In order for the General Plan to accurately reflect the vision of the jurisdiction's residents, attempts to reach out to and gain information from the public are crucial. In instances where public outreach does not truly capture the desires of a jurisdiction's population, decision makers take it upon themselves to map out how future development will occur. The resulting objectives and policies can reflect an overly idealistic future that either cannot realistically be obtained in twenty to twenty five years, or simply do not reflect the true wishes of the community regarding its forthcoming development.

- **Continuation of nonconforming uses**: the Land Use Element not only designates land for specific types of development, it can also go so far as to identify more specific land uses appropriate within those different areas if detailed policies are included. The Land Use Element can house policies that become the basis of specific regulations that set time limits of the continuation of nonconforming uses and even prohibit future undesirable uses from being established within specific districts. For example, there are a high number of automotive uses (sales, service centers, parts retail) within the

Figure LU-28: There are a high number of automotive uses (sales, service centers, parts retail) within the commercial districts

commercial districts of Bell. If the community decided that they wanted to continue to host these automotive uses, yet keep them confined to more specific areas of the commercial corridors. Additional commercial land use designations could be created with the specific purpose of housing the automotive uses and specific policies that would support regulations that allow automotive uses only in those specifically designated areas. Although the continuation of legally nonconforming uses should be allowed so as not to punish those with nonconforming uses, the Land Use Element can contain policies that result in stringent regulations on how these nonconforming uses could be discontinued.

- **Minimum development regulations**: Similarly, the Land Use Element has the power to act as the basis for the development of minimum development regulations for properties within certain land use districts. By including policies that show the importance of addressing the discrepancy between the land uses permitted and those existing, revisions can be made to other regulatory documents like the zoning ordinance that would set up not only the traditional maximum development standards, but could include minimum development standards as well. For example, a number of single-family homes are located in areas reserved for higher densities. The Land Use Element can include policies that result in regulations that require any further development of parcels within specific areas to meet minimum densities and support the City's desire to provide more housing.

The exact reasons why current land uses in Bell do not match the expected land uses resulting from the previously developed General Plan are not clear. Although this list only speculates at the reasoning, it is important to consider the development of policies that address as many of the above ideas as possible in order to help Bell develop in an orderly manner that matches its current vision for the future.

ANALYSIS OF ZONING CODE

Commercial Uses

The major commercial areas in the City are along Atlantic, Gage, and Florence Avenues.

Though C-1, C-2, C-3, and C-3R zoning designations exist in the code for commercial uses only C-3 and C-3R commercial zoning districts are used in the City. The zoning categories within each district are cumulative rather than exclusionary. This means that all C-1 uses are permitted in the C-2 zones, that all C-2 uses are permitted in the C-3 zones etc. The following are the 2 commercial zoning designations used in the city with a few of their notable requirements:

- C-3 – Most commercial uses permitted, excluding manufacturing uses
- Maximum Building height, 70'. No lot coverage requirements except for providing parking, storage, etc. and sideyards when abutting residential uses.
- C-3R – All C-3 uses and residential uses permitted.
- Maximum Building height 70'. Residential uses must have 20' setback from right of way. No lot coverage requirements except for providing parking, storage, etc. and side yards when abutting residential uses.

Industrial Uses

In the Cheli Industrial Area, the following zoning designations exist:

- CM – All C-3 uses, manufacturing uses and warehouses permitted
- M – All C-3 uses, equipment yard, distributing plants, mills, manufacturing uses, and machine shops permitted
- T – All uses permitted with a conditional use permit

The zoning within the Industrial district is cumulative rather than exclusionary. In addition to the Cheli area there is also a small industrial area located along Salt Lake Avenue, zoned M.

Residential Uses

The zoning within the residential districts are cumulative rather than exclusionary. Most of the city residential areas are R-3 with a few pockets of R-2 and R-1. Considering the size and configuration of many of the lots in the City of Bell, the building envelope is unusual and

inhibits development. The setback requirements are also unusual because they are out of sync with most of the development practices that have already occurred. The following residential zoning designations exist in the city with a few of their notable requirements:

- *R-1*
  The setbacks are 25'/5'/10' and additional 2-5 feet for additional stories. The maximum building height is 28'. The Floor-Area Ratio (FAR) requirement is .5

- *R-2*
  The setbacks are 25'/5'/10' and additional 2-5 feet for additional stories. The maximum building height is 28'. The FAR requirement is .28 or .50 depending on where you look in the code and should be addressed.

- *R-3*
  The setbacks are 25'/5'/10' and 30'/10'/20' for an additional story. The maximum building height is 30'. The FAR requirement is .28 or .50 depending on where you look in the code and should be addressed and made consistent.

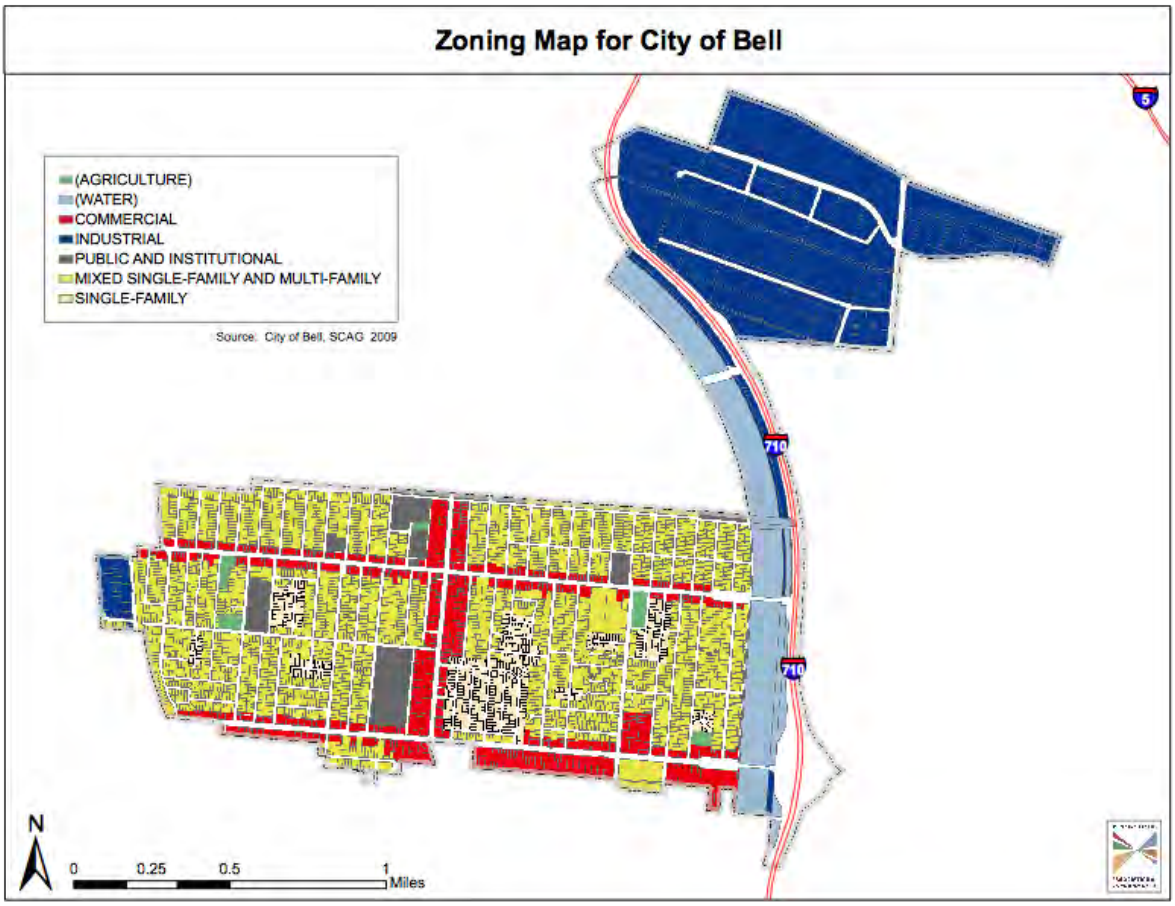


Figure LU-29: Zoning Map for the City of Bell

Parking

Off-street parking is an issue in the residential areas of Bell. The City currently does not permit on-street parking overnight within its limits. The zoning code calls for a two car garage in single family dwelling units (17.16.020a). More noticeably the zoning code requires a two car garage for all multifamily dwelling units as well (17.16.020b). This is unusual and presents a major design challenge when developing multi-family dwellings in Bell. Furthermore, this regulation is not followed in many multi-family developments in Bell.

Figure LU-30 Secondary driveways leading to rear accessory dwellings are common in Bell and present unique challenges with the zoning code.

The zoning code also calls for garages and open parking spaces to be arranged so that cars are not required to back onto any right-of-way (17.16.020h). This may be an effective design requirement for apartment complexes on large lots, but does not align very well with the design of much of the existing housing stock within in the city. Specifically when accessory dwelling units are located behind a single unit fronting the street, many are not oriented to follow this regulation.

SPECIAL STUDY AREAS

Light Rail Transit Stop Redevelopment

In its long-range plan, the Los Angeles Metropolitan Transit Authority (MTA) has proposed a light rail line from downtown Los Angeles to Santa Ana. As envisioned, a transit station would be located at the City's western border with Maywood near the intersection of Salt Lake Avenue and Gage Avenues (Figure LU-30). Current land uses in the immediate area include commercial, low-density industrial and residential. If developed, a proposed light rail station would provide Bell with opportunities to implement sustainable alternatives for land use and circulation.

In particular, a transit station would offer significant opportunities for Bell and Huntington Park to work together to support Transit-Oriented Development. Transit-Oriented Developments or Districts (TODs) are compact, walkable, mixed-use communities developed

around transit facilities. The intensification of land uses stimulates sustainable urban development and a vibrant pedestrian-oriented community. TODs provide increased options for mobility and accessibility, especially in areas like Bell which embody car-centric approaches to urban development.

Figure LU-31: Potential transit stop location and ¼ mile walkable radius

Los Angeles River Redevelopment

The City of Los Angeles has more than 750 acres of real estate along the 51-mile river (32 of which are in the City limits), developing even a small portion of the land could revive the River and provide new economic and recreation opportunities to adjacent neighborhoods. Restoration of the River to it natural ecological function could help restore the land to multiple uses including natural system restoration, treatment of stormwater runoff, establishment of a continuous greenway, and an interconnected network of parks and trails.

Figure LU-32: Redevelopment of the LA River could provide new economic and recreation opportunities to Bell.

The City of Bell is adjacent to 6.5 miles of riverfront. Land west of the River is zoned mixed single-family and multi-family residential. Almost the entire area east of the River is designated for industrial uses.

The Los Angeles County Department of Public Works and U.S. Army Corps of Engineers operate and maintain the river. Each municipal jurisdiction that the 51-mile river crosses in Los Angeles County has its own land use decisions. In addition to the city jurisdictions, there is an interest in the river from several other entities including:

- Los Angeles County Board of Supervisors
- Los Angeles County Department of Parks and Recreation
- Los Angeles County Mosquito Abatement District
- Los Angeles County Metropolitan Transportation Authority (MTA)
- California Department of Transportation (Caltrans)
- California Department of Fish and Game
- California Coastal Commission
- California Department of Water Resources
- California Regional Water Quality Control Board (RWQCB)
- Southern California Regional Rail Authority
- State Land Commission
- U.S. Environmental Protection Agency (EPA)
- Federal Emergency Management Agency (FEMA)
- U.S. Fish and Wildlife Service

Several municipal and private entities control easements and Flood Control Right-of-Way along Los Angeles River.

- Southern California Edison
- Metropolitan Water District
- Southern Pacific Transportation Company
- Union Pacific Railroad
- Santa Fe Railroad
- City of Los Angeles Department of Water and Power
- U.S. Army Corps of Engineers
- Los Angeles County Department of Public Works

Redevelopment of the Los Angeles River has benefits not only for Bell but also for the entire region. The Los Angeles River Revitalization Master Plan states multiple benefits of river investment on several different levels:

- For *residents*, more parks and "greener" riverfronts with restored ecological functions and "green street" connections that get people safely from home to school to the park and to the river's edge;
- For *neighborhoods*, both along the River and outside its area of influence, a greater sense of community identity and pride, recreational and economic opportunities, including more parks and open space, and potentially more stable neighborhoods as residents make comparable investments in their own properties and businesses;
- For the *City as a whole*, ways to comply with environmental regulatory requirements for water quality in the River and its tributaries, thus avoiding potentially-costly fines, while providing needed additional jobs and housing, increased attractiveness to visitors, increased tax revenues, and ways to move around in the City that do not involve a car;
- At the *federal leve*l, in light of the River's past flood history, benefits would be achieved through flood-damage reduction, ecosystem restoration, and environmental improvements through wildlife habitat and water quality features.

Figure LU-33: An Active and Revitalized LA River
Source: LA River Revitalization Master Plan

Strategies for Riverfront redevelopment will be discussed in the alternative concept section of the report.

City-Owned Property

The City of Bell along with other public entities associated with Bell own a sizeable amount of property within City limits. The following entities own property within Bell:

- The City of Bell
- Bell Community Redevelopment Agency/Successor Agency
- Public Finance Authority
- Community Housing Authority

These entities own a considerable amount of property within City limits. The publicly owned properties are generally located in five clusters within the City. These areas include a sizeable amount of property in the Cheli Industrial Area, a mobile home park and Veteran's Park near Gage Avenue and Wilcox Avenue, another mobile home park and Cudahy Middle and Elementary along E. Florence Avenue, Debs Park and Little Bear Park between Gage Avenue and Bell Avenue, and the Civic, Community, and Public Safety buildings located near Gage Avenue and Pine Avenue. Other City owned property are speckled throughout Bell, although there does not appear to be any patterns between these locations. These properties can help to inform the land use policies developed in the updated Land Use Element. The current legal and financial troubles in the City of Bell could have an impact on the future ownership of these properties. Therefore, any proposed policy alternatives will need to be updated if the ownership of these properties changes. The locations of these publicly owned properties can be seen in Figure LU-34.

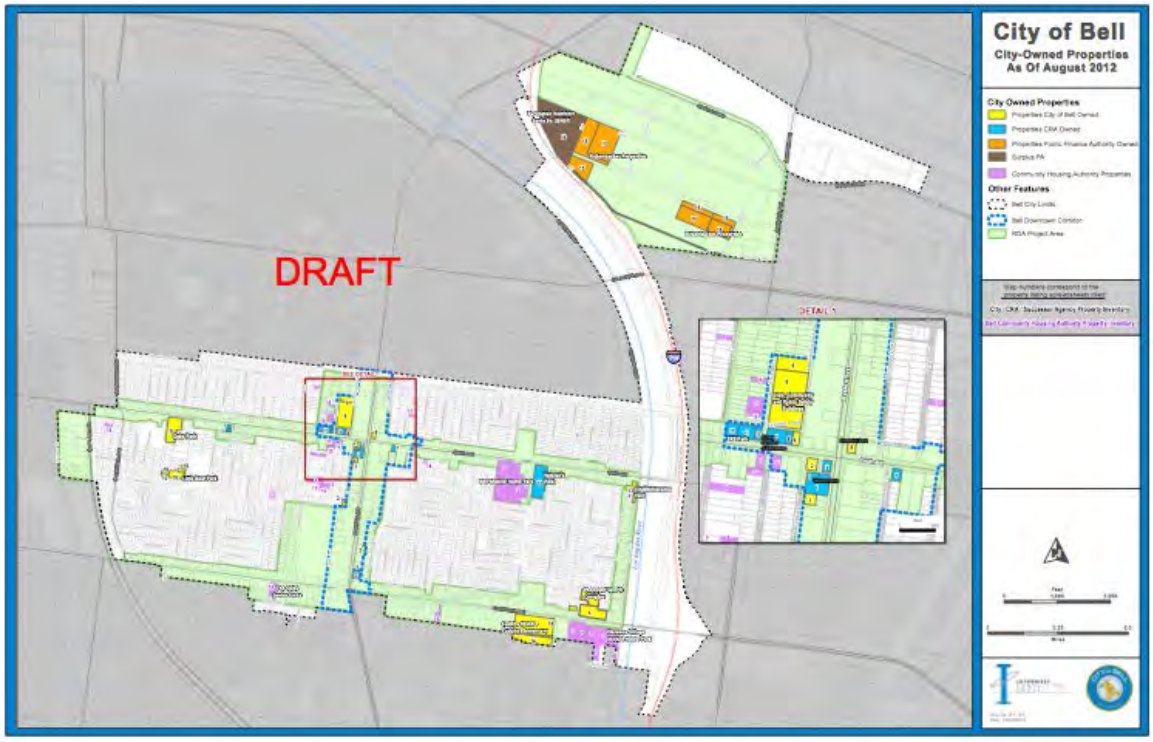


Figure LU-34: City/Publicly-Owned Properties

Figure LU-35: Bell Mobile Home Park on Gage Avenue

The Cheli Industrial Area

The Cheli Industrial Area is a unique opportunity for small changes within Bell. Currently utilized for bulk warehousing, distribution, and manufacturing purposes, the City of Bell owns significant amounts of vacant industrial land within the area. Combing the potential availability of land within this area with the simple industrial uses leads to the potential for small changes to enhance the area for the individuals employed within the Cheli Industrial Area as well as those individuals housed in the Salvation Army Transitional Housing in the southern portion of the Cheli Industrial Area. Examples of small changes to the area include improved streetscapes, increased accessibility to healthy food options, and increased access to small open space and recreation areas.

Data Gaps

Build-out Analyses of Residential, Commercial, and Industrial Uses

Build-out analyses help to estimate the amount and location of potential development for cities and counties. The information obtained in these analyses is instrumental to dedicating future land uses in cities and counties with room to grow. For cities like Bell, where growth will be more internal, these analyses are also helpful in addressing how increased density can be accomplished. Due to lack of accurate and current information available to the team updating the Land Use Element, these analyses were unable to be completed. It will be important for Bell to conduct build-out analyses for residential, commercial, and industrial land uses in its continuation to update the current General Plan.

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SOURCES

Cal Poly Land Use Inventory, 2012

California Historical Resources Board

UCLA Archaeological Center

Los Angeles County Assessor

1996 Bell General Plan

Orangeline Development Authority (OLDA) Overview, Retrieved from http://www.olda.org/pdf/olda-overview-en-2011-07.pdf

Los Angeles Metropolitan Transit Authority Long Range Transportation Plan. Retrieved from www.metro.net/projects_studies/images/final-2009-LRTP.pdf

L.A. River Master Plan

http://planning.lacounty.gov/ffnet

Jurisdiction and Public Involvement by the Advisory Committee

Los Angeles Unified School District

www.lausd.net

ENDNOTES

[1] Government Code §65300
[2] Caltrans, 2012
[3] (LAWDP, 2012)

[4] LAUSD, 2012
[5] UCLA Archaeology Center

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Circulation

City of Bell General Plan
Background Report

Table of Contents

List of Figures

List of Tables

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INTRODUCTION

This section outlines transportation and utility information for the City of Bell, California. Surface transportation, including public, private, vehicular, freight, bicycle, and pedestrian activity, are primary topics discussed in this section. 'Complete Streets', conveyance utilities, and issues of safety are also included in this report.

General Transportation Context of Bell within the Greater Los Angeles County

The City of Bell is located approximately six miles southeast of Downtown Los Angeles, adjacent major north-south transportation routes between Los Angeles and Long Beach. These major routes include the I-710 Freeway, the Los Angeles River storm-water drainage channel, and a series of freight rail lines that serve the port activity of Long Beach and general traffic between Los Angeles and Orange County. Arterial roadways within Bell serve major employment centers, trucking facilities, and traffic between neighboring communities.

Bell Commuter Statistical Data

The US Census collects data on commuters defined as workers aged 16 and over. The most up-to-date information available comes from the 2009-2011 American Community Survey (ACS), though the data are estimates based on an ongoing, short-form survey and not the complete 2010 United States Census. 2010 census data should be released in the near future.

According to the 2011 ACS, there are 12,432 commuters in Bell. Of those commuters, nearly 75% drive alone, while approximately 10% carpool and 8% take public transit. Mean travel times to work are slightly under 30 minutes, though travel times via public transit are considerably higher. Compared to 2000 US Census figures, the percentage of commuters driving alone has increased by 57%, while carpooling and public transportation decreased from 24% to 10% and 10% to 8%, respectively. It is important to note that a more accurate comparison of travel statistics should be made once the 2010 'Journey to Work' data table (QT-P23) becomes available.

Population and Land Use Effects on Transportation

Changes in population and land use intensity would affect transportation in Bell. Today, the City is almost completely built-out and surrounded on all sides by urbanized areas. As a result, its surface transportation configuration should not be expected to change significantly. Roadway expansion or widening is unfeasible in most cases, meaning any significant changes to surface transportation in Bell would most likely be a result of mode shifts or other larger regional forces. Specifically for Bell, this would include changes involving light rail, freight circulation on arterials and the I-710 Freeway corridor. Similarly, transportation conditions and issues in Bell must be viewed in the context of the City's surrounding communities and the Greater Los Angeles area, as any changes will have effects that ripple through the transportation network.

TRANSPORTATION ANALYSIS STATE OF PRACTICE

Multi-Modal Level of Service Analysis

Level of Service (LOS) analyses is used to reduce complex characterizations of transportation facilities and activity into qualified letter grades that are easy to understand and use in decision making. LOS analyses were originally used to describe particular roadway segments or intersections and conventionally only apply to vehicular traffic. Since, the Transportation Research Board's 'National Cooperative Highway Research Program' and subsequent work in the field has developed multi-modal LOS evaluation methods for public transit, bicycling, and pedestrians. Established equations and procedures for multi-modal LOS analyses have also been incorporated into the latest update of the Transportation Research Board's Highway Capacity Manual (2010). Future transportation studies in Bell should provide LOS analyses for all modes.

Multi-Modal Transportation Analysis and the Four-Step Model

As part of a comprehensive analysis for projecting transportation demands, the four-step Urban Transportation Planning Model would predict changes in mode share and distribution of trips as land use changes and/or other transit options become available. Alternatives proposed for the General Plan should be analyzed through this process to identify specific transportation infrastructure improvements required to accommodate different scenarios.

STREET HIERARCHY

Roadways

Roadways are categorized by varying degrees of actual or intended uses within the entire transportation network. Local neighborhood streets serve individuals traveling within the neighborhood and connect to collectors. Collector streets allow travelers to connect to other neighborhoods and arterials roads. Arterials function as high capacity thoroughfares connecting travelers from collector roads to freeways, and vice versa. A clear designation of roadways is important to direct traffic at an optimum route for its trip purpose. It is particularly important to maintain capacity on arterial and collectors and to prevent traffic from spilling into quiet residential streets. Arterials include Atlantic, Gage, and Florence Avenues. Collectors include Salt Lake, Otis, Heliotrope, and Wilcox Avenues, and Bandini Boulevard. The only freeway in Bell is the Long Beach (710) Freeway. Figure C-1 below illustrates the street hierarchy of roadways in Bell.

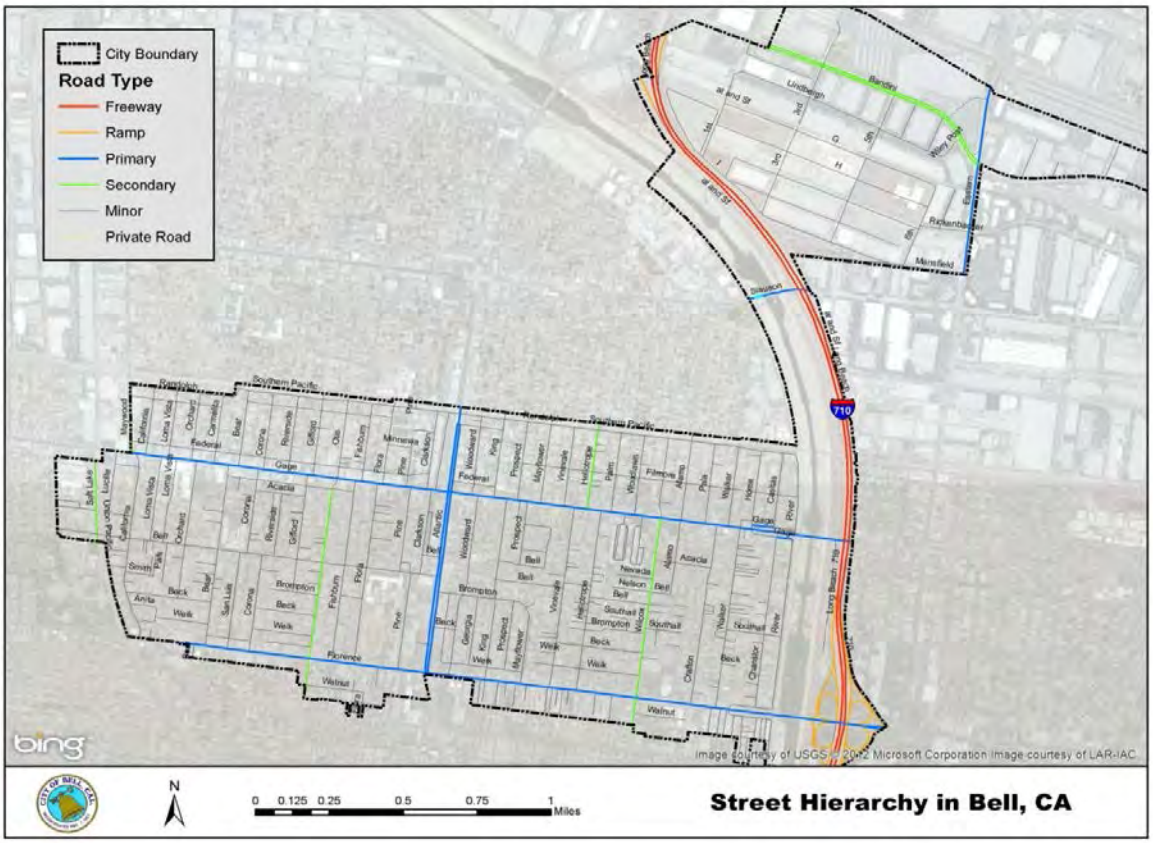

Figure C-1: Street Hierarchy

LEVEL OF SERVICE

Vehicular Level of Service Analyses

Vehicular LOS is a qualitative measure of the density of vehicles, operating conditions within a traffic stream, and the motorist's perception. LOS is measured in letter grades from 'A' to 'F'. An 'A' signifies the highest quality and ease of movement level, with little or no restriction on speed or maneuverability. An 'F' signifies very congested traffic areas with little or no room to maneuver, especially in areas where vehicles have to merge[1]. Factors accounted for in LOS include, but are not limited to: speed, travel time, freedom to maneuver, comfort, convenience, and safety. Typically, the desired LOS for roads is between 'B' and 'C,' because 'F' leads to congestion while 'A' can lead to waste in capacity. It is important that cities aim for an acceptable LOS because congestion and delays decrease overall work productivity, increase emissions, and constitute a traffic safety hazard for the city.

LOS Methodology

There are different methodologies for determining LOS for different types of facilities. Municipalities may use the Intersection Capacity Utilization (ICU), Highway Capacity Manual (HCM), or other methodologies to establish grades. LOS analysis for intersections, or interrupted flow facilities, is the primary means to qualify traffic conditions in Bell. The HCM and other software-based methodologies are based on delay; they are used for operations and signal timing optimization, while the ICU methodology is not. In its most recent General Plan (GP) to 2010, Bell determined LOS grades based on ICU methodology, though the descriptions of traffic flow quality are generally the same. Grade definitions under the ICU method are presented in Table C-1 on the following page. It is important to note that ICU ranges for LOS scores have changed to reflect new methodology, and are slightly different from those in the following table.

Current Level of Service Determinations

The most recent LOS analysis for Bell's intersections is from 1996 data that is based on outdated methodologies. It is necessary to perform a new LOS assessment for Bell's main intersections, as well as any apparently problematic arterials or collectors. The city may also reassess its chosen methodology and target LOS. In the previous GP, the target LOS grade was 'C'. Intersections were labeled 'critical' if they did not meet this grade at peak hours only, but also did not exceed LOS 'D'. There were 7 intersections in that analysis found to be critical and were consequently prescribed improvements to achieve LOS 'C'. Table C-2 below shows the critical intersections and whether improvements have been implemented to date.

Table C-1: ICU LOS Intersection Traffic Flow Quality Characterizations

LOS	Intersection Traffic Flow Quality	ICU
A	The intersection has no congestion. A cycle length of 80 seconds or less will move traffic efficiently. All traffic should be served on the first cycle. Traffic fluctuations, accidents, and lane closures can be handled with minimal congestion. This intersection can accommodate up to 40% more traffic on all movements.	<= 0.60
B	The intersection has very little congestion. Almost all traffic will be served on the first cycle. A cycle length of 90 seconds or less will move traffic efficiently. Traffic fluctuations, accidents, and lane closures can be handled with minimal congestion. This intersection can accommodate up to 30% more traffic on all movements.	0.60 < ICU <= 0.70:
C	The intersection has no major congestion. Most traffic should be served on the first cycle. A cycle length of 100 seconds or less will move traffic efficiently. Traffic fluctuations, accidents, and lane closures may cause some congestion. This intersection can accommodate up to 20% more traffic on all movements.	0.70 < ICU <= 0.80:
D	The intersection normally has no congestion. The majority of traffic should be served on the first cycle. A cycle length of 110 seconds or less will move traffic efficiently. Traffic fluctuations, accidents, and lane closures can cause significant congestion. Sub optimal signal timings cause congestion. This intersection can accommodate up to 10% more traffic on all movements.	0.80 < ICU <= 0.90:
E	The intersection is right on the verge of congested conditions. Many vehicles are not served on the first cycle. A cycle length of 120 seconds is required to move all traffic. Minor traffic fluctuations, accidents, and lane closures can cause significant congestion. Sub optimal signal timings can cause significant congestion. This intersection has less than 10% reserve capacity available.	0.90 < ICU <= 1.00
F	The intersection is over capacity and likely experiences congestion periods of 15 to 60 minutes per day. Residual queues at the end of green are common. A cycle length over 120 seconds is required to move all traffic. Minor traffic fluctuations, accidents, and lane closures can cause increased congestion. Sub optimal signal timings can cause increased congestion.	1.00 < ICU <= 1.10
G	The intersection is 10% to 20% over capacity and likely experiences congestion periods of 60 to 120 minutes per day. Long queues are common. A cycle length over 120 seconds is required to move all traffic. Motorists may be choosing alternate routes, if they exist, or making fewer trips during the peak hour. Signal timings can be used to "ration" capacity to the priority movements.	1.10 < ICU <= 1.20
H	The intersection is 20% over capacity and could experience congestion periods of over 120 minutes per day. Long queues are common. A cycle length over 120 seconds is required to move all traffic. Motorists may be choosing alternate routes, if they exist, or make fewer trips during the peak hour. Signal timings can be used to "ration" capacity to the priority movements.	1.20 < ICU:

Source: David Husch. Trafficware Corporation, ICU 2000.

Table C-2: 2010 General Plan Critical Intersections

Intersection	LOS	ICU	2010 Genral Plan Improvement Measure	Implemented?	Jurisdiction
Florence/Atlantic	E	0.95	Change NB RT to THRU & change EB RT to THRU	Verify	Bell
Florence/Walker	E	0.99	Add third EB & WB THRU lanes	No	Bell
Florence/Wilcox	F	1.01	Add third EB THRU lane	No	Bell
Atlantic/Bandini	F	1.10	Caltrans PSR Indicates no relief with alternatives analyzed	NA	Bell/Commerce
Atlantic/Gage	D	0.90	Add EB LT lane & change WB RT to WB THRU	Yes	Bell
Atlantic/Slauson	E	0.97	Add third SB THRU & third EB THRU lane	Incomplete	Maywood
Bandini/Eastern	D	0.81	Add NB LT lane	Yes	Bell/Commerce

Source: Bell 2010 General Plan: 1996 Traffic Data

Average Daily Traffic Trends

The latest traffic figures from 2012 provide average daily traffic values (ADT) for most segments of roadway in Bell. The most recent traffic study dates from 2003, and the following Table C-3 (opposite page) shows significant changes in traffic volumes. Locations where traffic has increased should be compared to previous determinations of LOS and used to direct new analyses. For example, Bandini Avenue was designated as LOS F with no plan for mitigation, and traffic in this area has increased by 26% from 2003-2012. Furthermore, traffic counts should be taken consistently every five to seven years. It is important to note many factors contribute ADT and observed differences should be viewed in the context of long-term trends.

Level of Service at I-710 Freeway Interchanges

A LOS analysis was conducted for a large section of the I-710 Freeway, as part of the Environmental Impact Report for the I-710 Corridor Project, and includes interchanges at Florence and Atlantic Avenues in Bell. Existing LOS at these interchanges should influence the City's preferred alternative in the I-710 Corridor Project. The proposed changes will have different effects on its major arterials. Existing LOS for highway ramps on city roadways during the A.M. and P.M. peak hours are presented in Tables C-4 to C-6 below. As shown, the ramp interchanges at Florence Avenue have the worst LOS, while most LOS scores at the Atlantic Avenue interchanges have an acceptable grade 'C'.

Table C-3: Average Daily Traffic Change (2003 – 2012)

Street	Between		ADT		% Change
	Street A	Street B	2003	2012	
Bandini Blvd.	26th St.	Yeager Way	24,998	31,451	26%
Maywood	Randolph	Federal	8,493	9,569	13%
Atlantic	Gage	Bell	24,771	27,325	10%
Eastern	Commerce Way	Bandini	22,297	23,968	7%
Gage	Wilcox	Alamo	25,889	27,689	7%
Florence	Pine	Atlantic	33,692	35,993	7%
Salt Lake	Bell	Florence	10,455	11,024	5%
Atlantic	Randolph	Federal	26,691	27,688	4%
Atlantic	Beck	Florence	27,375	27,621	1%
Florence	Heliotrope	Wilcox	40,459	39,851	-2%
Florence	Woodward	King	40,459	38,603	-5%
Florence	Corona	Otis	33,692	31,579	-6%
Gage	Woodward (N)	Woodward (S)	31,155	28,486	-9%
Gage	Gifford	Otis	30,094	26,255	-13%
Wilcox	Brompton	Beck	12,334	10,675	-13%
California	Bell	Smith	6,097	4,917	-19%
Gage	Pine	Clarkson	30,094	24,223	-20%
Lindbergh Ln.	Yeager Way	Amelia Earhart Way	1,744	1,236	-29%
Otis	Bell	Brompton	9,056	5,342	-41%

Source: City of Bell Traffic Data, 2003 & 2012

Tables C-4– C-6: I-710 LOS at Florence and Atlantic Interchanges

I-710 Southbound Ramp Merge/Diverge Areas Existing				
Location Description	Freeway Type	AM	Midday	PM
Atlantic	Off	N/A	N/A	N/A
Atlantic SB	On	C	C	C
Atlantic NB	On	C	C	C
Florence	Off	D	E	F
Florence	On	C	C	F

I-710 Northbound Basic and Weaving Segments (2008)				
Location Description	Freeway Type	AM	PM	Midday
Atlantic On/Atlantic SB Off	Basic	N/A	N/A	N/A
Atlantic SB/Atlantic NB Off	Basic	N/A	N/A	N/A
Atlantic NB Off/Florence On	Basic	F	D	F
Florence On/Florence Off	Basic	N/A	N/A	N/A
Florence EB On/Florence WB Off	Weave A	C	F	F

I-710 Southbound Basic and Weaving Segments (2008)				
Location Description	Freeway Type	AM	PM	Midday
Atlantic Off/Atlantic SB On	Basic	N/A	N/A	N/A
Atlantic SB On/Atlantic NB On	Basic	N/A	N/A	N/A
Atlantic NB On/Florence Off	Basic	F	D	F
Florence WB On/Florence EB Off	Weave A	N/A	N/A	N/A
Florence On/Florence Off	Basic	C	F	F

Source: I-710 Corridor Project Environmental Impact Report.

TRAFFIC SAFETY

Within traffic safety, it is important to evaluate existing conditions, identify potential trends, and find risks that can be mitigated. Independent from driver behavior, there will be policy and infrastructural measures that can be implemented to decrease the number of collisions and/or accident severity. Figure C-2 below[2] shows the distribution of collisions over a 24-hour period for accidents reported from 2009 to October 2011. Analysis indicates that the highest number of collisions occur around 7:00 AM and 6:00 PM. (Their distribution may correlate with AM and PM peak hours.)

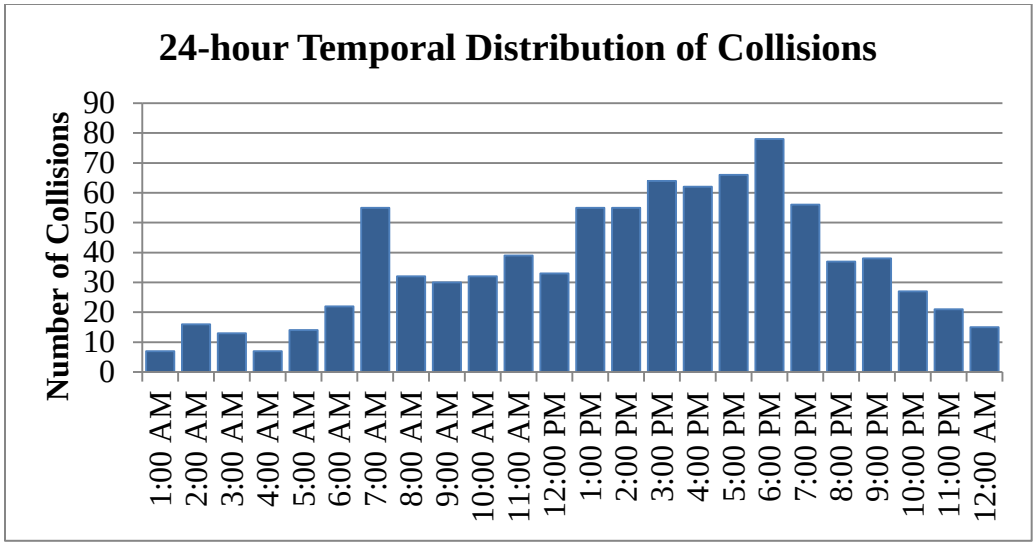

Figure C-2: Collision Distribution

As shown in Figure C-3 below, there are a very low number of serious accidents in Bell and in the past three years the City has seen only one fatal accident.

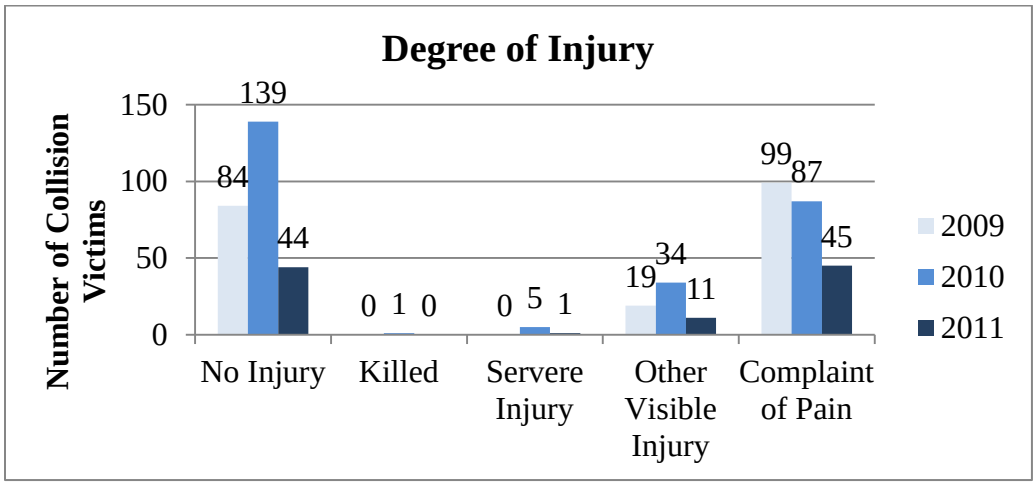

Figure C-3: Degree of Injury

Once accident 'hot-spots' are identified, the City may use the information to prioritize physical improvements to its road network and control systems. The primary objectives of the following analysis are to: 1) Determine the locations within the City that appear to have the highest crash rates in comparison to similar locations and 2) Identify locations that can be feasibly modified to increase safety.[3]

Tables C-7 and C-8 show key intersections and segments that have the highest collision rates. Rates are reported as collisions per million vehicles entering an intersection or traveling along

a given segment. It will be up to City staff to determine if these crash rates are acceptable for City standards. Two local segments, Sherman Way (Southhall to Florence) and Chanslor Avenue, (Gage to Southhall) were found to have a significantly higher rate than all other segments and intersections.

The Highway Capacity Manual has established a more in-depth procedure for ranking unsafe intersections. This requires running a statistical significance test within intersections to verify that high accident rates at an intersection are not a random occurrence. It also provides recommendations when identifying the variables that influence collisions at a given intersection. This information will require a comprehensive analysis of all collision reports for the intersection specifying collision violation, turning movement, road conditions, etc.

Crash rates were calculated using formulas taken from the Highway Capacity Manual (2010):

Rate for Intersections = (N X 1,000,000) / (V x T)
Rate for Segments = N X 1,000,000) / (V x T x L)
Where:
Crash Rate = Collision frequency per million vehicles entering the intersection or traveling along a segment.
N = Number of crashes (collision frequency) of the location.
V = Average daily vehicular volume using the street segment or intersection.
T = Time in Days
L= segment Length in miles

Table C-7: Segment Collision Rates

Segment Collision Rates (Jan 2006 - Oct 2012)					
Road Hierarchy	Segment	Length (mi)	# Collisions	Volume	Rate
Arterial	Atlantic (Gage - Bell)	0.25	12	27,325	0.71
	Atlantic (Bell- Florence)	0.284	11	27,621	0.56
	Florence (California - Otis)	0.474	20	31,579	0.54
	Florence (Otis - Atlantic)	0.327	14	35,993	0.48
	Atlantic (Randolph - Gage)	0.231	6	27,688	0.38
	Gage (Wilcox - River)	0.379	9	27,689	0.34
	Florence (Atlantic - Heliotrope)	0.42	11	38,603	0.27
	Gage (Otis - Clarkson)	0.594	9	24,223	0.25
	Gage (Atlantic - Wilcox)	0.594	10	28,486	0.24
Collector	Salt Lake (Gage - Bell)	0.237	4	11,024	0.61
	Wilcox (Bell - Florence)	0.276	4	10,675	0.55
	Bandini (Yeager - Wiley)	0.45	4	31,451	0.11
Local	Sherman (Southhall - Florence)	0.206	5	4000	2.43
	Chanslor (Gage - Southhall)	0.288	5	4000	1.74
	Randolph (Loma Vista - Clarkson	0.713	5	6,253	0.45

Table C-8: Intersection Collision Rates

Intersection Collision Rates (Jan 2006 - Oct 2012)						
Street Hierarchy	Intersection				# Collisions	Rate
	Street 1	Volume (ADT)	Street 2	Volume (ADT)		
Arterial / Arterial	Atlantic Ave	27,621	Florence	35,993	31	0.195708
	Atlantic Ave	27,688	Gage	31,155	14	0.095551
Arterial / Collector	Florence	31,579	Otis	5,342	30	0.326324
	Florence	39,851	Wilcox	10,675	28	0.222558
	Gage	26,255	Otis	5,342	13	0.165234
	Eastern	23,968	Bandini	29,330	12	0.090421
	Gage	27,689	Wilcox	10,675	7	0.073278
Arterial / Local	Florence	39,851	Walker	5,000	28	0.250719
	Gage	27,689	Walker	5,000	19	0.233428
	Florence	39,851	Crafton	5,000	19	0.17013
	Atlantic	27,621	Brompton	4,000	11	0.139707
	Florence	31,579	Bear	4,373	12	0.134048
	Florence	39,851	Vinevale	5,000	14	0.125359
	Gage	27,689	Vinevale	4,000	8	0.101387
	Gage	24,223	Pine	4,000	7	0.099608
	Atlantic	27,688	Randolph	6,253	8	0.09466
	Gage	26,255	Bear	4,000	7	0.092918
	Gage	26,255	Orchard	4,000	7	0.092918
	Gage	26,255	California	4,917	7	0.090185
	Gage	27,689	Helitrophe	5,000	6	0.073714
	Florence	35,993	Flora	5,000	7	0.068579
	Florence	31,579	California	4,917	6	0.066025
Collector / Local	Bandini	31,451	Yeager WY	1,744	6	0.07259
Local / Local	Pine	4,000	Bell	5,996	6	0.24106
	Pine	4,000	Randolph	6,253	6	0.235018

PUBLIC TRANSPORTATION

General Description

Public transit improves the diversity of transportation options and increases access to the Greater Los Angeles Metropolitan Area, specifically as an alternative to private vehicles. The Los Angeles Metropolitan Transit Authority (LAMTA), commonly referred to as Metro, is the major provider of city and regional public transportation services. These services include light rail, metropolitan and municipal bus systems, and Bus Rapid Transit (BRT). Some municipalities supplement these services with bus or shuttle routes catered specifically to their constituents. The primary public transit service in Bell is the Los Angeles Metro bus system.

Public Transportation Statistics

As evidenced by significant regional investments, public transportation is becoming an increasingly important issue in Los Angeles. From 2000 to 2011, Los Angeles commuters are estimated to have increased public transit ridership from 10.2% to 11.4% (2000 US Census & 2011 ACS). Supporting ridership data from LA Metro shows a steady increase in system-wide annual average passenger miles totaling 6% from 2009 to present. According to the 2011 ACS, public transit ridership for commuters is slightly lower in Bell compared to the City of Los Angeles, or 7.9% versus 11.4% respectively. This is in contrast to 2000, when US Census data shows Bell public transit ridership slightly above that of Los Angeles, at 10.6% to 10.2%, respectively. It seems public transit ridership has decreased in Bell while it has increased in the City of Los Angeles. This occurrence is partly due to increased services to other areas of Los Angeles, but also highlights the lack of convenient public transit options for residents of Bell.

The 2011 ACS reveals that the median age of those using public transit in Bell is slightly higher than the median age of the entire commuting cohort, which may have implications for the type of services necessary to meet resident demands. Also, the percentage of public transit commuters is slightly higher for those of Hispanic or Latino origin than the entire group of commuters, though the difference is within the margin of error.

Employment and income influence public transportation ridership. Generally, increases in income allow the purchase of private vehicles. When coupled with decentralized land uses, transit ridership decreases. Conversely, urban residents of low income and disabilities are more dependent on public transportation than others. Compared with the rest of LA, Bell has a smaller percentage of driving age commuters with no car available, despite Bell's mean and median incomes being significantly lower than Los Angeles and the US as a whole (US Census, 2010). In cost-benefit evaluations of public transit projects, the greatest benefits are found to be realized by persons of low mobility and low income (Littman, 2006).

It is important to note that census data only reflects commuter's primary means of travel to work. This data does not capture the ridership of younger populations to and from school or travel choices made for shopping, recreation, or other purposes besides work. A clear understanding of undocumented residents relying on public transportation is also necessary in evaluating commuter data in Bell and Los Angeles.

Public Transportation Service in Bell

Figure C-4 and Table C-9 summarize public transit routes serving the City of Bell.

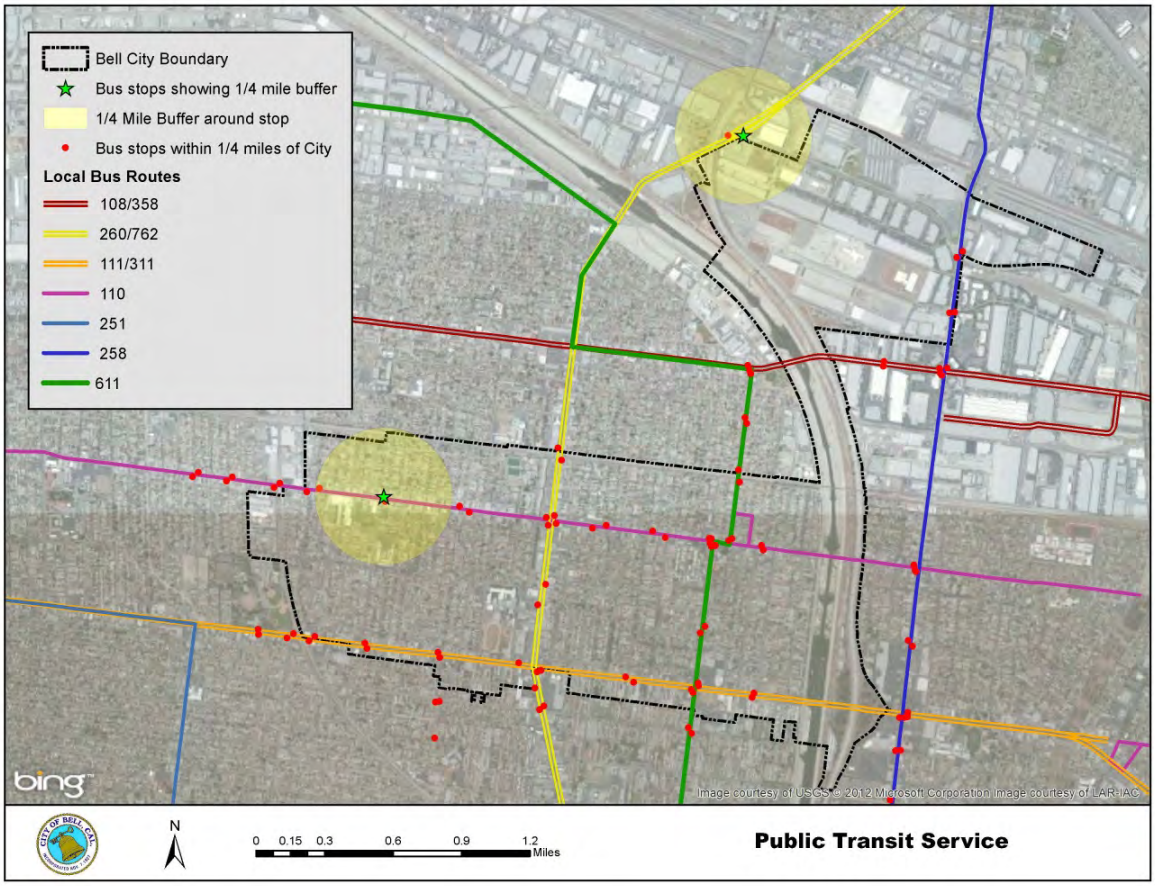

Figure C-4: Public Transit Service Map

Bus Routes

Within Bell, local buses are the primary mode of public transportation. Metro bus lines are categorized as local & limited, rapid, or shuttles & circulators. Two municipal lines operated by Cudahy and Huntington Park also serve a portion of Bell. The City of Bell does not currently operate its own bus service. As shown previously in Figure C-4 and Table C-9, there are eight bus routes that have stops within or immediately adjacent the City of Bell.

Light Rail

The nearest light rail service to Bell is the Blue Metro Line's Florence Station, approximately four miles from the center of Bell (Atlantic and Gage). This partially grade separated light rail line runs north-south from LA Union Station with connections to Downtown to the north and Long Beach in the south.

Table C-9: Public Transit Routes Serving Bell

Service Provider	Route	General Direction	Streets Thru Bell	End Destinations	Other Description
METRO Local	110	E-W	Gage & Florence	Marina Del Ray - Bell Gardens	To Blue Line Florence Station
METRO Local	111/311	E-W	Florence	LAX Airport - Norwalk	To Blue Line Florence Station
METRO BRT	762	N-S	Atlantic	Pasadena (Del Mar Gold Line Metro) - Compton (Artesia Blue Line Metro)	To East LA & Orange Line Atlantic Station
METRO Local & Limited	260	N-S	Atlantic	Altadena - Compton/College Square (Artesia Blue Line Metro)	To East LA & Orange Line Atlantic Station
METRO Local	612	Loop	Florence & Otis	Huntington Park, Lynwood, Cudahy, Watts	To Blue Line Willow Brook & Watts Towers Stations
METRO Local	611	Loop	Wilcox	Bell Garden, Maywood, Vernon, Florence, Cudahy	To Blue Line Vernon & Florence Stations
Municipal Bus	HP	Loop	Randolph & California	Maywood, Bell, Huntington Park, Cudahy	NA
Municipal Bus	CU	Loop	Otis, Wilcox & Gage	Cudahy, Bell Gardens, Huntington Park	NA

Source: LA Metro System Wide Service Map

FUTURE TRANSIT PROJECTS

Rail Line to Santa Ana

A multi-city joint powers authority, currently named the Orange Line Development Authority (OLDA), has been formed to pursue regional transportation alternatives providing service between Union Station in downtown Los Angeles and Santa Ana in Orange County. A number of alternatives are currently being analyzed, including Bus Rapid Transit and various forms of rail. For Bell, rail options may include a stop at Salt Lake Ave and either Florence or Gage Avenue, also providing transit access to Maywood, Huntington Park, Cudahy and Bell Gardens. The proposed rail line is slated to run along the abandoned Pacific Electric "Red Car" right-of-way and the West Santa Ana Branch corridor, a vestige of the rail system that served Southern California until the 1950s and now owned by LA Metro and the Orange County Transit

Authority. The OLDA is also currently coordinating efforts in conjunction with a federal Environmental Justice grant and a LA Metro Transit Oriented Development II (TOD) grant.

The proposed project areas in and around Bell are currently not served by any major freeway or transit option. A proposed line would take people to the major regional employment centers of Downtown Los Angeles, Commerce and Vernon. Furthermore, the corridor project could at once serve communities with little transportation alternatives and alleviates heavy congestion on freeways and adjacent arterials. Rail options in the alternatives analysis are more aligned with the goals of increasing corridor ridership, local land use and development plans and long term solutions to air quality and climate change. The rail alternatives at either Gage or Florence Avenues on the western border of Bell would have the most significant impacts on the City. The light rail option would be grade separated similar in nature to LA Metro Gold and Blue lines. The General Plan will align itself with the preferred option for Bell and will coordinate potential land use changes accordingly. Appendix C-1 illustrates the regional orange line and alternative configurations in and around Bell.

California High Speed Rail

The California High Speed Rail (HSR) project is proposed to run adjacent the I-710 Freeway and the City of Bell, on its way from Anaheim through Los Angeles to San Francisco. While no station is proposed adjacent or within Bell, the project will bring significant numbers of train riders to stations with direct services to Bell and will have significant impacts on the City. The proposed station in Downtown LA will be more accessible to Bell residents than the Los Angeles International Airport and would increase statewide accessibility. This project also aims to compete with air travel in price and convenience.

BICYCLE TRANSPORTATION

General Description

Bicycling is becoming more popular in Los Angeles and other urban areas in the United States. According to US Census data, bicycling has increased in Los Angeles nearly 50% between 2000 and 2008 (LA 2010 Bicycle Plan, p.29). Given its weather and flat terrain, Bell and the LA Basin are poised to see an increase in biking. Bicycling is an important element in multi-modal transportation, as it is increasingly used to reach bus and other transit services.

Existing Infrastructure

There is limited bicycling-related infrastructure in Bell. Only a single bike route exists, a Class 1 path owned and maintained by LA County that runs along the western edge of the LA River. This path stretches along the river from Long Beach to the intersection with Atlantic

Avenue at the north end of Maywood. The LA County Bicycle Master Plan proposes an extension comprised of a Class 1 path and Class 3 route north along the eastern edge of the river. This new path would end E Washington Boulevard, approximately 4 miles from Downtown Los Angeles. Figure C-5 on the opposite page illustrates the existing and proposed bike routes within or immediately adjacent Bell. This path offers the most convenient route for bicyclists traveling to major employment centers such as Vernon and Downtown LA, though it is only convenient to residents of eastern Bell.

The LA County Master Plan also proposes bike lanes through Huntington Park and the Florence/Firestone neighborhood, also shown in Figure C-5. This includes a route originating in Huntington Park on Florence Avenue that would pass by the Florence Metro Station, approximately four miles away from the center of Bell (Atlantic and Gage). Figure C-6 (p.19) depicts proposed bike routes within the greater LA County. It illustrates the current lack of bike lane connectivity between cities like Bell and the rest of Los Angeles.

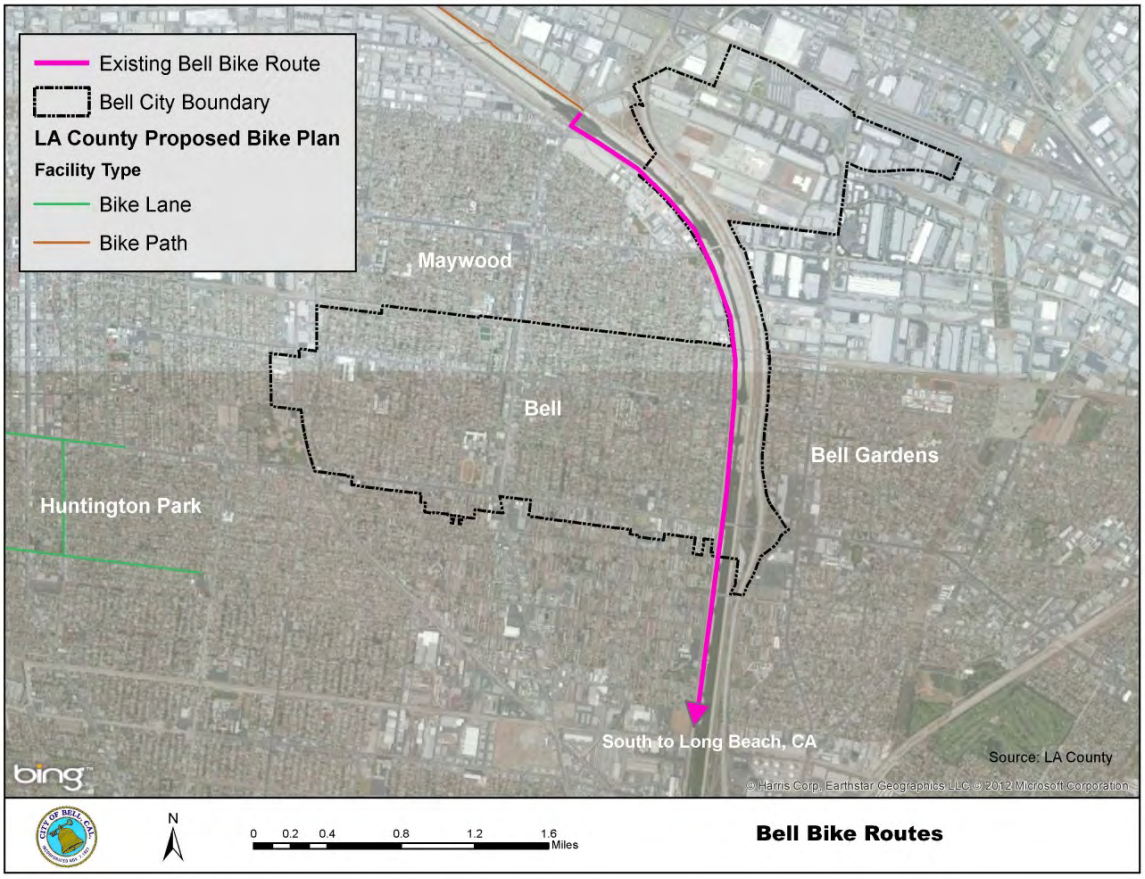

Figure C-5: Bell Bike Routes

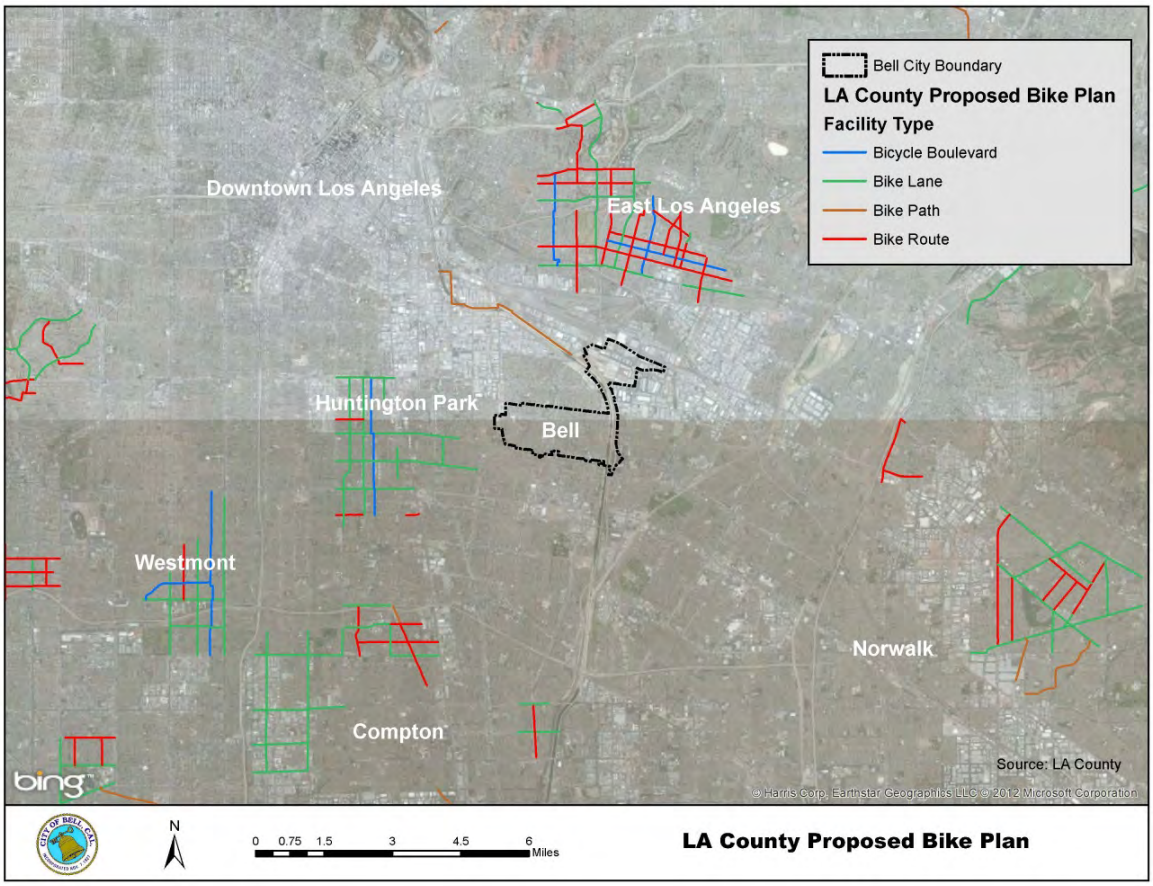

Figure C-6: Los Angeles County Proposed Bike Routes

Bicycling Intercept Survey

A bicyclist intercept survey was conducted during a project team's visit to Bell. Bikers were observed at the City's major central intersection, Atlantic and Gage. The survey was conducted for one hour during an anticipated weekday peak traffic period from 3:30 to 4:30 pm on Friday, November 9th. All bicyclists seen were tallied regardless of direction of travel. Demographics such as subject's age, sex, and ethnicity were estimated and noted. Although these observations were not comprehensive, they offer a few insights about biking in Bell.

Approximately 47 bicyclists were observed over the course of one hour, with an additional four pedestrians walking bikes on the sidewalk. It was observed that the overwhelming majority of bikers (nearly 90%) chose to use the sidewalks instead of the street. A small but significant number of riders during this time (8) used a combination of sidewalk and street when passing through or turning at the intersection, largely to avoid pedestrians. Bicyclists would traverse the intersection through the crosswalks, often using the crosswalk signal, and then ride in the roadway before returning to the sidewalk shortly after, depending on the

presence of pedestrians in their path. Of the 47 bikers observed, all were male of various age groups. Nearly all were observed to be of Latino or Hispanic origin.

During the same observation period, bikers were stopped and asked to answer a few questions about their travel: The origin and destination of their trip; whether they biked to the bus or train stop; whether they brought their bike with them on the bus or train; and the level of safety felt while riding. The hour was divided into 15 minute periods at each corner of the intersection to capture bikers traveling (and turning) in all directions. Additional surveys were conducted at another major intersection, Florence and Gage, and also covered all directions of travel. Very few surveys were obtained (12); however, some trends may imply certain characteristics about biking in Bell. It is also important to note there were a significant amount of bikers who stopped, but did not speak English and were therefore unable to take the survey without a translator.

Origins and destinations were fairly spread out in Bell and adjacent communities. Those surveyed revealed destinations as work, home, and recreation or shopping related. No majority stated they ride their bike to bus or train stops, though several reported "sometimes" taking their bike on the train or bus. Finally, no individual felt "moderately unsafe" or "unsafe" riding in Bell, however none of those surveyed rode solely in the street.

Bicycling State of Practice

The City of Los Angeles released its own Bicycle Plan in 2010, which includes a coordinated city-wide approach to biking. It offers a useful guide for creating policy and encouraging biking in Bell. Successful biking programs depend on a variety of measures, not all of which are directly controllable by the cities and regions that implement them. In addition to fair weather and flat terrain, bike friendly infrastructure and education are key to increasing bicycle use; ridership is largely a function of safety and the perception of safety (LA 2010 Bike Plan).

Coordination between city and regional infrastructure is also instrumental to increasing bicycle use throughout the City. As Bell is surrounded by other small cities with individual practices and objectives towards biking, the selection of bike routes must occur in concert with existing facilities and plans of adjacent cities (including Los Angeles) and the County.

FREIGHT

There are two major seaports just south of Bell, and it is obvious that the amount of cargo going in and out of these ports has a prevalent effect on Bell and other surrounding cities. The Port of Los Angeles in San Pedro, CA has annual revenue of almost $370 million, and in 2007 transported cargo had a value of $238.4 billion (http://www.portoflosangeles.org). Adjacent

to the east lies the Port of Long Beach, which according to their website, provides "the shipping terminals for nearly one-third of the waterborne trade moving through the West Coast, ….and [in 2010] moved more than $140 billion in goods" (http://www.polb.com).

Imported and exported goods need to be transported to and from these ports through the use of truck and train transport. A large majority of trucks using ports utilize the I-710 Freeway (which runs along Bell's Eastern border) and surface streets in Eastern Los Angeles. Freight trains connected to the sea ports also run along the north and west borders of Bell.

Besides proximity to major sea ports, Bell is located just southeast of Vernon, one of the primary industrial cities within LA County. Bell is also just southwest of another industrial hub located in the City of Commerce. These cities have high concentrations of factories and warehouses which add to truck and rail activity in the area on a daily basis. The existence of these freight-based industries in the Bell area has detrimental effects on air quality, traffic, noise, and safety.

Rail Freight

Directly north of Bell is a large rail interchange station for two major rail companies; Union Pacific and Burlington North Santa Fe (BNSF). There are two industrial train routes that run through, or in close proximity, to the City of Bell. One track runs east to west along Randolph Street. This track serves as a border between the north part of Bell and the south part of Maywood. Currently, there are seven crossing points across the tracks connecting Bell and Maywood. No fence or barriers exist anywhere along the tracks in Bell to discourage pedestrian track crossings. When a school in Maywood attracts Bell residents, a safety issue for children walking to and from school is created. According the Federal Railroad Administration, channelizing pedestrians with fencing and/or alerting them with signs towards safe railroad crossings are popular solutions to crossing accidents. Signs reading "Look" with arrows pointing in opposite directions remind people to check for incoming trains, while fencing can help deter pedestrians away from points that are not optimized for safe crossing. Safer track crossings include sidewalks that are built over and around the tracks, eliminating track hardware that pedestrians can trip over or get clothing caught on.

Figure C-7: Safe Rail Crossing

Table C-10: Rail Road Crossings

Street Intersection	Owner	Type	Position	Status	Milepost
ATLANTIC AVE	Union Pacific	Public	At Grade	Open	49044
KING AVE.	Union Pacific	Public	At Grade	Open	49057
HELITROPE AVE.	Union Pacific	Public	At Grade	Open	49083
ALAMO AVE.	Union Pacific	Public	At Grade	Open	49110
BELL AVE	Union Pacific	Public	At Grade	Open	560
SIXTH ST. (PVT.)	LA Junction	Private	At Grade	Open	263
LONG BEACH FREEWY	LA Junction	Public	RR Over	Open	210
DWP SERVICE RD.	LA Junction	Private	At Grade	Open	208
DWP SERVICE RD	LA Junction	Private	At Grade	Open	182
DWP SERVICE RD.	LA Junction	Private	At Grade	Open	156
LONG BEACH FREEWY	LA Junction	Public	RR Under	Open	174
EASTERN AVE.	LA Junction	Public	At Grade	Open	272
FREEWAY ON RAMP	LA Junction	Public	RR Under	Open	170

Source: Federal Rail Administration

Another track runs north to south along Salt Lake Avenue (just west of California Avenue along the western border of Bell city limits). This train right-of-way is part of the Metro Link's plan to construct light rail tracks, as well as a light rail train stop in Bell. Currently, the nearest passenger train (operated by Amtrak) travels from Union Station in Downtown Los Angeles and runs east to west through Commerce towards Fullerton, CA.

There are no train schedules available for the above mentioned train routes because they are used for freight transport. These schedules are property of private corporations and are not easily accessible. Figure C-8 on the following page shows rail freight lines passing through or adjacent Bell.

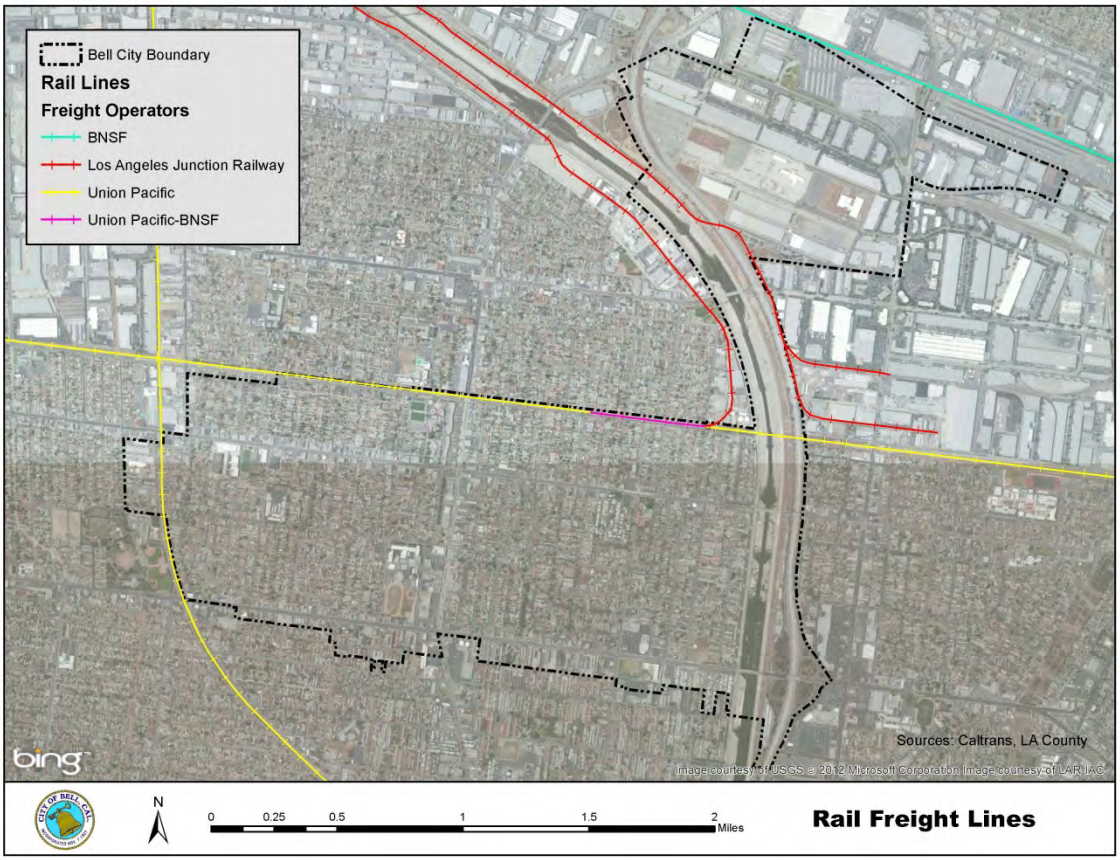

Figure C-8: Rail Freight Lines

Truck Traffic

It is evident the City of Bell has excessive truck traffic in relationship to other cities. Surrounded by industrial districts, it is common for trucks to use Bell's arterial streets to navigate in and out of these industrial areas. This is partly due to traffic congestion from the I-710 Freeway. According the I-710 Corridor Project EIR/EIS, "the existing I-710 Corridor has elevated levels of traffic congestion, elevated truck volumes, elevated accident rates, and many design features in need of modernization" (p. 1-7).

The City has previously implemented an ordinance that prohibits truck parking, except for loading and unloading purposes. This keeps trucks moving and frees up parking, but it does not necessarily limit the amount of truck traffic passing through Bell. The disadvantages of excessive truck traffic are as follows:

- Noise pollution
- Reduced traffic flow due to slow movement and wide turns

Figure C-9: Semi-Truck

- Localized air pollution
- Increased traffic congestion
- Intimidating roadways for pedestrians and bicyclists
- Increased wear and tear on roads

In a recent Tribune Business News article titled "City must weigh all sides of truck issue" the author states, "Removing semi-truck traffic from downtown [Decatur, IL] would make the area safer for pedestrian traffic, create a cleaner environment and increase the flexibility of the area, according to a study by Homer L. Chastain and Associates." Reducing truck traffic would improve the overall environment and safety in the City of Bell.

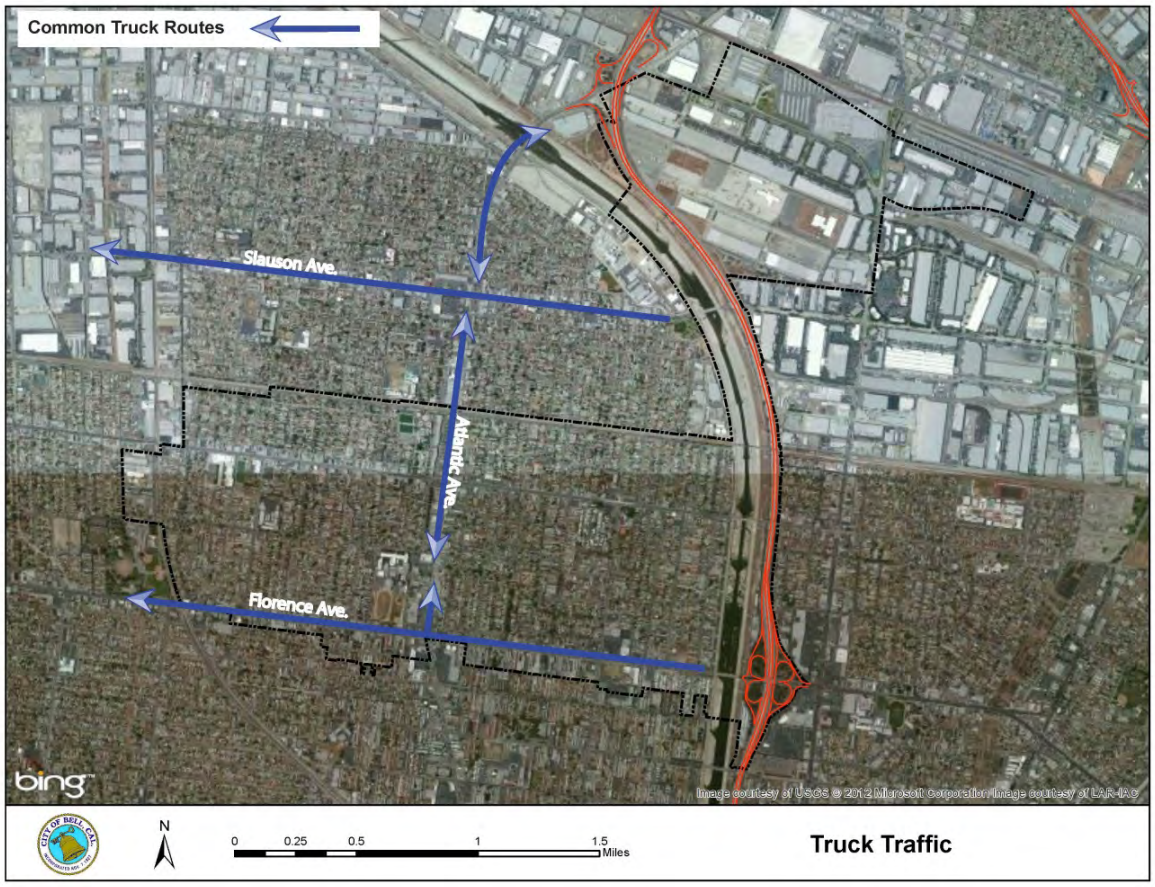

Figure C-10: Truck Traffic

Forming policy to limit truck traffic is not impossible, but will be quite difficult in Bell because surrounding development locks in the City. After reviewing research regarding truck traffic mitigation on a city level, it is evident the most effective policies involve re-routing truck traffic. Building a new road on the outskirts of a city, or designating an existing underutilized road as a "truck route" can accomplish this. In the case of Bell, building a new truck road within the City is impossible. The second option involving re-routing of trucks could be possible, but would require approval from surrounding cities where a new route is proposed. If trucks are diverted from Bell, they will simply create issues somewhere else in East Los Angeles. Overall this option is extremely unrealistic. Creating new truck routes is one option that will not be feasible in the City of Bell.

In an article titled "An Investigation on the Effectiveness of Joint Receiver–Carrier Policies to Increase Truck Traffic in the Off-peak Hours," Holguin-Veras et. al. (2006) discusses how nighttime truck deliveries are a possible solution to congestion-causing truck traffic. Off-peak hour deliveries can have economic benefits; trucks drivers spend less time on the road and burn less fuel by avoiding stop and go city traffic. The article also discusses policies that can be formed, but the receivers make the ultimate decision on their preferred delivery times. Policies targeting off-peak hour deliveries should be further explored as a possible traffic mitigation strategy in Bell.

It will also be important to follow the progress of the I-710 Corridor Project because the different alternatives will have very different effects on future traffic flow within Bell. The City will need to evaluate the alternatives in great detail and decide which alternative has the potential to improve traffic conditions on the I-710 Freeway and eliminate excessive truck traffic on Bell's surface streets. According to the I-710 Corridor Project EIR/EIS, Alternatives 5A, 6A, 6B, and 6B will substantially improve traffic conditions along the I-710 Freeway. Alternative 1 (no build) will not greatly improve traffic conditions (p. 3.5-56).

Alternatives 6A, 6B, and 6C propose the implementation of a freight corridor. If the City desires less truck traffic within its limits, one of these options would be desirable because they could potentially lighten truck traffic off of East LA's surface streets. These three alternatives offer reconstruction and reconfiguration of the Bandini Street freeway interchange in Bell, which could potentially move trucks in and out of Bell more efficiently.

PUBLIC PARKING

Parking is important to the residents of Bell due to the size of the vehicle owning population. Of nearly 9,000 occupied housing units in the City of Bell, approximately 87 percent have at least one vehicle. From that group, 13.4 percent have three or more vehicles available according to the 2010 Three Year American Community Survey (2010 ACS). Even though the entire population may not be driving owned vehicles, the 2010 ACS shows approximately 80 percent of residents who are commuting to work via car, truck, or van by carpooling or driving alone. These statistics imply that the availability of parking is necessary to serve both public and private parking needs.

Figure C-11: Parking Sign

Parking within the City of Bell is split into public parking and private parking. The City has a variety of public parking options during daytime business hours along major business routes such as Gage and Atlantic Avenues. The commercial corridor of the City possesses the bulk of public parking options, allowing vehicles to park in 2-hour intervals between the hours of 8 AM and 6 PM. As required by the Bell Municipal Code, off-street parking facilities and loading spaces are to be maintained for all uses permitted in any zone. These spaces represent a portion of the private parking, with residential parking in the form of driveways and garages representing private off-street parking. Additional parking locations that are underutilized, due to ownership by the Union Pacific Railroad, are "parking outlets" along Randolph Street and lay adjacent to the railroad. This space is not considered public, but has potential to function for the City's parking needs in the future.

Although public parking is available during daytime business hours, there is no overnight parking available in the City, except in emergency situations, for which the City has established a process for obtaining overnight parking permits. Observations made by City staff members indicate the inability to park overnight is leading to increased demand for private parking and residents seeking parking in nearby cities overnight. Information from neighboring cities regarding the parking habits of Bell residents would be useful for determining the overall demand for parking. A limited survey of business owners' attitudes on public parking indicates there is sufficient parking to meet the current customer demand during daytime business hours.

If the City chooses to increase density in the future, the availability of public and private parking will need to be addressed. Potential considerations may be to expand parking in order to meet the public demand or maintain the current level of parking as an incentive towards alternative forms of transportation. Currently, there is no metered parking available to the public. City owned parking along Clarkson Avenue between Gage and Bell Avenue has the potential to serve as a pilot study if the City chooses to pursue metered parking in the future. Exploring various parking alternatives, such as public and private parking garages and park-and-ride locations, then cross comparing the attitudes of the residents towards parking with the success of different parking options, would be necessary in order to develop future parking initiatives.

COMPLETE STREETS

Legislation Background

California has established legislation, which requires its cities to address Complete Streets. The California Complete Streets Act of 2008 (Assembly Bill 1358, Chapter 657, Statutes 2008) states, "In order to fulfill the commitment to reduce greenhouse gas emissions, make the most efficient use of urban land and transportation infrastructure, and improve public health by encouraging physical activity, transportation planners must find innovative ways to reduce vehicle miles traveled (VMT) and shift from short trips in the automobile to biking, walking, and use of public transit."

Beginning January 2011, the AB 1358 Complete Streets Update now requires cities and counties, upon substantial revision to the circulation element of the general plan, incorporate Complete Street policies to plan for a balanced, multimodal transportation network that meets the needs of all users of the streets.

Complete Streets are also mentioned more generally in California's SB 375, where the Metropolitan Planning Organizations are establishing regional per capita greenhouse gas reduction goals. The US Department of Transportation Policy Statement on Bicycle and Pedestrian Transportation Regulations and Recommendations are consistent with AB 1358. The policy supports "fully integrated active transportation networks that accommodate for bicyclists and pedestrians." The Caltrans Deputy Directive DD-64-R1 codifies the agency's policy supporting Complete Streets and identifies standards that reflect opportunities and challenges for multimodal facilities on the State Highway System.

'Complete Streets' Definition

According to the National Complete Streets Coalition (2010), complete streets are designed and operated to enable safe access for all uses, which include pedestrians, bicyclists, motorists,

and public transportation users of all ages and abilities. Complete Streets must also consider accessibility for regional and local transportation demand. These streets are created to be more human-centered, transitioning from streets for cars to streets for people.

Policy

The National Complete Streets Coalition (2010) has identified ten elements that should appear in order to create comprehensive Complete Streets policy:

- Include a vision for how and why the community wants to complete its streets
- Specifies 'all users' include pedestrians, bicyclists and transit passengers of all ages and abilities, as well as trucks, buses, emergency vehicles, and automobiles.
- Encourages street connectivity and aims to create a comprehensive, integrated, connected network for all modes.
- Is understood by all agencies to cover all roads
- Applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right of way
- Makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions
- Directs the use of the latest and best design criteria and guidelines when recognizing the need for flexibility in balancing user needs
- Directs that Complete Streets solutions will complement the context of the community.
- Establishes performance standards with measurable outcomes
- Includes specific next steps for implementation of the policy

Complete Streets are unique to the city's environment. The City of Bell must recognize its own Complete Street vision. Policy and design goals in a highly urban area will establish practices for transportation improvements that are designed to balance safer operations and convenience for all users of the road.

It is important the City of Bell create policy that will also connect with the surrounding cities and agencies to create a complete transportation network for users to efficiently travel from one city to another. Recently, surrounding cities near Bell have implemented plans or policies that connect to Complete Street policies promoting multimodal transportation.

- In April 2012, Huntington Park adopted Resolution No. 2012-18, which adopted a Complete Streets policy establishing guiding principles and practices for transportation improvements designed for all users.

- In July 2012, the City of South Gate released a proposed Draft Bicycle Transportation Plan to determine how to improve bicycle safety and ridability with the City.
- Beginning in 2011, the City of Bell Gardens received federal grant money to complete federal Safe Routes to School supported projects and education programs.

Design Criteria

The design principles of Complete Streets integrate the goal of equal multi-modal transportation. These ideas, based from the *Los Angeles County Model Design Manual for Living Streets* (2011), may be incorporated as into the City of Bell's future design standards and guidelines.

Pedestrian Benefits

Complete Streets will often provide improved conditions for pedestrians. Accommodations include wider sidewalks with curb extensions and ramps, shared-use pathways, and bulb outs. Narrower travel lanes with median islands, buffer zones, roundabouts, traffic signals, and additional lighting are also designed for pedestrian safety. Refuge islands, or two-stage crossing options, should be considered to help pedestrians cross on wider streets. For physical street design, street trees, landscaping, and street furniture (such as benches or waste disposals) are used to enhance the pedestrian experience.

Figure C-12: Complete Streets Features
Source: Good Infographics - http://awesome.good.is/trasparency/web/0904/livable-streets.html

Bicycling

Complete Streets provide safety and convenience for bicyclists. Design elements include bicycle lanes that are wider and safer, appropriate striping, signs, pavement markings. Streets

are designed to slow traffic, lower the volume of automobiles, and provide traffic calming measures. Complete Streets can introduce separate bicycle boulevards.

Transit

To ensure safe and efficient transit operation, Complete Streets include designing additional or separated lane space for operation and convenience with accessible transit stops to connect other modes of transportation. To provide appropriate context sensitivity, all of these Complete Street design decisions are informed by the adjacent existing land uses, community experiences, and the anticipated future needs of the City. Figure C-12 on the preceding page identifies multiple design features as ideas, which may be incorporated into a Complete Street design.

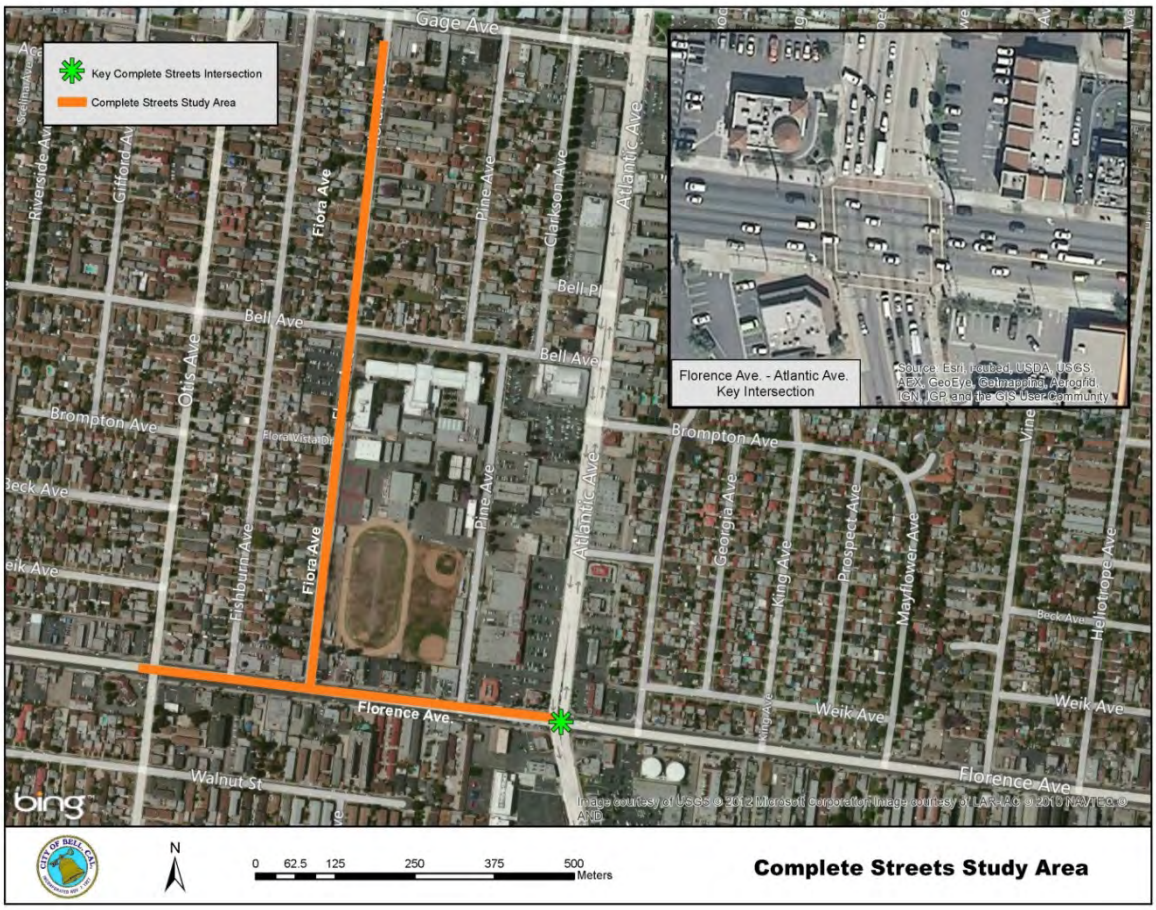

Figure C-13: Complete Streets Study Area

Existing Conditions - Characterization of Street

To better understand the state of Bell's streets, a residential and arterial street segment was analyzed to identify the general overall existing conditions, constraints, and possible improvements for Compete Streets in Bell. Tables C-11 and C-12 identify the distances and measurements of travel segment and streetscape. Following the matrix are the existing *observed* design features of the street.

Florence / Atlantic – Florence / Otis Street

Table C-11: Florence / Atlantic – Florence / Otis Street Inventory

Florence Streetscape Inventory	Distance (Approximate)
Total Section Distance	.33 miles
Travel Lane (4)	12 feet
Park Lane (2)	9 feet
Sidewalk (2)	12-14 feet

Figure C-14: Bell Streetscape View1

The users of this road include: truck/freight, automobile, bus transit riders, bicyclists, and pedestrians.

- Representative section ranges over 4 blocks with 5 intersections and 10 curb breaks. The street has significant commercial density, wide pavement widths, and up to 7 travel lanes.

Intersection curb breaks are sloped and contain ADA compliant safety pads. Only the north intersection crossing of Florence / Atlantic Avenue has a distinguished material separation from the street.

- No bicycle lanes or bicycle accommodations for riders.
- Florence Avenue is a truck route with no visible freight traffic accommodations other than intersection signage and wide intersection turning radius. Signs of pavement wear observed truck route and construction projects.

- There are three bus stops with shelters on this street section for transit riders. Shelters do not guarantee protection for riders against sunlight, wind, or rain.
- On-street parking is limited. There are approximately 35 access points, which connect to parking lots. Driveways connecting to multi-family housing are found along the high speed street. Small access driveways are blind" crossings for pedestrians.
- Street trees vary in placement from approximately 25 over 120 feet apart. At least one tree placed per block. Landscaping near public right-of-way is on private property.
- Street lighting is connected to the above ground utilities placed along, and sometimes impede, the pedestrian path.
- Other than transit shelters, no visible street furniture for pedestrians is in place.

Florence / Flora – Flora / Gage Street

Table C-12 Florence / Flora – Flora / Gage Street Inventory

Flora Streetscape Inventory	Distance (Approximate)
Total Section Distance	.55 miles
Travel Lane (2)	11 feet
West Sidewalk	12 feet around High School.
East Sidewalk	8.5 feet

- The users of this road include: automobile, bicyclist, and pedestrians.
- Representative segment measures over 4 blocks and contains 2 intersections and 4 curb breaks. The street has single family and multifamily housing. Bell High School is also located on the narrow street.
- Intersection curb breaks are sloped. The Florence / Flora Intersection contains ADA compliant safety pads. No material or grade separation from the street.
- No bicycle lanes, bicycle facility accommodations, or markings for riders.
- Nearest transit stop is .15 miles away from Florence/Flora Intersection
- Temporary on-street parking on both east and west of Flora Street
- Approximately 20 residential driveways (often adjacent between two properties) impeding on east sidewalk of Flora Street to Bell Ave. There are "blind" pedestrian crossings from small residential driveway access points.

Figure C-15: Bell Streetscape View 2

Figure C-16: Bell Streetscape View 3

- Street trees placed on public right-of-way are few. On the west sidewalk of Flora, three trees are placed approximately 300 to 500 feet apart.
- Approximately four feet of continuous green landscaping is placed on the public right-of-way sidewalk. On the east sidewalk of Flora, 7 street trees approximately 45 feet apart are placed between two blocks, most likely serving as a noise mitigation for Bell High School.
- Some street trees are breaking pavement, which may present as a safety hazard for pedestrians using the sidewalk.
- Street lighting is connected to above ground utilities placed along, and sometimes impedes, the pedestrian path.

Figures C-17 & C-18: Florence / Flora Intersection

Figure C-19: Adjacent residential driveway access on Flora Avenue

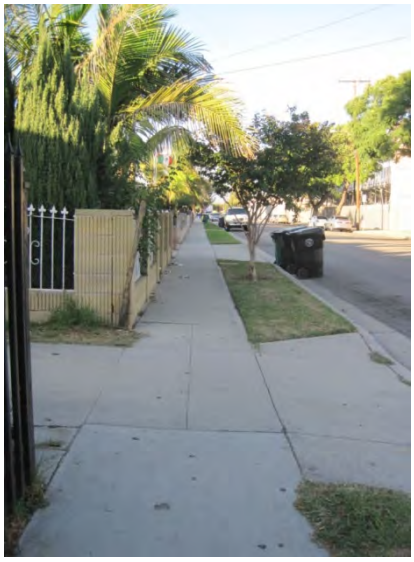

Figure C-20: "Blind" Pedestrian Crossing

Observations

- The City of Bell's transportation network is comprised of dense, urban streets. High density around the surrounding area, high traffic volumes, and multiple access points are factors creating the need for dedicated facilities of alternative transportation modes included in the principles of Complete Streets.
- The right-of-way to be used for Complete Streets is limited. Acquisition of additional right-of-way can be costly to the City. Local businesses' perceived loss of street parking might also affect City's acquisition, or use, of the public right-of-way.
- The I-710 Freeway off ramps, carrying high automobile traffic volume into Bell, creates challenges when trying to add Complete Street facilities.
- Operational controls, such as traffic signals, can help efficient movement of all road users.

Complete Streets and Performance Measures

Complete Street policies may also contain simple performance measures to communicate the intent of the policy to the community. Some simple quantitative performance measures include:

- Total miles of on-street bicycle routes with clearly marked bicycle accommodations

- Total miles of new pedestrian accommodations
- Number of new curb ramps installed along city streets – including ADA compliance
- Number of new street trees planted along city streets
- Number of pedestrian-vehicle and bicycle-vehicle crashes and fatalities

Pedestrian Circulation in Bell

According to the Congress of New Urbanism, the optimal size of a neighborhood is a quarter mile from center to edge. For most people, a quarter mile is about a five minute walk. In order to feel like a "walkable neighborhood", daily needs should be supplied within the five minute walk (Figure C-20). This includes stores, workplaces, schools, places of worship, recreational areas, and housing. The Congress for New Urbanism estimates people within a quarter mile radius will walk to a major transit stop. The City of Bell should consider the connection between transportation mode, travel behavior and land use as they update the General Plan.

Figure C-21 Walking Radius

The 2009 National Household Transportation Survey determined 50% of all trips are three miles or less and 28% of trips are one mile or less. However, 60% of trips fewer than one mile are made by automobiles. This is in part to incomplete streets, such as lack of adequate sidewalks or absent bike lanes, makes it dangerous or unpleasant to walk, bike, or use transit.

The City of Bell is a dense, urban environment. To address safety and improve the pedestrian environment, the City has established plans to address non-ADA compliant crossing points and ramps within City boundaries. Many city streets do not have ramps at intersection curb breaks or there is an incompatible, older design in place, which does not match with current intersection crossings. The capsule of the project, beginning with a curb inventory, is expected to begin December 2012 or January 2013.

In a personal conversation with City Planner Carlos Chacon, it was established that the City has considered options to improve pedestrian circulation within its limits. Florence Avenue is a viable location to consider replacing the center turn lane to a median island. Gage Avenue may also be considered for pedestrian improvements or possible bicycle lanes that would aim to connect with the LA River Project. Any pedestrian project considered by the City must be funded through grant money.

SAFE ROUTES TO SCHOOL

What are 'Safe Routes to School'?

According to the Caltrans Division of Local Assistance, "Safe Routes to School is an international movement that has taken hold in communities throughout the United States. The concept is to increase the number of children who walk or bicycle to school by funding projects that remove barriers that currently prevent them from doing so" (2012). Today, more than 50 percent of all school trips are made via private vehicles, with fewer than 15 percent of all school trips being made by bicycling or walking (Federal Highway Administration). The Federal Highway Administration points to various adverse effects from this staggering difference in transportation choices including traffic congestion, air quality and health of schoolchildren.

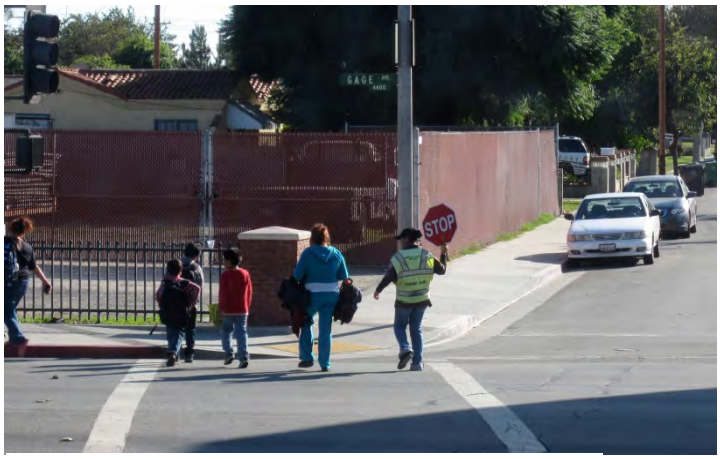

Figure C-22 Crossing Guard

Funding for the Safe Routes to School (SRTS) program is currently awarded by Caltrans, which has already made $189 million in investments for improving infrastructure. Local funding can be used for SRTS implementation including Capital Improvement Project funds and Operating Budgets, both of which come from the local budget.

Safe Routes to School in the City of Bell

According to the Los Angeles Unified School District Office of Environmental Health and Safety, schools in the City of Bell are not up to date on designated Safe Routes to School. Considering an observation of students leaving the premises of Bell High School at the end of a school day on November 9, 2012, several patterns in walking behavior became evident. High concentrations of pedestrian traffic used various street crossings and did so in unremitting intervals, leading to a delay in traffic. Observations in traffic behavior included viewing automobiles double parking followed by decreased visibility for other drivers.

Despite the lack of a Safe Routes to School program, pedestrian facilities that function to encourage safe routes currently exist throughout the City. Facilities such as sidewalks, ramped curb cuts, crosswalks, and proper signage in place, can be integrated into a SRTS program. It must be noted some schools within the City of Bell are shared with additional cities. A Safe Routes to School program would need to be regionally based since many of the students

attending the Los Angeles Unified School District (LAUSD) are residents from nearby cities such as Maywood and Cudahy.

Future considerations for implementing this program may find the Citywide Safe Routes to School Program in Pasadena, CA useful. Another example of successful implementation of the Safe Routes to School program is Marin County, California, which has shown an "increase in the number of children walking, bicycling and carpooling to and from school, and a reduction in the number of children arriving by private motor vehicle carrying only one student" (SRTS, Celebrating Local Successes).

Locations such as Bell High School have high concentrations of pedestrian traffic that can potentially obstruct vehicular traffic. Designating a Safe Routes to School program could potentially relieve some of the congestion caused by vehicular traffic by redirecting it to areas that avoid the pedestrian routes to and from school.

Figure C-23 shows the location of various schools throughout the city.

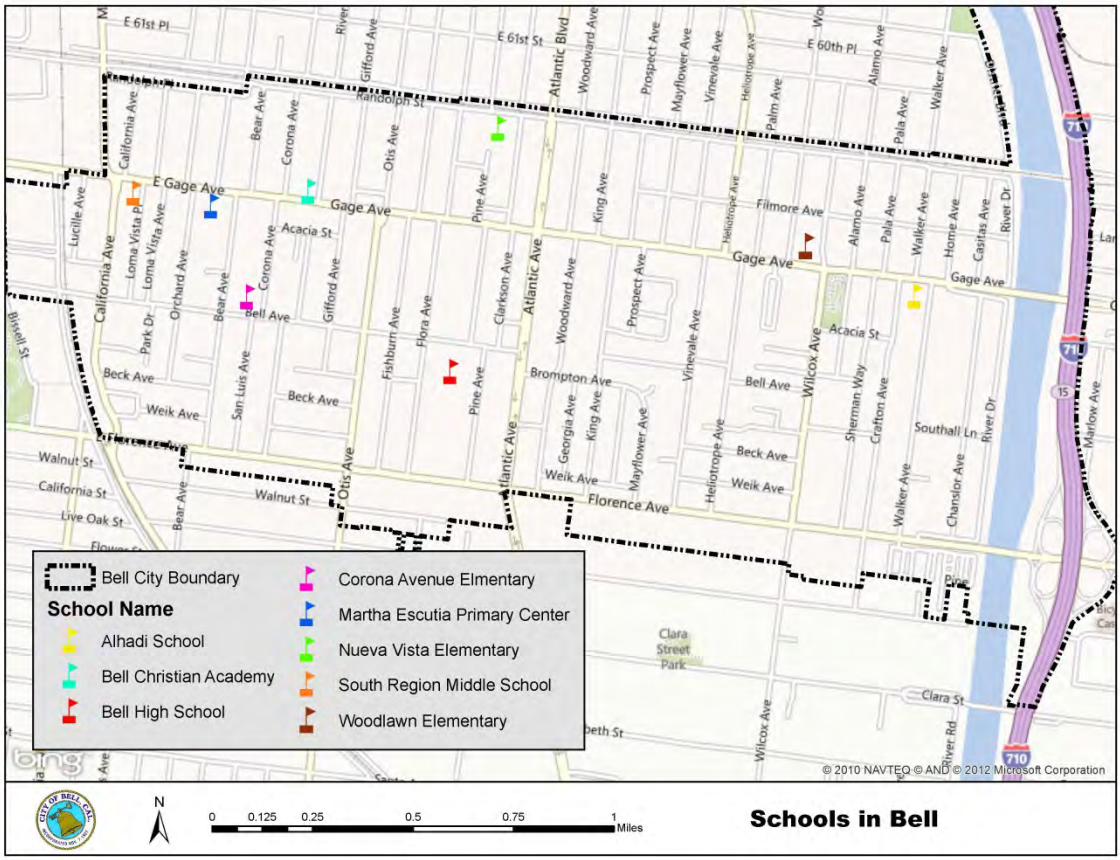

Figure C-23: Schools and Locations within Bell

UTILITIES

The main utility services in Bell are comprised of sanitary sewer, storm drainage, and domestic water supply systems.

Sanitary Sewer System

The City of Bell falls within LA County Sanitation District 1. Wastewater generated by the City is treated at the Joint Water Pollution Control Plant located in the City of Carson, which has a design capacity of 400 million gallons per day (mgd). The plant currently processes an average flow of 265.4 mgd. The District map is dated from 1993; however it can be assumed no significant changes have been made since that time. Appendix C-2 is a map of LA County Sanitation Districts.

The Districts own, operate, and maintain the large trunk sewers, which form the backbone of the regional wastewater conveyance system. Local collector and/or lateral sewer lines within Bell are the City's responsibility, upgraded on a project by project basis with costs typically passed on to developers. Appendix C-3 shows local sanitary sewer lines in Bell.

In terms of limitations to expansion, sewer capacity depends upon individual project size and timing of connection to the sewage system. Because the City is largely built out and new projects can be generally characterized as infill development, it is not expected LA County trunk sewer lines would present an impediment to development in Bell. The availability of trunk sewer capacity should be verified as specific projects advance.

In order for the LA County Sanitation District to keep up with changes in Bell, proposed alternative build-out schedules must be given to ensure projects are considered in planning future sewerage system relief and replacement projects.

Storm Drainage System

The storm drainage system in Bell is owned and maintained by LA County. The County must approve site drainage for individual developments that tie into this system. All maintenance and improvement projects are funded and completed by the County.

The storm system drains into the LA River, which flows south into the Pacific Ocean just west of Long Beach. Figure C-24 (opposite page) is the Regional Water Quality Control Board watershed map for the LA River.

Domestic Water Supply

Domestic water is provided by several private companies. A detailed discussion about domestic water supply and quality is discussed in the Open Space and Conservation section of this General Plan Technical Background Report.

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ENDNOTES

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Housing

City of Bell General Plan
Background Report

Table of Contents

List of Figures

List of Tables

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INTRODUCTION

The City of Bell Housing Element was last updated in 1996, with the update of the General Plan. This background report is an opportunity to conduct a comprehensive review of the conditions, characteristics, policy framework, and development changes for the City over the last twenty years.

As a long built out community, drastic changes to housing infrastructure have not occurred during the intervening years in the City of Bell. However, the City has seen significant demographic shifts. Families and residential life are dominant both in terms of land use and culture within Bell. Thus, the availability, size and character of housing are matters of exceptional importance to planning for the City's overall vision over the next decade, as well as for creating a successful partnership between the City of Bell and private sector interests in development.

The City aims to maintain and improve its support of housing that meets the needs of all of its residents. Such housing means meeting family oriented needs with well-designed neighborhoods, creating housing opportunities that match all residents' lifestyle needs, creating a safe place to live, supporting park and recreational amenities, and recognizing and addressing the unique and common concerns of homeowners, renters, and people with special needs.

Community Context

The Housing Element is intended to facilitate the improvement and preservation of housing stock and neighborhoods in the City of Bell in reflection of the community that it serves. The City is a largely residential community that exists within the much larger Los Angeles region. So while the City of Bell has a unique set of characteristics, all development and changes must exist within the confines of the larger urban framework. First and foremost, the City is a "land-locked" community, surrounded on all sides by established communities. The City of Bell itself

is fully built-out and contains very little vacant land and is expected to have steady, but limited growth in the coming years.

While the City's housing stock has been largely established for decades, with most development occurring in the 1950s and 1960s, its demographics have shifted tremendously since that time. Once an inner suburb connected heavily to Los Angeles with white working class families, today the City of Bell is predominantly Latino with individuals working throughout the region. More than 50% of the City's residents are first generation immigrants. This demographic shift drives much of the City's economic, social and cultural housing needs.

The City of Bell is comprised largely of families who are supported by working class incomes. A higher than average number of households are family households, and those families are large and multi-generational. Large families, single-head of household families, and families with members with mental or physical disabilities all have special housing needs, and make up a significant portion of the community. The City of Bell has significantly lower median incomes than the larger Los Angeles area with households being supported by one person with one or more blue-collar jobs. These characteristics of the community are important in considering the future housing needs of the City of Bell.

Statutory Requirements

The housing element is subject to detailed statutory requirements regarding its content. The housing element is subject to mandatory review by the State of California's Department of Housing and Community Development (HCD). The regulatory requirements, listed below, are derived from Article 10.6 of the Government Code, §65583 through §65590. The housing element must be comprehensively revised at least every five years to reflect the results of the required periodic review. Section 65588 establishes the timetable for these revisions.

A housing element, regardless of its format, must clearly identify and address, at a minimum, each of the statutory requirements, as follows:

- Quantifying projected housing needs. This is accomplished through the regional housing needs allocation (RHNA) process pursuant to §65584. The city's share of the RHNA, as determined by South California Association of Governments (SCAG) and HCD, is the projected housing need for the planning period of the housing element. To accommodate RHNA, the element must demonstrate site development capacity equivalent to, or exceeding, the projected housing need, to facilitate development of a variety of types of housing for all income groups.
- Review and revise the housing element. State law explicitly requires that the housing element be reviewed and updated as frequently as appropriate, but not less than once every five years (§65588). The "review and revise" evaluation is a three-step process:

  - Section 65588(a)(2): "Effectiveness of the element"—Review the results of the previous element's goals, objectives, policies, and programs.
  - Section 65588(a)(3): "Progress in implementation"— Determine where the previous housing element met, exceeded, or fell short of what was anticipated.
  - Section 65588(a)(1): "Appropriateness of goals, objectives and policies"— Based on the above analysis, describe how the goals, objectives, policies and programs in the updated element have been changed to incorporate what has been learned from the results of the previous element.
- Describe how the jurisdiction made an effort to achieve public participation from all economic segments of the community in the development of the housing element.
- Assess housing needs and analyze an inventory of resources and constraints (§§65583(a)(1-8)), including an analysis of population and household characteristics and needs, an inventory of land, analysis of governmental and non-governmental constraints, analysis of special housing needs, analysis of energy conservation opportunities and an analysis of assisted housing development at-risk of converting to market rate uses.
- Establish a housing program that sets forth a five-year schedule of actions to achieve the goals and objectives of the element. Programs are to be implemented through the administration of land use and development control; provision of regulatory concessions and incentives; and the utilization of appropriate federal and state financing and subsidy programs; and when available, use of funds in a low and moderate income housing fund of a redevelopment agency (§65583(c)). The housing program must:
  - Identify adequate sites with appropriate zoning, development standards and public facilities that encourage and facilitate a variety of housing types to accommodate all income levels of the local share of regional housing needs, including multifamily rental, factory built housing, mobile homes, farmworker housing, emergency shelters and transitional housing (§65583(c)(1)).
  - Assist in development of housing to meet the needs of low- and moderate-income households (§65583(c)(2)).
  - Address and, where possible, remove governmental constraints on the development, maintenance and improvement of housing. The program shall also remove constraints or provide reasonable accommodation for housing for persons with disabilities (§65583(c)(3)).
  - Conserve and improve the condition of the existing affordable housing stock (§65583(c)(4)).
  - Promote equal housing opportunities for all persons (§65583(c)(5)).
  - Preserve for lower income households the multifamily assisted housing developments at-risk of conversion to market rate uses (§65583(c)(6)).

- Quantify objectives by income level for the construction, rehabilitation, and conservation of housing (§65583(b)).
- Demonstrate the means by which consistency will be achieved with the other general plan elements and community goals (§65583(c)).
- Distribute a copy of the adopted housing element to area water and sewer providers. The purpose of this section of the law is to ensure that public and/or private water and wastewater providers provide a priority to proposed housing development projects for lower income households in their current and future resource or service allocations (§65589.7).

General Plan and Housing Element Consistency

The Housing Element is one of seven State-mandated elements of a general plan. Although the Housing Element must follow all the requirements of the general plan, including being internally consistent with the other elements of the general plan, the Housing Element must also follow several State-mandated requirements that distinguish it from other general plan elements. A consistency analysis will be conducted prior to the adoption of the Housing Element into the General Plan.

Public Participation

Public participation for the City of Bell's Housing Element will be conducted during the General Plan Update Process.

POPULATION DEMOGRAPHICS

As of 2010, the City of Bell was made up of 8,870 households. The population decreased, by just over 1,000 residents, between 2000 and 2010 and currently has 35,477 residents. Hispanic residents comprise over 90% of the total population, an increase from 86% in 1990. Nearly half (46%) of Bell's population is foreign born, and a large portion of the other 54% of the population is first generation. Consequently, Spanish is the predominant language spoken with only 47% that speak only English or speak English "very well."

Policy Implications
The Latin American cultural and social norms, though varied across families in the City of Bell, inform expectations for housing and use of residential neighborhood public space that differ from traditional American designs. Due to this situation the City should incorporate its diverse culture into future development and design decisions.

Age of Population

Different age groups have different housing needs relating to housing size, type, and location within the community. The City of Bell's population is one of the youngest in the county, with a median age of 28.9 as compared to the County average of 34.8. Figure H-1 depicts the age distribution of Bell residents.

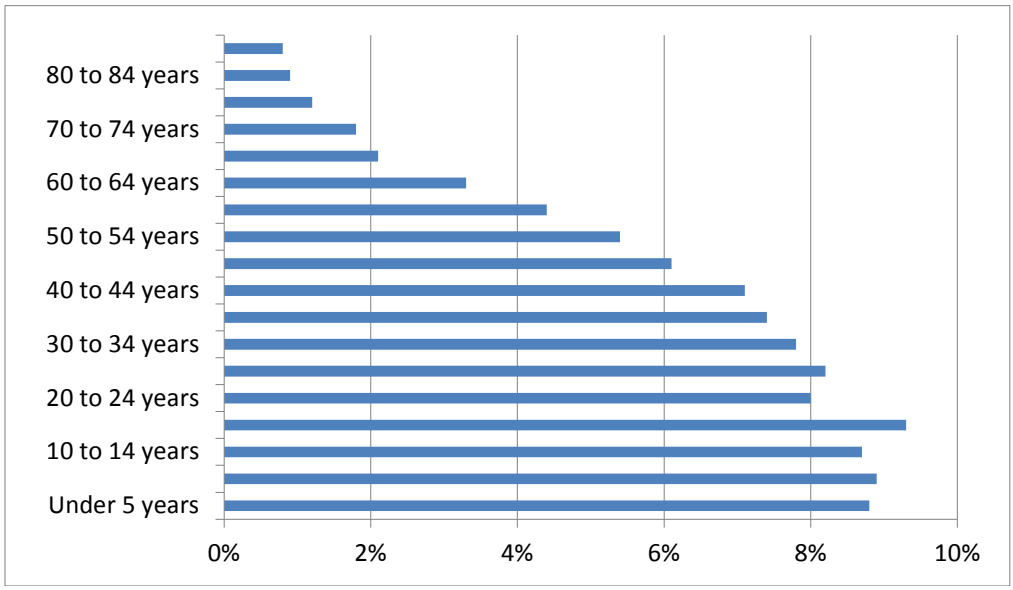

Figure H-1: Resident Age Distribution, City of Bell 2010

Source: U.S. Census Bureau. (2010) DP02. Selected Social Characteristics in the United States. ACS 5-year estimates

The largest portions of the population are found between the ages of 5-19 and 25-44. This is consistent with the population demographics of 2000. This young population has specific needs for housing such as access and proximity to schools, recreational activities, and appropriate job markets.

The age group 35-54 experienced the most growth in population over the last decade and is expected to increase in the next 10 years. These individuals are typically in the general workforce; they need full-time work that can support a household and has the ability for further career advancement. Housing in the City of Bell should consider the needs and wants of these growing groups of the population. Unlike many communities in California and across the US, the City of Bell does not have a large population nearing retirement.

HOUSEHOLD CHARACTERISTICS

Household size and composition strongly affect housing needs. According to Southern California Association of Governments' (SCAG) Profile of the City of Bell (May, 2011), the City of Bell has among the largest household and family sizes in the region, with an average family size of 4.2. Nearly 90% of households in the City are occupied by two persons or more. It is notable that a fairly low number of households (17.5%) include persons of 65 years or older.

Housing Density

Residential areas in the City of Bell are comprised of single-family detached units and various multi-family units. Single-family detached unit homes make up over 50% of total housing stock. This reflects the increase of single-unit houses over the last two decades; in 1996 approximately 37% of the housing in the City was single-family detached units while an estimated 59% of housing in 2010 was single-family detached. Of the remaining units, the City contains a variety of multi-family housing stock. This stock varies from two units to over 44 unit structures (see Figure H-2). The majority of multi-family units are single-story units that are accessed from an outside entrance. The lots are typically laid out with multiple accessory units behind a street facing unit with walking path or alley access. Bell's multi-family housing is strongly inter-mixed with single-family housing in more than two-thirds of the City.

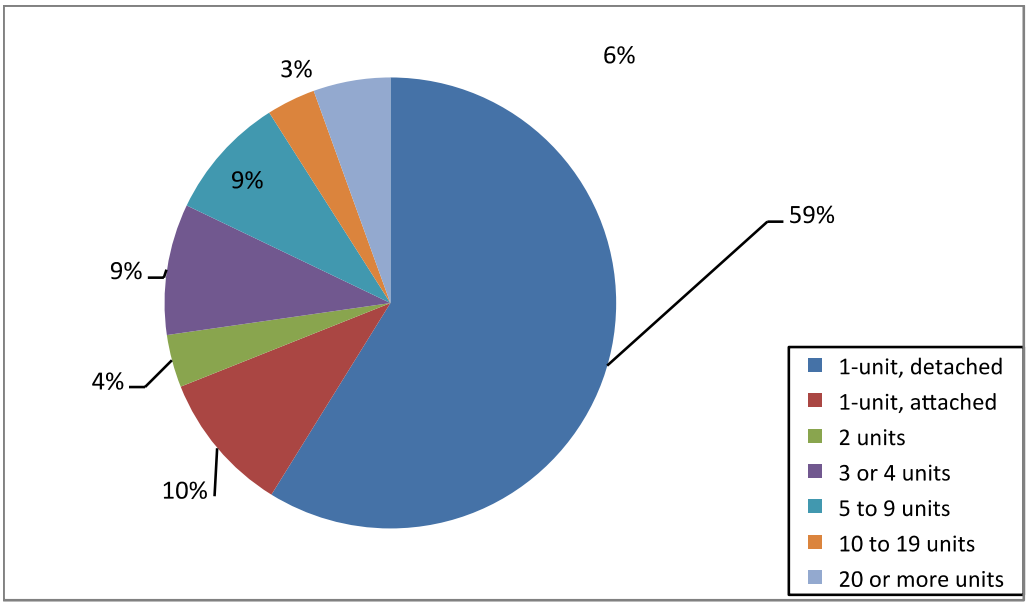

Figure H-2: Types of Living Units, City of Bell 2010
Source: U.S. Census Bureau. (2010) DP04. Selected Social Characteristics in the United States. ACS 5-year estimates. Accessed September 2012

Renter-Occupied vs. Owner-Occupied

Most housing units in the City of Bell are renter-occupied, as shown in Figure H-3 below. The percentage of the community that rents is much higher than anywhere else in Los Angeles County. In addition to typical multi-family dwellings such as apartment buildings, many single-family detached homes include a secondary dwelling (or granny) unit that are also available for rent in the City.

Renters have different needs and priorities relating to housing than owners. Renters typically have less direct control over the style of their housing (Eichler, 2012). Renter-occupied units are also less likely to receive capital investments for upkeep, conservation, or efficiency due to a "split-incentive." Split incentives happen when those responsible for paying energy bills are different than those making capital investment decisions. The most common forms of split incentives are in leased buildings where tenants pay the energy bills, but owners pay for upgrades.

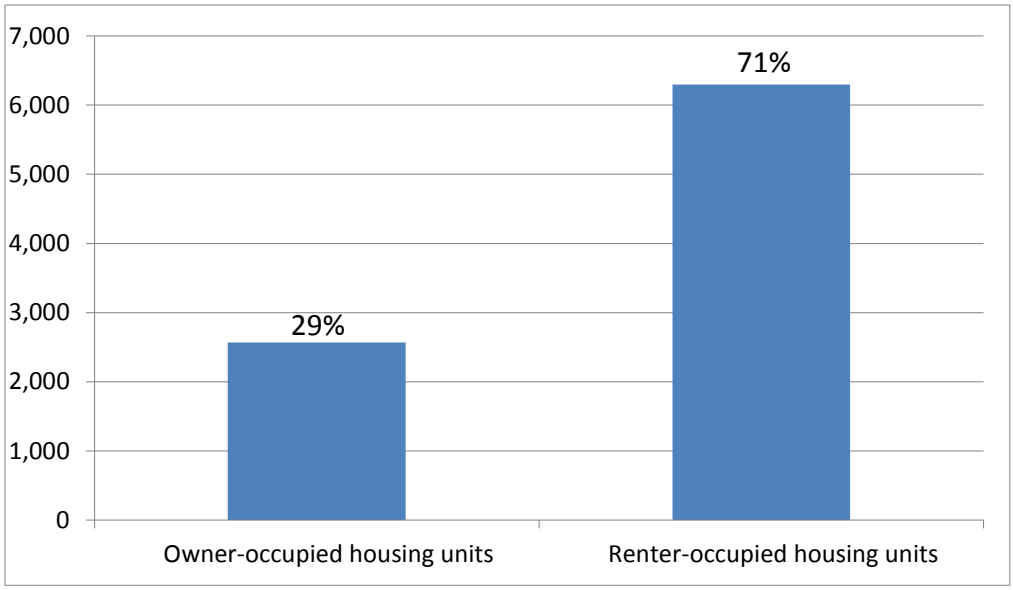

Figure H-3: Resident Tenure, City of Bell 2010
Source: U.S. Census Bureau. (2010) DP02. Selected Social Characteristics in the United States. ACS 5-year estimates. Accessed September 2012

Overcrowding

The Department of Housing and Urban Development defines overcrowding to be a housing unit that has more than one person per room. A "severely crowded" unit is defined as a housing unit with more than 1.5 persons per room. Overcrowding has been an especially prevalent problem among rental units throughout Southern California. According to the Census data of 2010, nearly one third (27%) of housing units in the City of Bell were

considered overcrowded. An estimated nine percent of all units in the City are severely overcrowded, as shown in Table H-1 below. In comparison, Los Angeles County had overcrowding in roughly 12% of its housing units in 2010.

However, unlike much of the County, the City of Bell has seen a decrease in overcrowding since the mid-2000s. Units experiencing severe overcrowding dropped nearly 10% between 2000 and 2010 in Bell. Nonetheless, continuing economic slumps in the region and the lack of new multi-family housing construction in the City of Bell over the last decade due to zoning restrictions, means that overcrowding will likely remain a significant issue for the City moving forward.

Table H-1: Overcrowded Households, City of Bell 2006-2010

	Owner		Renter		Total Overcrowded	
Persons per Room	Households	Percent	Households	Percent	Households	Percent
1.00 or less	2,057	82.2	4,516	69.5	6,573	73.0
1.01 to 1.50	331	13.2	1,272	19.6	1,603	17.8
1.51 or more	116	4.6	708	10.9	824	9.2
TOTAL	2,504	100.0	6,496	100.0	9,000	100.0
% Overcrowded by Tenure	447	17.8	1,980	30.5	2,427	27.0

Source: 2006-2010 (ACS) American Community Survey, Table B25014. Tenure by Occupants per Room

Table H-2: Overcrowded Households, Los Angeles County 2006-2010

	Owner		Renter		Total Overcrowded	
Persons per Room	Households	Percent	Households	Percent	Households	Percent
1.00 or less	1,458,053	94.0	1,372,383	82.4	2,830,436	88.0
1.01 to 1.50	71,920	4.6	163,166	9.8	235,086	7.3
1.51 or more	22,118	1.4	130,249	7.8	152,367	4.7
Total	1,552,091	100.0	1,665,798	100.0	3,217,889	100.0
% Overcrowded by Tenure	94,038	6.0	293,415	17.6	387,453	12.0

Source: 2006-2010 (ACS) American Community Survey, Table B25014. Tenure by Occupants per Room

HOUSING STOCK CHARACTERISTICS

Figure H-4 below shows the number of structures built by year in the City of Bell. Within the City of Bell nearly 80 percent of the housing structures were built prior to 1970. This is likely a result of the housing boom that occurred after World War II throughout the United States. While the age of the housing stock does not necessarily reflect its physical condition, older units are likely to need repairs and may require greater maintenance than newer housing units. With the majority of the Bell's housing stock consisting of older units, the need for repair and rehabilitation is likely to be more apparent in the City compared to other communities. (For more information on current housing rehabilitation funding see Community Development Block Grants (CDBG) under Financial Constraints section of this Element.

Policy Implications

Although housing costs are lower than housing across the region, more than 65% of Bell's residents are overburdened by housing costs. This especially affects renters. Reducing this burden on the City's households is an important goal and challenge for the City of Bell.

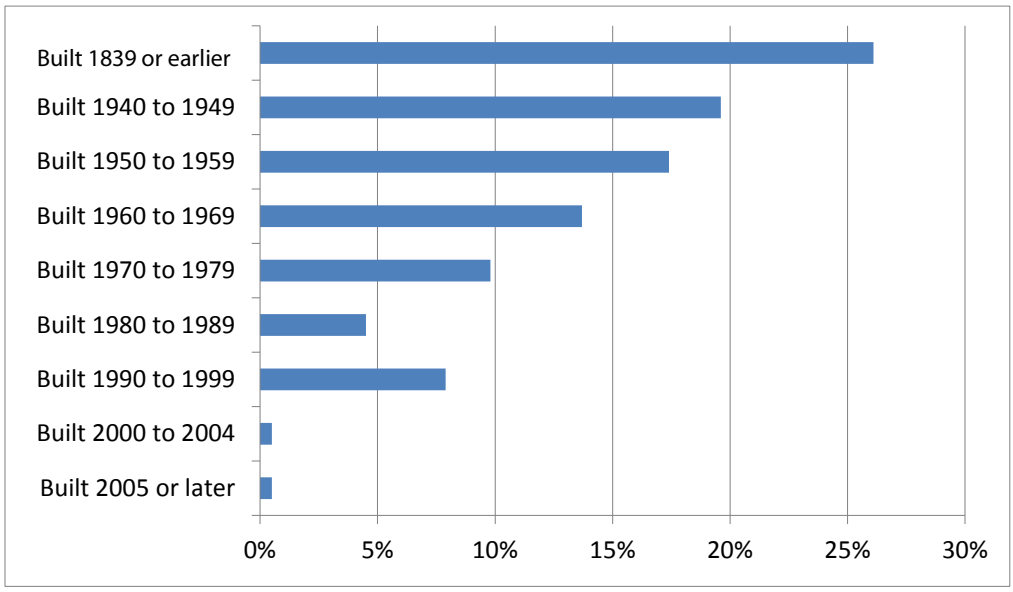

Figure H-4: Age of Housing Stock, City of Bell 2010

Source: U.S. Census Bureau. (2010) DP04. Selected Housing Characteristics in the United States. ACS 5-year estimates.

Windshield Survey of Housing Stock Conditions

In November 2012, a "windshield" survey of housing stock was conducted to assess exterior housing conditions. The survey method included a parcel by parcel visual assessment using Google Maps Streetview, which provided a photograph of each residential parcel from the front entrance street taken sometime after 2006. Using these photographs, in coordination with the County Assessor's data, an assessment of physical housing condition was conducted. It is important to note that windshield surveys cannot be used to assess interior housing conditions, and that a certain number of units could not be evaluated.[1] Based on this visual assessment, housing was placed into one of four categories:

Sound

A structure providing safe, sanitary and adequate housing. The structure shows no visible damage and exhibits the appearance of regular maintenance. Small areas of peeling paint, untended fences, or unkempt landscaping may be included in a sound rating.

Sound Deficient

A structure providing safe, sanitary and adequate housing but shows two or more deficiencies, which, if unrepaired, may lead to structure deterioration. Deficiencies include broken windows, large areas of peeling paint, large driveway cracks, missing shingles, and deteriorating fencing.

Deteriorating

A structure that does not provide safe, sanitary and adequate housing, but could if rehabilitated. The structure exhibits a combination of major defects and deficiencies that indicate a prolonged absence of regular maintenance or inadequate original construction. Examples include several broken and/or boarded windows, large areas of missing roof shingles, holes or cracks in the walls and/or foundation, sagging porch and/or roof lines, missing or damaged doors, inadequate additions and inadequate original construction.

Dilapidated

A structure that has deteriorated past the point of economical rehabilitation is unsafe, unsanitary and inadequate for housing. The structure exhibits a number of major defects and deficiencies, such as a severely-damaged foundation, roof, and/or porch line, large holes in walls or roof, missing or broken windows or doors, severely peeling paint, an unpaved or pitted and rutted driveway, structurally inadequate additions and structurally inadequate original construction.

Results from Windshield Survey

The Windshield Survey found that the vast majority of housing units in Bell have sound exterior conditions. More than 94% of housing units were found sound, 3% were found sound deficient, and less than 1% of housing was found deteriorating or dilapidated. While the majority of housing stock is over 30 years old, and thus likely to be in need of maintenance, the vast majority of homes in the City of Bell have exteriors that have been maintained.

Housing Stock by Type

Table H-3 compares the number of housing units by type, in the City of Bell, using 2000 and 2010 U.S. Census data. Since 2000 the total amount of single-family detached structures (an estimated 23.8%) has increased in the City of Bell, while the amount of housing structures with three or more units has decreased.

Table H-3: Housing Units by Type, City of Bell 2000 & 2006-2010

	2000		ACS 2006-2010		Change	
Unit Type	Number	Percent	Number	Percent	Number	Percent
Single-Family	5,074	55.0	6,660	69.5	1,586	23.8
2 Units	366	4.0	314	3.3	-52	-14.2
3-4 Units	1,087	11.8	709	7.4	-378	-53.3
5+ Units	2,228	24.2	1,490	15.6	-738	-49.5
Mobile Home & Other	460	5.0	403	4.2	-57	-14.1
Totals	9,215	100.0	9,576	100.0	361	3.8

Source: Census 2000 Summary File 3 (SF 3) H30. Units in structure & 2006-2010 (ACS) American Community Survey, Table B25024. Units in structure

When comparing housing unit type trends in the City of Bell to that of the County, it is clear that the City did not experience a change in housing stock that was typical of the larger region. Table H-4 compares the number of housing units by type in the County of Los Angeles using 2000 and 2010 U.S. Census data.

The State of California's Department of Finance (DOF) also collects housing stock information and are shown in Table H-5 below. The numbers given by DOF demonstrate an increase in single-family housing units and a decrease in other types of housing. ACS estimates show an increase of 361 total units, almost 4% change, while DOF report shows an increase of only 2 total units, essentially no change. The increase of only two housing units over a 12-year period may be a reflection of the City's lack of vacant residential parcels.

Table H-4: Housing Units by Type, Los Angeles County 2000 & 2006-2010

	2000		2010		Change	
Unit Type	Number	Percent	Number	Percent	Number	Percent
Single-Family	1,835,087	56.1	1,934,990	56.6	99,903	5.2
2 Units	89,608	2.7	83,810	2.4	-5,798	-6.9
3-4 Units	197,916	6.1	197,370	5.8	-546	-0.3
5+ Units	1,091,677	33.4	1,151,632	33.6	59,955	5.2
Mobile Home & Other	53,475	1.6	57,934	1.7	4,459	7.7
Totals	3,270.909	100.0	3,425,736	100.0	154,827	4.5

Source: Census 2000 Summary File 3 (SF 3) H30. Units in structure & 2006-2010 (ACS) American Community Survey, Table B25024. Units in structure

Table H-5: Housing Units by Type-Department of Finance, City of Bell 2000 & 2012

	2000		2012		Change	
Unit Type	Number	Percent	Number	Percent	Number	Percent
Single-Family	5,074	55.0	5,579	60.6	505	9.1
Multiple Units	3,681	40.0	3,250	35.2	-431	-13.3
Mobile Home & Other	460	5.0	388	4.2	-72	-18.6
Totals	9,215	100.0	9,217	100.0	2	0.0

Source: 2012 Department of Finance E-5 City/County Population and Housing Estimates & 1990-2000 Department of Finance E-8 City/County Population and Housing Estimates

Table H-6: Housing Units by Type-Department of Finance Report, Los Angeles County

	2000		2012		Change	
Unit Type	Number	Percent	Number	Percent	Number	Percent
Single-Family	1,745,645	55.2	1,947,820	56.4	202,175	10.4
Multiple Units	1,361,936	43.1	1,447,958	41.9	86,022	5.9
Mobile Home & Other	55,729	1.8	58,314	1.7	2,585	4.4
Totals	3,163,310	100.0	3,454,092	100.0	290,782	8.4

Source: 2012 Department of Finance E-5 City/County Population and Housing Estimates & 1990-2000 Department of Finance E-8 City/County Population and Housing Estimates

Housing Stock Size

Providing a variety of home compositions by size and number of rooms is an important objective for planning future housing needs. This is especially the case in the City of Bell, with a significant number of large households and other unique householders that have different housing needs. Table H-7 shows the number of owner and renter-occupied households by number of bedrooms per household in the City of Bell based on Census data.

Table H-7: Existing Housing Stock Number of Bedrooms by Tenure, City of Bell 2006-2010

Bedroom Type	Owner Households		Renter Households		All Households	
	Number	Percent	Number	Percent	Number	Percent
0 BR	0	0.0	457	7.0	457	5.1
1 BR	281	11.2	2,347	36.1	2,628	29.2
2 BR	789	31.5	2,946	45.4	3,735	41.5
3 BR	1,052	42.0	719	11.1	1,771	19.7
4 BR	235	9.4	27	0.4	262	2.9
5+ BR	147	5.9	0	0.0	147	1.6
Total	2,504	100.0	6,496	100.0	9,000	100.0

Source: 2006-2010 (ACS) American Community Survey, Table B25042. Tenure by bedrooms

Table H-8 shows the number of owner and renter-occupied households by number of bedrooms in household in the County of Los Angeles. Compared to Los Angeles County, the City of Bell's housing stock is dominated by one and two bedroom homes (71% in Bell and 51% in the County), and has significantly less housing stock options with three or more rooms available. It is a goal to provide additional variety in housing composition available in Bell.

Vacancy Rates

Vacant housing units assure the availability of dwelling units to accommodate a household's changing needs or circumstances. According to HCD, the desired vacancy rates necessary to provide a stable housing environment is approximately two percent for owner-occupied housing and five percent for renter-occupied housing. Table H-9 compares the vacancy rates in the City of Bell from 2000 to 2010.

Table H-8: Existing Housing Stock Number of Bedrooms by Tenure, Los Angeles County 2006-2010

Bedroom Type	Owner Households		Renter Households		All Households	
	Number	Percent	Number	Percent	Number	Percent
0 BR	8,067	0.5	159,393	9.6	192,986	5.6
1 BR	49,448	3.2	600,782	36.1	703,432	20.5
2 BR	356,493	23.0	630,583	37.9	1,054,640	30.8
3 BR	709,001	45.7	214,669	12.9	965,848	28.2
4 BR	334,495	21.6	48,838	2.9	398,300	11.6
5+ BR	94,587	6.1	11,533	0.7	110,530	3.2
Total	1,552,091	100.0	1,665,798	100.0	3,425,736	100.0

Source: 2006-2010 (ACS) American Community Survey, Table B25042. Tenure by bedrooms

The vacancy rate in the City of Bell went from 3.2 percent in 2000 to 6.0 percent in 2010, which is similar to that of Los Angeles County's vacancy rate of 4.2 percent in 2000 to 6.1 percent in 2010, according to the U.S. Census. These increased vacancy rates across the region in 2010 are largely the result of the countrywide economic recession, and are higher than rates suggested by HCD to maintain a stable housing market.

Table H-9: Vacancy Rates, City of Bell 2000 & 2006-2010

	2000 Census	ACS 2006-2010
Total	9,215	9,576
Occupied	8,918	9,000
Vacant	297	576
For rent	180	311
For sale only	46	45
Rented or sold, not occupied	26	65
For seasonal, recreational, or occasional use	37	52
For migrant workers	0	0
Other vacant	8	103

Source: Census 2000 Summary File 3 (SF 3) Table H6 Occupancy status & Table H8 Vacancy status & 2006-2010 (ACS) American Community Survey, Table B25004 Vacancy Status

ECONOMIC CHARACTERISTICS

Employment

Employment influences the demand for different types of housing to the extent that the workforce seeks to live near their place of work. The largest sector of employment within the city is manufacturing (22%). The largest businesses in the City are major manufacturing and distributions centers including the Cheli Distribution Center and Perrin Bernard Supowitz Inc., according to the 2009 Comprehensive Annual Financial Report (p. 142). Other major sectors include education, healthcare and social assistance (together 17%), as well as retail (12%) and construction (9%). Table H-10 provides a complete list of industry by order of largest percent of total individuals employed.

Table H-10: Industry Employment, City of Bell 2010

Civilian employed population 16 years and over	13,238	13,238
Manufacturing	2,846	21.5%
Educational services, and health care and social assistance	2,284	17.3%
Retail trade	1,630	12.3%
Construction	1,126	8.5%
Other services, except public administration	979	7.4%
Professional, scientific, and management, and administrative and waste management services	900	6.8%
Transportation and warehousing, and utilities	871	6.6%
Wholesale trade	734	5.5%
Arts, entertainment, and recreation, and accommodation and food services	734	5.5%
Agriculture, forestry, fishing and hunting, and mining	385	2.9%
Public administration	374	2.8%
Finance and insurance, and real estate and rental and leasing	352	2.7%
Information	23	0.2%

Source: U.S. Census Data

Many residents of Bell commute outside of the City for work. More than 10,000 resident leave the City in the day and return in the evening. Likewise, more than 6,000 workers commute into the City for work each day but live outside the City of Bell.

Income

The types of jobs held by Bell's residents influences their incomes and ability to afford different types and pricing of housing. The City of Bell is a working class community, with a median income of $34,000, which is significantly below the county average of $52,280. Figure H-5 shows the income distribution of Bell residents.

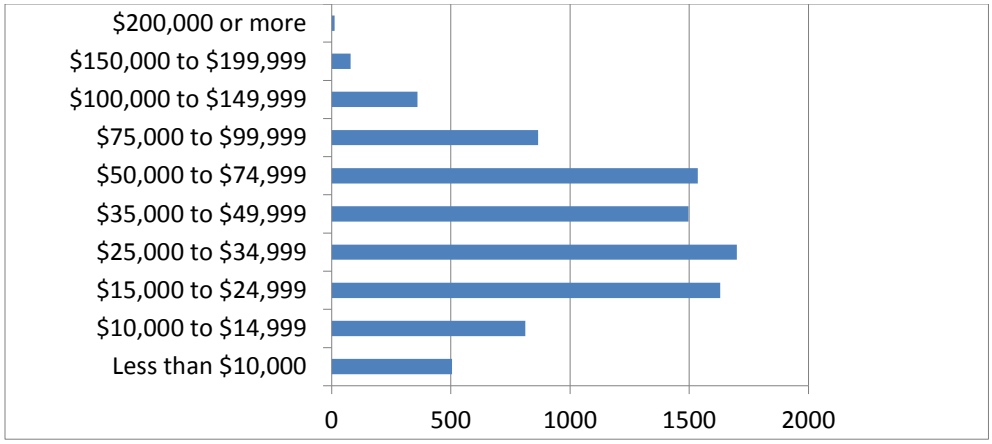

Figure H-5: Individual Income Distribution, City of Bell 2010
Source: U.S. Census Bureau. (2010) DP02. Selected Social Characteristics in the United States. ACS 5-year estimates. Accessed September 2012

Notably, family households have a lower median income than overall households-just above $32,000. Typically, families have more extensive needs than other households, making the income of family households of specific importance for developing housing options into the future. Finding affordable housing options that meet the needs of families in the City of Bell should be a priority of the General Plan. Figure H-6 shows percentage of households in each income bracket of the City, using SCAG's 2011 Profile of the City of Bell.

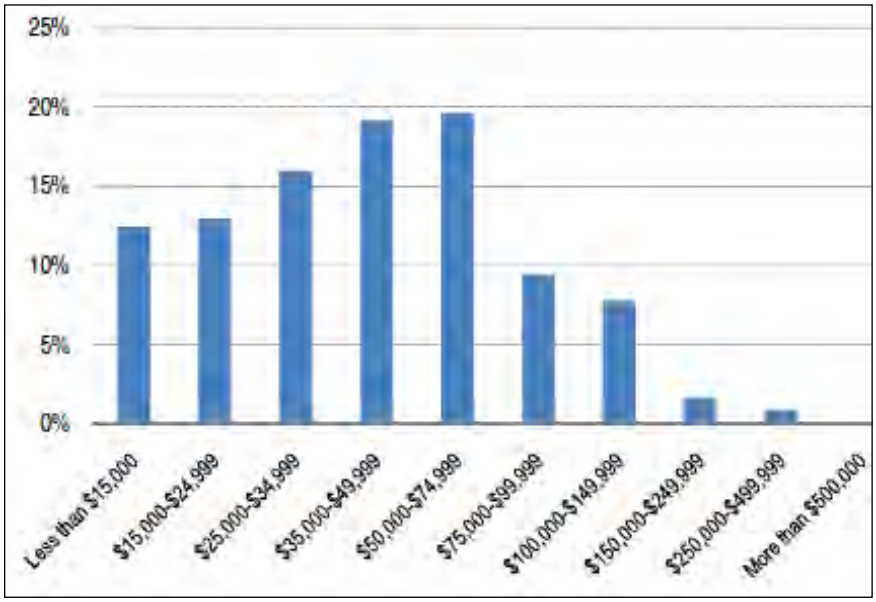

Figure H-6: Households by Household Income, City of Bell 2010
Source: 2011 Southern California Association of Governments (SCAG), Profile of the City of Bell

Table H-11: Housing Cost as a Percentage of Household Income, City of Bell 2006-2010

Owner-Occupied Units					
Income Range	**Total Households**	**% of Total Households**	**0-30% of HH Income**	**30+% of HH Income**	**Not Computed**
$0-10,000	89	3.6	0	72	17
$10,000-19,999	241	9.6	51	190	0
$20,000-34,999	454	18.0	196	258	0
$35,000-49,999	348	13.9	146	202	0
$50,000-74,999	599	24.0	239	360	0
$75,000-99,999	396	15.8	268	128	0
$100,000+	377	15.1	324	53	0
Subtotal	2,504	27.8	1,224	1,263	17
Renter-Occupied Units					
$0-10,000	327	5.0	0	267	60
$10,000-19,999	1,369	21.1	111	1,250	8
$20,000-34,999	1,679	25.8	178	1,490	11
$35,000-49,999	1,234	19.0	756	478	0
$50,000-74,999	1,144	17.6	1,074	70	0
$75,000-99,999	609	9.4	609	0	0
$100,000+	134	2.1	134	0	0
Subtotal	6,496	72.2	2,862	3,555	79
Total	9,000	100.0	4,086	4,818	96

Source: 2006-2010 (ACS) American Community Survey, Table C25095. Household income by selected monthly owner costs as a percentage of household income in the past 12 months & Table B25074. Household income by gross rent as a percentage of household income in the past 12 months

Overpayment

Median home prices are significantly lower than Los Angeles County average, which is further discussed in the section below. Nonetheless, affordability of housing remains a challenge for many households. Overpayment is defined by HCD as earning less than 80% of the County median income (low and very low-income households) and paying more than 30% for housing.

Generally, lower income households are more likely to overpay for housing than high-income households. Table H-11 shows the number of owner and renter-occupied households by housing cost as a percentage of household income by income range in the City of Bell. In the City of Bell roughly 54 percent of owner-occupied households and renter-occupied households spend 30 percent or more of household income on housing.

Table H-12 shows the percentage of low-income households that overpay for housing. Calculation of low-income households overpaying for housing use an Area Median Income (AMI) of $67,450 for a household of four persons in the County of Los Angeles as determined by the U.S. Department of Housing and Urban Development's (HUD) Income Limits for 2012. An AMI for a four person household is used because 2010 U.S. Census data states that the City of Bell had an average household size of 4.2. The percentage of low-income households overpaying for housing in the City of Bell is slightly less than Los Angeles County for both owner and renter-occupied units.

Table H-12: Percentage of Low-Income Households Overpaying for Housing, City of Bell 2006-2010

Owner-Occupied Units		
Households with incomes less than 80% AMI	Paying 30% or More of HH Income	Percent
1,432	902	63.0
Renter-Occupied Units		
Households with incomes less than 80% AMI	Paying 30% or More of HH Income	Percent
5,181	3,520	68.0

Source: 2006-2010 (ACS) American Community Survey, Table C25095. Household income by selected monthly owner costs as a percentage of household income in the past 12 months & Table B25074. Household income by gross rent as a percentage of household income in the past 12 months

Table H-13: Percentage of Low-Income Households Overpaying for Housing, Los Angeles County 2006-2010

Owner-Occupied Units		
Households with incomes less than 80% AMI	Paying 30% or More of HH Income	Percent
563,686	373,443	66.3
Renter-Occupied Units		
Households with incomes less than 80% AMI	Paying 30% or More of HH Income	Percent
1,109,237	830,464	74.9

Source: 2006-2010 (ACS) American Community Survey, Table C25095. Household income by selected monthly owner costs as a percentage of household income in the past 12 months & Table B25074. Household income by gross rent as a percentage of household income in the past 12 months

Housing Cost

The City of Bell offers affordable housing for both renters and owners. Between 2000 and 2006-2010 the median value and median rent of housing in the City of Bell increased at roughly the same rate as Los Angeles County. However, the median value of housing in the City is substantially less than the median value of housing in Los Angeles County. The median value of housing in Los Angeles County ($508,800) is almost double that of the median value of housing in the City of Bell ($308,800).

Median rent within the City of Bell is also less when compared to Los Angeles County but the difference is not as significant as median housing value. Both the City and the County's home values have increased by over 50% over the ten-year period. Similarly, gross rent increased in both areas by more than 30% from 2000. Table H-14 and Table H-15 compares the median home value and median gross rent in the City of Bell and the County of Los Angeles from 2000 to 2010.

Table H-14: Median Value/Rent, City of Bell 2000 & 2006-2010

Value/Rent	2000	ACS 2006-2010	ACS Margin of Error	2000-2010 Percent Change
Median Home Value	$167,100	$340,300	+/- $17,946	50.9
Median Gross Rent	$642	$950	+/- $27	32.4

Sources: Census 2000 Summary File (SF3), H076. Median value (dollars) & Summary Fiel (SF3), H063. Median gross rent (dollars) & 2006-2010 (ACS) American Community Survey,Table B25064. Median gross rent (dollars) & Table B25077. Median value (dollars)

Table H-15: Median Value/Rent, Los Angeles County 2000 & 2006-2010

Value/Rent	2000	ACS 2006-2010	ACS Margin of Error	2000-2010 Percent Change
Median Home Value	$209,300	$508,800	+/- $2,038	58.9
Median Gross Rent	$704	$1,117	+/- $3	37.0

Sources: Census 2000 Summary File (SF3), H076. Median value (dollars) & Summary Fiel (SF3), H063. Median gross rent (dollars) & 2006-2010 (ACS) American Community Survey,Table B25064. Median gross rent (dollars) & Table B25077. Median value (dollars)

Home value in Bell over the past decade is consistent with increased home prices until 2007 when the housing bubble burst and the economic recession began, as demonstrated Figure H-7 below.

Figure H-7: Median Home Sale Price (in Thousands), City of Bell 2000-2010
Source: 2011 Southern California Association of Governments (SCAG), Profile of the City of Bell

Table H-16 shows a breakdown of the median market rents in the City of Bell by number of bedrooms. The numbers were obtained on October 1, 2012 using Craigslist.org. Using the search term "Bell" under the *Los Angeles apts/housing for rent* section of Craigslist. Craigslist search results were compared with similar spot searches on padmapper.com and zillow.com. Compared to the 2006-2010 ACS 5-year median gross rent estimate of $950, these web search results are a more accurate representation of current rent values in the City of Bell, since many rental units in Bell are rented through an informal process, such as the rental of rooms in a house, converted garages, and secondary dwelling units. Because these units are informally rented, they may not be accounted for in Census data.

Table H-16: Current Median Rents, City of Bell 2012

Bedroom Type	Median Market Rents
Studio	$800-$850
One-Bedroom	$810-$910
Two-Bedroom	$1,100-$1,300
Three-Bedroom	$1,200-$1,400
Four-Bedroom	$1,350-$1,500

Source: Spot search results Craigslist.org, padmapper.com, zillow.com

SPECIAL NEEDS RESIDENTS

Special needs residents are those associated with specific demographic or occupational groups, which call for very specific program responses such as preservation or development of units with larger bedroom counts. The statute specifically requires analysis of the special housing needs of the elderly, the disabled, female-headed households, large families, farmworkers and homeless persons and families. These special needs groups often spend a disproportionate amount of their income to secure safe and decent housing and are sometimes subject to discrimination based on their specific needs or circumstances.

Policy Implications

Three Special Needs residents (identified by the State) require policy consideration in the City of Bell: persons with disabilities, single-head households, and large families. These groups make up a significant portion of the population and their needs are not being adequately met with current policies.

Persons with Disabilities

While there is limited data available on the housing needs of persons with disabilities, data on the number of persons with disabilities and the type of disabilities are useful in inferring housing needs that may exist in Bell. Table H-17 shows the number of persons with disabilities by age in the City of Bell using 2000 U.S. Census data. Newer data was unavailable at the time the report was written. There is no significant difference between the City of Bell and the County of Los Angeles in regards to number of persons with disabilities, shown in Table H-18.

Table H-17: Persons with Disability by Age, City of Bell 2000

	Number	Percent
Age 5-64, Persons with a Disability	10,736	29.3
Persons Age 65 Plus with a Disability	2,597	7.1
Total Persons with a Disability	13,333	36.4
Total Population (Civilian Non-institutional)	36,664	100.0

Source: 2000 U.S. Census Summary File (SF 3) P41. Age by types of disability for the civilian non-institutionalized population 5 years and over with disabilities

Table H-18: Persons with Disability by Employment Status, Los Angeles County 2000

	Number	Percent
Age 5-64, Persons with a Disability	2,337,160	24.1
Persons Age 65 Plus with a Disability	836,783	8.6
Total Persons with a Disability	3,173,943	32.7
Total Population (Civilian Non-institutional)	9,704,968	100.0

Source: 2000 U.S. Census Summary File (SF 3) P41. Age by types of disability for the civilian non-institutionalized population 5 years and over with disabilities

Total person with disabilities in Bell exceeds 36% making them a significant minority that requires special needs and accommodations. Table H-19 shows the number of persons with disabilities by disability type in the City of Bell using 2000 Census data. Physically disabled persons generally require modifications to their housing units, such as wheelchair ramps, elevators or lifts, wide doorways, accessible cabinetry, and modified fixtures and appliances.

If a disability prevents a person from operating a vehicle, then proximity to services and access to public transportation are particularly important. If a disability prevents an individual from working or limits income, then the cost of housing is likely to be even more challenging. Those with severe physical or mental disabilities (see mental and self-care disability numbers below) may also require supportive housing, nursing facilities, or care facilities.

Single-Headed Households

Single-headed households, especially female-headed households, typically have greater issues locating affordable housing than families with two adults. Single-headed households with small children may need to pay for childcare, which further reduces disposable income. Table H-20 shows the number of households headed by females with and without children.

Table H-19: Persons with Disabilities by Disability Type, City of Bell 2000

	Number	Percent
Total Disabilities	13,333	100.0
Total Disabilities for Ages 5-64	10,736	80.5
Sensory Disability	525	3.9
Physical disability	1,275	9.6
Mental disability	1,025	7.7
Self-care disability	568	4.3
Go-outside-home disability	3,430	25.7
Employment disability	3,913	29.3
Total Disabilities for Ages 65 and Over	2,597	19.5
Sensory Disability	417	3.1
Physical disability	681	5.1
Mental disability	432	3.2
Self-care disability	316	2.4
Go-outside-home disability	751	5.6

Source: 2000 U.S. Census Summary File (SF 3) P41. Age by types of disability for the civilian non-institutionalized population 5 years and over with disabilities

As revealed by Table H-21, larger portions of female-headed households in the City of Bell (over 46%) have children under the age of 18 than the average across Los Angeles County (roughly 29%). This indicates that City must strongly consider the development of affordable units that are both appropriate for families with children and have childcare resources available near new housing opportunities.

Table H-20: Female Headed Households, City of Bell 2006-2010

Householder Type	Number	Percent
Total Households	9,000	100.0
Total Female Headed Householders	4,556	50.6
Female Heads with Children under 18	3,869	43.0
Female Heads without Children under 18	687	7.6

Source: 2006-2010 (ACS) American Community Survey, Table B09016. Household type by relationship

Availability of formal childcare facilities is one gauge of appropriate resources for households with small children, especially single-headed households. Consequently, childcare facilities available in Bell as of 2010 are shown below. It is important to note that childcare needs can also be satisfied through other means, often by family members, friends, and informal childcare providers.

Table H-21: Female Headed Households, Los Angeles County 2006-2010

Householder Type	Number	Percent
Total Households	3,217,889	100.0
Total Female Headed Householders	1,482,230	46.1
Female Heads with Children under 18	941,720	29.3
Female Heads without Children under 18	540,510	16.8

Source: 2006-2010 (ACS) American Community Survey, Table B09016. Household type by relationship

Large Family Households

The U.S. Department of Housing and Urban Development (HUD) defines a large household or family as one with five or more members. Large families may have specific needs that differ from other families due to income and housing stock constraints. The most critical housing need of large families is access to larger housing units with more bedrooms than a standard three-bedroom dwelling.

Multi-family rental housing units typically provide one or two bedrooms and not the three or more bedrooms that are required by large families. As a result, the inability of larger families to find adequate housing adds to the overcrowding issue already affecting Bell. In general, housing for families should provide safe outdoor play areas for children and should be located to provide convenient access to schools and child-care facilities. Table H-22 shows the number of owner and renter-occupied households by number of persons in household in the City of Bell.

Table H-22: Household Size by Tenure, City of Bell 2006-2010

	1-4 persons		5+ Persons		Total	
	Number	Percent	Number	Percent	Number	Percent
Owner	1,661	25.7	843	33.4	2,504	27.8
Renter	4,813	74.3	1,683	66.6	6,496	72.2
Total	6,474	71.9	2,526	28.1	9,000	100.0

Source: 2006-2010 (ACS) American Community Survey, Table B25009. Tenure by household size

Table H-23: Household Size by Tenure, Los Angeles County 2006-2010

	1-4 persons		5+ Persons		Total	
	Number	Percent	Number	Percent	Number	Percent
Owner	1,284,115	47.3	267,976	53.4	1,552,091	48.2
Renter	1,431,961	52.7	233,837	46.6	1,665,798	51.8
Total	2,716,076	84.4	501,813	15.6	3,217,889	100.0

Source: 2006-2010 (ACS) American Community Survey, Table B25009. Tenure by household size

Figure H-8 below compares average household size for the City of Bell and the County of Los Angeles between 2000 and 2010 based on 2010 California Department of Finance E-5 Report.

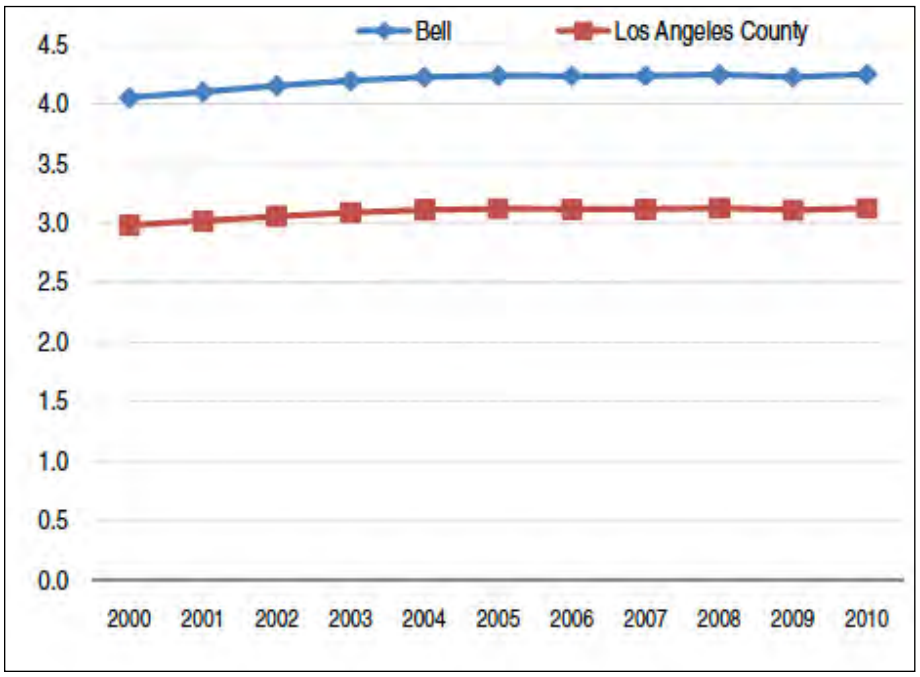

Figure H-8: Average Household Size, City of Bell and Los Angeles County 2000-2010
Source: 2011 Southern California Association of Governments (SCAG), Profile of the City of Bell

Senior Households

Seniors are defined as persons 65 years and older, and senior households are those households headed by a person 65 years and older. Seniors often face unique housing problems. While many may own their homes outright, fixed retirement incomes may not always be adequate to cover rising utility rates and insurance. Some seniors have the physical and financial ability to continue driving well into their retirement; however, those who cannot

or choose not to drive must rely on alternative forms of transportation. The City of Bell has a fairly small elderly population that is not expected to grow significantly over the next decade.

Additionally, many elderly individuals live in multi-generational houses with support from other members of their households for transportation and housing costs. Nonetheless, Bell should partner with agencies, developers, and non-profit organizations to ensure that construction of new housing and redevelopment of existing housing accommodates the needs of seniors in the community. Table H-24 shows the number of elderly households by income level.

Table H-24: Elderly Households by Income, City of Bell 2006-2010

Income Level	Elderly Households
Below 50% AMI	789
51% to 80%	190
81% to 120%	194
Above 120%	65
Total	1,238

Source: 2006-2010 (ACS) American Community Survey, Table B19037. Age of householder by household income in the past 12 months (in 2010 inflation-adjusted dollars) & 2012 Department of Housing and Urban Development, Income limits summary

Housing for Farmworkers

Farmworkers are day laborers working in the agriculture industry, including essential work with fertilizer and equipment, crops and livestock production, and processing, transporting and distributing food to consumers. Farmworkers often have seasonal jobs and need temporary housing as they travel from work site to work site. The County of Los Angeles had 3,705 farmworkers in 2007 according to the United States Department of Agriculture (USDA) Census data. However, considering the absence of agricultural land uses in the City of Bell or any nearby surrounding communities, there is little need for consideration of the special needs of these individuals in the development of future housing needs.

Persons in Need of Emergency and Transitional Housing

Homeless Persons

An estimated 51,340 individuals were considered homeless in Los Angeles County in 2011. HUD defines homeless as 1) an unsheltered person residing in a place not meant for human habitation, such as cars, parks, sidewalks, abandoned buildings, or on the street or 2) as a sheltered person that resides in an emergency shelter or transitional housing for homeless persons who originally came from the streets or emergency shelters.[2] Table H-26, H-27, and H-28[3] show the overall breakdown of homelessness in the Los Angeles Continuum of Care (CoC)[4]

(of which the City of Bell is a part) and the other CoC centers that make up the rest of Los Angeles County.

Table H-25: Farmworkers, Los Angeles County 2007

Farm Operations with less than 10 employees	
Permanent	711
Seasonal (i.e. less than 150 days)	722
Total	1,433
Farm Operations with 10 or More employees	
Permanent	2,916
Seasonal (i.e. less than 150 days)	789
Total	3,705

Source: USDA 2007 Census of Farmworkers, Table 7

Table H-26: Homeless Count, Los Angeles County 2011

Area	2011	Prior Count*	Change	%
Los Angeles Continuum of Care	45,422	475,721	-2,150	-4.50%
Glendale Continuum of Care	412	428	-16	-3.70%
Long Beach Continuum of Care	4,290	3,909	381	9.70%
Pasadena Continuum of Care	1,216	1,137	79	6.90%
Los Angeles County Total	51,340	53,046	-1,706	-3.20%

*Represents 2009 data for Los Angeles and Long Beach, and 2010 data for Glendale & Pasadena who conduct annual homeless counts.

Table H-27: Sheltered versus Unsheltered Count, Los Angeles County 2011

	2011		Sheltered		Unsheltered	
Los Angeles Continuum of Care	45,422	88%	16,882	37%	28,540	63%
Glendale Continuum of Care	412	1%	291	71%	121	29%
Long Beach Continuum of Care	4,290	8%	2,087	49%	2,203	51%
Pasadena Continuum of Care	1,216	2%	453	37%	763	63%
Los Angeles County Total	51,340	100%	19,713	38%	31,627	62%

Table H-28: Homeless by Household Type, Los Angeles County 2011

	2011	Single Adults		Families		Unaccompanied Youth (<18)	
Los Angeles Continuum of Care	45,422	35,838	79%	92,182	20%	366	1%
Glendale Continuum of Care	412	297	72%	115	28%	--	0%
Long Beach Continuum of Care	4,290	3,380	79%	910	21%	--	0%
Pasadena Continuum of Care	1,216	1,019	84%	194	16%	3	0%
Los Angeles County Total	51,340	40,534	79%	104,373	20%	369	1%

Many of the homeless within Los Angeles County suffer from mental illness, physical disabilities and substance abuse in part because they are unable to receive basic medical and psychiatric care. Mental illness rates in L.A. County are higher than the national average with 33% of the homeless population dealing with some sort of mental illness. Table H-29 shows the subpopulations within homelessness. [5] The largest groups are those that are chronically homeless, or suffer from mental illness, physical disabilities or substance abuse.

Table H-29: Homeless Subpopulation Data, City of Bell 2009 & 2011

	2011	%	2009*	%
Chronically Homeless Individuals	10,901	24%	10,245	24%
Chronically Homeless Family Members	2,730	6%	N/A	N/A
Veterans	8,131	18%	6,540	15%
Survivors of Domestic Violence	4,610	10%	3,762	9%
Persons with AIDS/HIV	1,104	2%	1,064	2%
Persons with Mental Illness	14,830	33%	10,387	24%
Persons with Physical Disabilities	9,903	22%	N/A	N/A
Persons with Substance Abuse Problems	15,489	34%	17,419	41%

* based on 2009 original count of 42,694

Homelessness affects men, women and children but not equally. Table H-30 shows the percentage of individuals by gender and age.[6]

As mentioned previously, the City of Bell is part of the L.A. County CoC and participates with multiple cities and organizations within the county to find solutions and support for those that are homeless or in a state of housing transition.

Table H-30: Homeless Gender Data, Adults and Children, City of Bell 2009 & 2011

	2011		2009*	
Adult Male	26,767	59%	25,862	60%
Adult Female	12,589	28%	13,730	32%
Male Children (< 18)	3,057	7%	2,026	5%
Female Children (< 18)	3,009	7%	1,076	3%

* based on 2009 original count of 42,694

Salvation Army Bell Shelter

The Salvation Army Bell Shelter, one of the largest shelters on the western side of the Mississippi, is located on 5600 Rickenbacker Road in northwestern Bell and serves homeless individuals not only from Bell but also from such areas as downtown Los Angeles, Huntington Park, Hollywood, Compton, and Long Beach. The Shelter opened in 1988 as an emergency care center for homeless in southeast Los Angeles County as a part of the 1987 Stewart B. McKinney Homeless Assistance Act, which allowed the use of vacant Federal facilities, such as the U.S. Army Air Base Hangar in Northwest Bell, to be converted into homeless shelters. In 2012, the shelter housed a total of 290-390 unaccompanied adults within its emergency shelter and transitional housing accommodations.

The Bell Shelter provides numerous programs and services to help the homeless overcome obstacles to self-sufficiency. The Bell Shelter offers dinner, breakfast and a night's stay for adults, as well as counseling, referrals, alcohol and drug dependency assessments, social services and educational and skills training. Other services include:

- Case Management
- Supportive and Transitional Housing to help with a client's reintegration into society
- Individual and Group Counseling
- Licensed 128-bed drug and alcohol program
- 'Back on Track' program
- Alternate sentencing for non-violent offenders
- Job Search Assistance
- Homeless Veterans Reintegration Program
- On-site adult education classes offered through Los Angeles Unified School District
- Mobile Medical Services

In collaboration with the Los Angeles County Department of Mental Health and ENKI Health and Research Systems, Inc., the Salvation Army has developed an on-site program to meet the needs of those suffering from mental illness or of combined mental illness and substance abuse. (The California Department of Mental Health, The California Endowment, The State Department of Housing & Community Development, The Department of Veterans Affairs and the Community Development Commission of the County of Los Angeles provided funding for the program).

Transitional Housing

Transitional housing programs provide extended shelter and supportive services for homeless individuals with the goal of helping them live independently and transition into permanent housing. Homeless individuals are able to stay in the Salvation Army Bell Shelter for 90 days. For some, there is an option to move from the shelter to transitional housing. The transitional housing program provides long-term housing for single men and women within mobile homes located on the same site as the shelter.

The program strives to prepare homeless men and women for moving on by requiring various commitments, such as paying a "therapeutic"[7] rent, during their time of participation. Once in the transitional housing program, individuals can remain in residence up to two years

REGIONAL HOUSING NEEDS ALLOCATION (RHNA)

Regional Housing Needs Allocation Process

Housing element law (§65583) requires quantification of each jurisdiction's existing and projected housing needs for all income levels. The housing element's requirements to accommodate projected housing needs are a critical factor that influences the housing supply and availability statewide and within regional housing markets. The regional housing needs allocation process reflects shared responsibility among local governments for accommodating the housing needs of all economic levels.

RHNA Projections

Reflective of trends throughout the San Gabriel Valley, SCAG is projecting moderate population growth in Bell over the next decade with the addition of approximately 400 people to reach a total of 35,900 residents by 2020. Natural growth and change in the City's demographic makeup, discussed above, will create a demand for different types and pricing of housing, underscoring the importance of providing housing choices and prices that are suited for people with different lifestyle needs.

RHNA Allocations

State law requires RHNA to be conducted as part of the periodic updates to local housing elements of the general plan in order to accommodate the anticipated need for affordable housing in addition to market rate housing. The most recent RHNA planning period is from January 1, 2006 to June 30, 2014.

Existing and future housing needs for each jurisdiction is quantified based on a methodology supplied by HCD. This method is based on population, household, and employment growth rates in the region. Allocations are classified by income groups to insure each member jurisdiction can accommodate its fair share of the regional housing market need within the planning period. The overall goals of the RHNA are to increase access to jobs, improve transportation mobility, and address social equity in regards to housing.

RHNA's allocation for the City of Bell is listed below and requires that the City accommodate the development of an additional 47 affordable housing units by 2014. As required by HCD, the City must ensure there is sufficient zoned capacity to allow for the development of additional affordable housing in order to meet the minimum number of units allotted. Table H-31 compares the number of new units needed across income categories by the end of the planning period.

Table H-31: Regional Housing Needs Allocation Planning Period (January 1, 2006-June 30, 2014), City of Bell

Income Category	# of New Units Needed (% of total)
Very Low (0-50% of AMI[1])	11 (23.4%)
Low (51-80% of AMI)	7 (14.9%)
Moderate (81-120% of AMI)	8 (17.0%)
Above Moderate (over 120% of AMI)	21 (44.7%)
TOTAL UNITS	47 (100.0%)

1Area Median Income
Source: Southern California Association of Governments, 2007

Comparison of Housing Unit Production with Projected Housing Needs

The City of Bell's RHNA allocation can be reduced by the number of residential housing units that are built or approved each year beginning on January 1, 2006, to June 30, 2014. These figures can be tallied and separated by income level and type by using building permit data. Table H-32 displays the number of residential units with permits issued for each applicable year to date. There have been 48 residential units permitted since January 1, 2006, which suggests that the City of Bell has already met its RHNA allocations.

The number of new units required by RHNA for the City of Bell is fairly small as compared to other communities in the region. Planning for 48 units is not an undue burden on the City's resources or space despite the scarcity of available land. However, more detailed data is still needed from the city to determine how many of these units have been built or are currently under construction. It is also fairly likely that the onset of the economic recession may have prevented or stalled the construction of these units. Most importantly, the number of new units in each income category must be determined to accurately evaluate the city's progress during the planning period. City of Bell's existing affordable housing units constructed since last RNHA allocation must be filled in by city staff based in compliance with last time period under RHNA.

Table H-32: Residential Units With Permits Issued, City of Bell 2006- 2010

YEAR	Number of Permits Issued
2006	17
2007	17
2008	2
2009	12
2010	0

Source: Construction Industry Research Board, Building Permit Summary, California Cities and Counties Data

LAND CONSTRAINTS

In general, there are a number of factors that may create barriers to the development of affordable and market-rate housing in any community. Several constraints have been identified through public outreach, staff feedback, and analysis of local regulation and procedures that are limiting housing development in Bell. These constraints include land availability, regulatory and zoning constraints, financial constraints, and regional and local market demands.

Available Land

Land availability is a major constraint since the City of Bell is built-out without any options to expand through annexation since the City is closely surrounded by other built-out communities such as: Commerce, Bell Gardens, Cudahy, South Gate, and Huntington Park. This means that opportunities for further housing development in Bell are limited to infill projects of vacant and under-utilized or under-performing parcels of land. As shown in Table H-33 below, vacant parcels are available but limited in number. These parcels should be

considered first by the City as potential areas for the development new housing that accommodates the needs and vision of community.

Mobile Home Park Redevelopment

Bell is home to two mobile home parks: (1) Florence Village Mobile Home and RV Park and (2) Bell Mobile Home Park. At least one of these mobile home parks could provide opportunities for future growth if planned strategically and converted into multifamily developments. (For more information on the City's plans for mobile home parks please see Bell Community Housing Authority (BCHA) under the Financial Constraints section below.) However, there are several legal requirements associated with redeveloping mobile home parks in California that create additional housing constraints.

Closing and/or converting any of these mobile home parks into another use can be a rigorous process per the requirements outlined in Section 65863.7 of the California Government Code. The most apparent housing constraint associated with mobile home park conversions is that the party proposing the conversion is obligated by law to highlight the impacts of closing the mobile home park and find relocation housing for its tenants.

The party proposing the conversion is also required to present these findings to the legislature, which would be the City Council in the case of Bell, and is subject to approval or disapproval. This conversion process has the potential to deter mobile home park redevelopment because it may be seen as too rigorous and risky for any returns that may result from additional housing. [(1)]

REGULATORY AND ZONING CONSTRAINTS

Bell Municipal Code

This section highlights and analyzes specific components of Chapter 17.24: R-3 High Density Multiple–Family Residential Zone that restricts multiple housing options in the City of Bell. The Bell Municipal Code, Chapter 17 (Zoning Code) regulates and facilitates desirable development in Bell. However, the Zoning Code contains specific standards and requirements that prevent the City of Bell from increasing the number of housing units through higher densities and multi-family developments. These limitations constrain any potential housing development that is needed to sustain the future growth of the City.

Height Requirements

Because the City of Bell is essentially built-out, the most feasible way to increase the number of housing units will be to intensify densities in appropriate locations like the R-3 District. The R-3 District currently has height requirements that limit multi-family residential developments

to a maximum of two stories. Such height restriction limits the growth potential of locations that are suited to accommodate higher densities. [2]

Table H-34: R-3 District: Height Requirements, City of Bell 2012

Building Height. The maximum height of any building in the R-3 zones, or for parcels greater than 8,000 square feet in any residential zone, shall not exceed two (2) stories or thirty (30) feet in height, whichever is less. Bell Municipal Code. Title 17: Zoning. Chapter 17.24: R-3 High Density Multiple Family Residential Zone. 17.24.050 Development Standards

Source: City of Bell Municipal Code

Floor Area Ratio

The Floor Area Ratio (FAR) requirements for residential districts create a significant barrier to housing in Bell. The FAR requirement for the R-3 District is a maximum of .28 or 2,800 square feet. This means that the building is allowed to consume up to 28% of the lot or not exceed 2,800 square feet. These requirements make multifamily residential development almost impossible in the City of Bell, especially, for example, on a lot that is 50 feet by 100 feet or 5,000 square feet. A maximum FAR of 2,800 square feet means that a two-story structure would only be allowed to have a floor area of 1,400 square feet in total. 700 square feet per floor for an entire two-story apartment building does not yield an adequate amount of space to construct a multifamily residential development. [2]

Table H-35: Floor Area Ratio for Residential Zones, City of Bell 2012

R-1 District	Front/Side Rear/Setbacks (1 Story)	Front/Side Rear/Setbacks (2-Stories)	Maximum FAR (1 Story)	Maximum FAR (2-Stories)	Maximum Building Height	Maximum 2nd Floor/ 1st Floor*
R-1	25'/5'/10'	25'/7'/10'	.50 FAR or 2,800 Sq. Ft.*	.50 FAR or 2,800 Sq. Ft.*	28'	80%
R-2	25'/5'/10'	25'/7'/10'	.50 FAR or 2,800 Sq. Ft.*	.50 FAR or 2,800 Sq. Ft.*	30'	80%
R-3 < 8,000 Sq. Ft.	25'/5'/10'	25'/7'/20'	.28 FAR or 2,800 Sq. Ft.*	.28 FAR or 2,800 Sq. Ft.*	30'	80%
R-3 C-3R > 8,000 Sq. Ft.	25'/5'/10'	30'/10'/20'	.28 FAR or 2,800 Sq. Ft.*	.28 FAR or 2,800 Sq. Ft.*	30'	80%

Source: Bell Municipal Code. Title 17: Zoning. Chapter 17.24: R-3 High Density Multiple Family Residential Zone. 17.24.050 Development Standards

Development Review

The City of Bell has two advisory bodies that exist to review development projects and advise the City Council on planning and development issues, which include the following: (1) Planning Commission and (2) Architectural Review Board. Analysis of these two advisory bodies yields substantial organizational problems that may deter real estate developers from undertaking a major residential project in Bell.

Planning Commission

Planning Commissions in California typically consists of citizens whom are appointed by the legislative body. This structure allows citizens to have a role in their local government and advise elected officials on various issues related to planning and development. The City Council of Bell, however, also functions as the Planning Commission, which is atypical by conventional planning standards and viewed as potentially detrimental to diligent real estate developers looking to build new housing in Bell. While this structure eliminates a layer of development review as projects come before one legislative body instead of two, it may deter development because there are no internal appeal procedures and City Council members may not have any specialized knowledge of planning. [3]

Table H-36: City of Bell Charter, Article VIII: Appointive Boards and Commissions

Section 806. PLANNING COMMISSION. POWERS AND DUTIES.
The City Council shall function as the Planning Commission and shall have the power and be required to:

A. After a public hearing thereon, considers the adoption, amendment or repeal of Master, General or Precise Plans, or any part thereof, for the physical development of the City.
B. Exercise such functions with respect to land subdivisions as shall be provided by ordinance not inconsistent with the provisions of this Charter.
C. Make determinations concerning proposed public works and for the clearance, conservation and rehabilitation of any areas within the City.
D. Exercise such functions with respect to zoning, city planning, land use and related matters as may be prescribed by ordinance or resolution not inconsistent with the provisions of this Charter.

Source: City of Bell Charter. Article VIII: Appointive Boards and Commissions

Architectural Review Board

The Architectural Review Board is similar to the Planning Commission in that it is an advisory body that typically consists of citizens, whom have expertise in architecture and design. This advisory body for the City of Bell consists of City staff that are appointed by the Mayor and approved by a majority of the City Council. The conditions for obtaining a permit for development are also broad and appear to be at the discretion of City staff. This structure and process for proposing projects in the City of Bell may give developers the impression that the development review process is unpredictable and non-transparent and thus too risky to undertake. [4]

City of Bell Websites

As of November 2012, the City of Bell and City Clerk Websites were bare and lacked important documents such as: the Bell Municipal Code, a Fee Schedule, and Standard Operating Procedures. The lack of these aforementioned documents can hinder potential housing projects when the process and fees are not easily accessible and clearly outlined for an interested developer to find when conducting preliminary research. [(5)(6)]

FINANCIAL CONSTRAINTS

Availability of Financing

The City of Bell currently has three entities that are tasked with providing funding for residential development, improvement, and maintenance according to the 2012/13 Budget. They include the following: (1) the Successor Agency (Formerly Community Redevelopment Agency (CRA)), (2) Community Development Block Grant (CDBG), and (3) the Bell Community Housing Authority (BCHA). Analysis of the 2012/13 Budget yielded pending expenses and transfers that may create additional housing constraints.

Successor Agency

The Successor Agency was created to facilitate the dissolution of the Community Redevelopment Agency in the City of Bell per California law that calls for the termination of all Redevelopment Agencies throughout the state. The Successor Agency currently consists of the following four funds: (1) Administration, (2) Tax Increment, (3) Low and Moderate Housing, and (4) Debt Service. It contained approximately $5,098,839 for Low and Moderate Housing as of June 30th, 2012.

However, the City of Bell is expected to lose these funds, which will be liquidated by the California Oversight Board and reallocated to the Los Angeles Unified School District, Los Angeles County, the Community College District, the Fire District, as well as additional declassified districts. This creates a substantial housing constraint as it limits the City's ability to provide additional affordable housing units in the future. [(7)]

Community Development Block Grants (CDBG)

Community Development Block Grants (CDBG) is income-specific funds that are provided by the Federal Government. They are used to fund the following housing programs and services in Bell: (1) Housing Rehabilitation, (2) Graffiti Removal, (3) Lead-Based Paint, (4) Code Compliance, (5) ADA Improvement projects, and (6) the Handy worker Program. The City of Bell is expected to receive approximately $927,720 in CDBGs. Current funding for the above-mentioned programs and services is adequate. Housing constraints could arise if the City ever loses or experiences a significant decrease in its CDBGs in the future. [(7)]

Bell Community Housing Authority (BCHA)

The Bell Community Housing Authority (BCHA) is responsible for providing affordable housing for residents. It currently owns and operates the Florence Village Mobile Home and RV Park and Bell Mobile Home Park and maintains three funds, which include the following: Operating, Capital Projects, and Debt Service. The BCHA currently has $795,081 allocated for Capital Projects. The BCHA will need to upgrade both mobile home parks so that they meet current codes and standards, which is estimated to cost roughly $15,000,000. This presents and issue for the City of Bell and its ability to provide affordable housing, as they do not have the funds at this time to maintain and upgrade these residential properties. [7]

Market Constraints

This section will include a Feasibility Study and Analysis that outlines determines the costs associated with purchasing land and constructing new housing (at 2012-13 values and rates). This section will be completed by the City of Bell staff.

SUMMARY OF PAST HOUSING ELEMENT

Past Housing Element

The past housing element for the City of Bell was adopted August of 1996 as part of the City's 2010 General Plan. The element is separated into three major sections: Introduction to the Element, Background for Planning, and Housing Plan. A review of the programs and objectives presented in the past housing element should have occurred in 1998, however no official review of the past housing element could be located. As a substitute, the 1996 element will be reviewed in the context of current 2012 housing stock conditions in the City of Bell.

Past Housing Element Housing Programs

Below is an outline of the 2-year (1996-1998) housing programs set forth in the previous housing element of the City of Bell. The element grouped the 21 housing programs into six categories based on the purpose of each program. Each program in the housing element was given specific time frame, funding source(s) and 2-year objectives (not shown in outline).

- Enforcement of Housing Development Standards
    - Code Enforcement

- Housing Rehabilitation Assistance
    - Housing Rehabilitation Grant Program
    - Deferred Payment Loan Program

  - Below Market Interest Rate Loan Program
  - Substandard Units
- Protecting Existing Affordable Market Rate Housing/Housing Assistance
  - Section 8 Housing Assistance Program
  - Housing Assistance Grant Program
  - Housing Program Information
  - Bell Community Housing Authority (BCHA)
- At Risk Households
  - Senior Shared Housing Program
  - Bell Homeless Shelter
  - Existing Affordable Units
- Removing Governmental Constraints
  - Code Review
  - Fast-Tracking Program
- Equal Housing Opportunity/Opportunities for New Housing in the City
  - Fair Housing Program
  - Land Assembly Study
  - Mixed Use Projects/Redevelopment Projects within the C-3R Zone
  - Vacant Land
  - Density Bonus
  - Second Unit Programs
  - Minimum Density Standards

Past Housing Element Objectives

Objectives are based on the programs presented in the previous section. Table H-37 below presents an outline of the 2-year (1996-1998) housing objectives set forth by the last housing element.

Table H-37: Housing Objectives from Past Housing Element

	Very Low	Low	Moderate	High	Total
New Construction – New units to be constructed in the City					
C-3R Projects			34	25	59
Fast Tracking	9	33			42
Vacant Land				40	40
Second Units				15	15
Code Review					
Land Assembly					
Density Bonus				34	34
Program Info					
Min. Density					
	9	33	34	114	190
Rehabilitation – Units to be rehabilitated					
Rehab Grant	10	11			21
Deferred Payment	2	2			4
Int. Rate Loan	4	3			7
	16	17			33
Substandard Housing – Units notified and removed					
Removal	22				22
Code Enforcement		120	120		240
	22	120	120		262
Housing Assistance – Persons/households receiving assistance					
Section 8		269			269
Bell Shelter	300				300
Transitional Housing	67				67
Trailer Parks		359			359
Fair Housing		18			18
Shared Housing		163			163
	367	809			1,176
Conservation – Units to maintain affordable					
Senior Housing	36	36			72
Woodward Town Homes	2	2			4
	38	38			76

Source: City of Bell General Plan Housing Element, 1996

ENDNOTES

[1] The survey method has certain limitations. Secondary dwelling or "granny" units are very common in Bell. These units are usually built behind a single family detached unit and were often not visible from the street. Visual assessments were solely evaluated from the appearance of the street-facing unit, which may or may not be representative of the conditions of all units on the lot. Additionally, Google Street view did not provide imagery that was sufficient for assessment of a small number of street facing parcels. These latter parcels, 64 parcels in total, have been identified as requiring additional onsite assessment. These units are designated within Appendix XXX and should ultimately be evaluated directly onsite by the City.

[2] http://www.lahsa.org/docs/2011-Homeless-Count/HC11-Detailed-Geography-Report-FINAL.PDF p.9

[3] http://www.lahsa.org/docs/2011-Homeless-Count/HC11-Detailed-Geography-Report-FINAL.PDF p. 11

[4] HUD defines a Continuum of Care (CoC) as "a community plan to organize and deliver housing and services to meet the specific needs of people who are homeless as they move to stable housing and maximize self-sufficiency. It includes action steps to end homelessness and prevent a return to homelessness." http://www.lahsa.org/continuum_of_care.asp

[5] http://www.lahsa.org/docs/2011-Homeless-Count/HC11-Detailed-Geography-Report-FINAL.PDF p.14

[6] http://www.lahsa.org/docs/2011-Homeless-Count/HC11-Detailed-Geography-Report-FINAL.PDF p.14

[7] Rent that the individual pays and then regains upon leaving the program.

SOURCES

- U.S. Census
- U.S. Department of Housing and Urban Development
- California Department of Finance
- California Department of Housing and Community Development
- California Office of Planning Research
- City of Visalia Housing Element, 2010
- Construction Industry Research Board
- Southern California Association of Governments

Eichler, Alexander. (March 04, 2012) "For Renters Who Need Affordable Housing, Choices are Few." HuffingtonPost. Accessed November 2012, at http://www.huffingtonpost.com/2012/03/14/renters-affordable-housing_n_1343194.html

Open Space and Conservation

City of Bell General Plan

Table of Contents

List of Figures

List of Tables

INTRODUCTION

The Conservation and Open Space Element of the General Plan provides direction and establishes policy for long-range preservation, conservation, development, and management of natural resources. The Conservation and Open Space Element seeks to manage the City's natural resources in a manner that provides the greatest level of self-sustainability. The Element is consistent with the Land Use, Safety, and Circulation Elements of the General Plan, yet it has a greater focus on natural resources. The City of Bell is located in the center of a fully urbanized area; the availability of open space is limited. This Element will focus on providing managed green space through the usage of public parks, which plays an important role in providing public space for a healthy and safe environment.

Statutory Requirements

The Open Space/Conservation Element is required to be included in a General Plan as defined by Government Code Section 65302(d) and 65302(e).
The Open Space Element is to address conservation and protection of open space in the community. Open space, as defined by California Government Code (§65560(b)), is "any parcel or area of land or water that essentially is unimproved and devoted to an open-space use," including:

1. Open space for the preservation of natural resources including, but not limited to, areas required for the preservation of plant and animal life, including habitat for fish and wildlife species; areas required for ecologic and other scientific study purposes; rivers, streams, bays and estuaries; and coastal beaches, lakeshores, banks of rivers and streams, and watershed lands.
2. Open space used for the managed production of resources, including but not limited to, forest lands, rangeland, agricultural lands and areas of economic importance for the production of food or fiber; areas required for recharge of groundwater basins; bays, estuaries, marshes, rivers and streams which are important for the management of commercial fisheries; and areas containing major mineral deposits, including those in short supply.

3. Open space for outdoor recreation, including but not limited to, areas of outstanding scenic, historic and cultural value; areas particularly suited for park and recreation purposes, including access to lakeshores, beaches, and rivers and streams; and areas which serve as links between major recreation and open-space reservations, including utility easements, banks of rivers and streams, trails, and scenic highway corridors.
4. Open space for public health and safety, including, but not limited to, areas which require special management or regulation because of hazardous or special conditions such as earthquake fault zones, unstable soil areas, flood plains, watersheds, areas presenting high fire risks, areas required for the protection of water quality and water reservoirs and areas required for the protection and enhancement of air quality.

   The Conservation Element is to address the protection and maintenance of the State's natural resources. The purpose is to prevent the wasteful exploitation and degradation of these limited resources.

   According to the Governor's Office of Planning and Research, the following issues must be addressed with regard to the conservation, development, and utilization of natural resources (to the extent that they are relevant to Bell (§65301(c)):

   - Water and its hydraulic force
   - Forests
   - Soils
   - Rivers and other waters
   - Harbors
   - Fisheries
   - Wildlife
   - Minerals
   - Other natural resources

The degree of specificity and level of detail on the discussion of each Element will reflect local conditions and circumstances.

General Plan consistency and relationship to the other Elements

The State of California requires that conservation and open space Elements be included in a city's General Plan. As allowed and encouraged by State law, it is permissible to combine Elements in a General Plan as the content of one Element may overlap with the requirement for another. For this report, Open Space and Conservation will be combined into a single Element (Gov't Code §65301(a)). The overarching goal of these Elements is to protect Bell's natural resources (air and water quality, flora and fauna habitats, watersheds, etc.). As mentioned previously, each Element must be "internally consistent and compatible statements of policies." (§65300.5). All General Plan Elements carry equal weight; repetition or redundancy conveys no added legitimacy or legal standing.

TRANSPORTATION ROUTES (TRAIL SYSTEMS)

There are no dedicated trail systems within the City. The Los Angeles River bike trail spans over 3 miles along the western side of the riverfront. Three miles southwest of Bell, the City of South Gate has a series of greenways. The Southern Avenue Greenway is a 2.5-mile bike and walking trail that runs under power lines. The Greenway does not yet connect to the L.A. River, which is 0.5 miles away, but plans for development are underway according to the City of South Gate Parks and Recreation Master Plan. A connection to the Los Angeles River would provide Bell residents with access to a network of greenways that would allow for recreational rides and long distance commuting. There is a very short trail (0.2 miles) that parallels an existing rail line near the Watts Towers Art Center in the City of South Gate.

Utility Easements

The L.A. River spans approximately 6.5 miles (measuring both sides) along the City of Bell. The Los Angeles County Department of Public Works and U.S. Army Corps of Engineers operate and maintain the River through a flood control right-of-way while the jurisdiction of each riverside municipality has authority over land directly adjacent to the river. A significant amount of continuous open space is available adjacent to the river. The land here is held through easements by railroad and also by public utility district and companies.

There are two industrial train routes that run through, or run in close proximity to the City of Bell. One track runs east to west along Randolph Ave. This track serves as a border between the north part of Bell and the south part of Maywood. Another track runs north to south along Salt Lake Avenue (just west of California Avenue along the western border of Bell city limits). This train right-of-way is part of the Metro Link's plan to construct light rail tracks, as well as a light rail train stop in, or near, Bell. The two major rail companies are Union Pacific and BNSF.

With limited new public open space in the City, railroad right-of-ways through a joint city rail-to-trail project can be redeveloped to help relieve the burden of already heavily used public parks in Bell. The City of Los Angeles Department of Water and Power (LADWP) has several easements in the area for the maintenance of their power transmission towers.

There is a utility easement controlled by the LADWP in the city of South Gate that has been adapted to serve as a 9-acre linear park complete with picnic tables, playgrounds and bike and pedestrian trails. The park was able to have multiple uses that could occur without compromising the public services provided by LADWP. The 2.5-mile César Chavez Park starts at Walnut Street between California Avenue and State Street and ends at Santa Ana Street.

A utility easement lies between State Street and California Street from Walnut Street to Santa Ana Street in the City of Huntington Park. Controlled by the LADWP, this 10-block area is currently underutilized. The easement has been identified by the 1991 Huntington Park General Plan Open Space and Conservation Element as a potential new park similar to César Chavez Park in South Gate.

Figure OS-1 Example of DWP Utility Easement

WATER SUPPLY

System Overview

The City of Bell obtains a significant portion of its water through a public-private-partnership (3P) with the Golden State Water Company (GSWC). This partnership supplies the vast majority of residential homes within the City. A limited number of residential homes in the northeastern section of the City receive water from the Maywood Mutual Water Company #3 (MMWC). These agencies utilize the following sources to deliver water: imported water, recycled water and groundwater wells. Water imports and recycled water are handled through the Central Coast Basin Municipal Water District (CBMWD). CBMWD obtains its water supply from the Metropolitan Water District of Southern California (MWD). For groundwater the GSWC operates wells located throughout the Bell-Bell Gardens service area. These wells are under an adjudication allotment for the Central Basin. GSWC also has the ability to lease additional groundwater rights from the Central Basin should it be deemed necessary. MMWC acquires all water for distribution from three wells within its jurisdiction. The following sections will expand upon all three sources of water within the City.

Table OS-1: Current and Planned Water Supplies for the Bell-Bell Garden System in AC-FT/YR

Source	2010	2015	2020	2025	2030	2035
Imported water from CBMWD	61	1137	1170	1205	1242	1279
Groundwater	5141	5000	5000	5000	5000	5000
Recycled Water	130	130	130	130	130	130
Total	5333	6267	6300	6335	6372	6409

Source: 2010 Urban Water Management Plan

Table OS-2: Water Supplies for the Maywood #3 System in AC-FT/YR

Source	2009
Groundwater	1502

Source: UWMP and Quality Assessment

Projecting into the future GSWC plans to add roughly 15% to its capacity, to account for future growth within the city. This increase in supply is projected to come from the additional importation of water through the CBMWD. These figures were calculated to fulfill the requirements of SBX7-7. SBX7-7, which requires water purveyors implement a 20% reduction in future water deliveries. With GSWC's ability to augment its water supply with imported water, there is no substantial concern over ability to meet Bell's future demands.

Water Usage

Water usage within the city has seen a steady decline since the year 2002, table OS-3 shows historic usage. Residential use dominates the overall usage, with commercial second. Exact reasons for this decline are unknown. GSWC estimates that a certain amount can be attributed to economic conditions and mandatory conservation from drought conditions. Data for the homes operating under the MMWC was not available at time of writing. MMWC does not meet the threshold requirement for reporting an Urban Water Management Plan (UWMP), which may account for the lack of data found. It is assumed that homes MMWC provides service to follow similar GPCD trends as those present in the GSWC district, Table 0S-3. Bell collectively uses considerably less GPCD than the average Central Basin member. This is most likely caused by other Central Basin members in higher socioeconomic areas using a substantially larger portion of water. However, an exact cause for this difference is unknown at the time of writing.

Table OS-3: Water Usage for Bell-Bellflower System: 1997-2010 Base Daily Use Calculation

Calendar Year	Distribution System Population	Gallons/Day	Annual Daily per Capita Water Use, gpcd	Central Basin GPCD
1997	65,857	6,086,982	92	N/A
1998	65,153	5,584,232	86	N/A
1998	64,946	5,723,249	88	N/A
2000	64,884	5,891,814	91	N/A
2001	65,443	5,562,735	85	N/A
2002	64,495	5,856,090	89	N/A
2003	66,240	511,884	80	N/A
2004	66,644	5,489,929	82	N/A
2005	67,110	5,439,270	81	152
2006	67,100	5,310,392	79	151
2007	67,059	5,486,945	82	170
2008	67,121	5,244,220	78	137
2009	67,462	4,901,425	73	127
2010	69,119	4,644,301	67	131

Source: 2010 UWMP and Quality Assessment

Table OS-4: Water Usage for Bell-Bellflower: Historical Water Use (AC-FT/YR) by Customer Type

Water Usage for Bell-Bellfower										
Historical Water Use (ac-ft/yr) by Customer Type										
Year	Single-Family	Multi-Family	Commercial	Industrial	Institutional/ Government	Landscape	Agricultural	Recycled	Other	Total
1994	2,641	2,022	536	199	225	86	-	-	2	5,711
1995	2,641	2,185	589	252	182	61	-	130	1	6,041
1996	2,407	2,325	548	224	176	43	-	135	1	5,859
1997	2,434	2,710	683	264	243	103	-	153	1	6,591
1998	1,961	2,663	647	258	173	89	-	144	-	5,935
1999	1,831	2,893	735	305	197	115	-	138	78	6,292
2000	1,597	2,996	779	316	212	134	2	142	8	6,186
2001	1,559	2,908	745	271	197	128	4	129	1	5,942
2002	1,633	2,961	768	264	199	132	4	145	-	6,106
2003	1,597	2,834	762	272	193	136	6	126	-	5,926
2004	1,614	2,765	785	304	231	144	7	116	2	5,968
2005	1,551	2,677	831	284	232	152	7	158	15	5,907
2006	1,607	2,658	836	287	177	161	6	158	17	5,907
2007	1,592	2,672	873	277	179	204	6	154	17	5,974
2008	1,529	2,561	771	237	166	188	5	149	15	5,621
2009	1,466	2,473	755	256	152	163	5	130	14	5,414
2010	1,386	2,374	628	287	146	158	7	130	14	5,130
Source:										

Source: 2010 UWMP

Imported Water

Imported water comes from two primary sources, the State Water Project and Colorado River. MWD delivers all of the imported water supply to the CBMWD, which in turn provides leases to GSWC. MMWC does not use imported water. Imported water currently accounts for approximately1.4% of total water supply. This is projected to rise to 19.95% by the year 2035, as GSWC seeks to diversify its portfolio for the Bell-Bellflower system. There are no current plans for MMWC to expand into imported water. Projected increases in imported water are entirely based upon the ability for GSWC to acquire leases for additional groundwater. It is the policy of GSWC to rely upon groundwater first, using imported water as supplemental supply. [Items to be added: if industrial area uses imported water]

Groundwater

The adjudicated Central Basin Watermaster Service Area overlies about 227 square miles of the Central Basin in the southeastern part of the Los Angeles Coastal Plain in Los Angeles County. The Watermaster Service Area is bounded by the Newport-Inglewood Uplift on the southwest, the Los Angeles-Orange County line on the southeast, and an irregular line that approximately follows Stocker Street, Martin Luther King Boulevard, Alameda Street, Olympic Boulevard, the boundary between the City of Los Angeles and unincorporated East Los Angeles, and the foot of the Merced and Puente Hills on the north. Twenty-three incorporated cities and several unincorporated areas are found within the Watermaster Service Area. Groundwater in the Central Basin provides a substantial portion of the water supply needed by the residents and industries in the overlying area (DWR, 2009) The California Department of Water Resources serves as Watermaster for the Central Basin, while the Water Replenishment District (WRD) of Southern California is responsible for ensuring an adequate supply of replenishment water to offset groundwater production through monitoring and various groundwater reliability programs and projects. (GLAC IRWM, 2012)

The City of Bell is supplied by a total of ten wells located in both City itself and the City of Maywood. Maywood wells provide Bell with a substantial lower amount of groundwater, as 52% of production is kept in city. All groundwater is pumped from the same basin, meaning there are largely the same basic containments found within it. Differences in water quality thus come from site specific phenomena; this is further expanded upon in the water quality section. Groundwater wells will continue to provide a substantial portion of the water supply as it is the most readily available source.

Table OS-5: Well Name and Capacity

Well Name and Capacity			
Well Name	Purveyor	Current Well Capacity (gpm)	Current Well Capacity (af-ft/yr)
Bissel No.2	GSWC	-	-
Clara No. 3	GSWC	1,000.00	1,613
Gage No.1	GSWC	-	-
Gage No.2	GSWC	800	1,290
Otis No. 3	GSWC	1,000	1,613
Priory No. 2	GSWC	-	-
Watson No.1	GSWC	950	1,532
Total Capacity	**GSWC**	**3,750**	**6,048**
Prospect Well (#1)	MMWC	750	1210*
Warehouse Well (#7)	MMWC	1,000	1613*
District Well (#4)	MMWC	1,300	2097*
Total Capacity	**MMWC**	**3,050**	**4,920**
Source: UWMP and Quality Assement			
* Estimation			

Source: UWMP and Quality Assessment

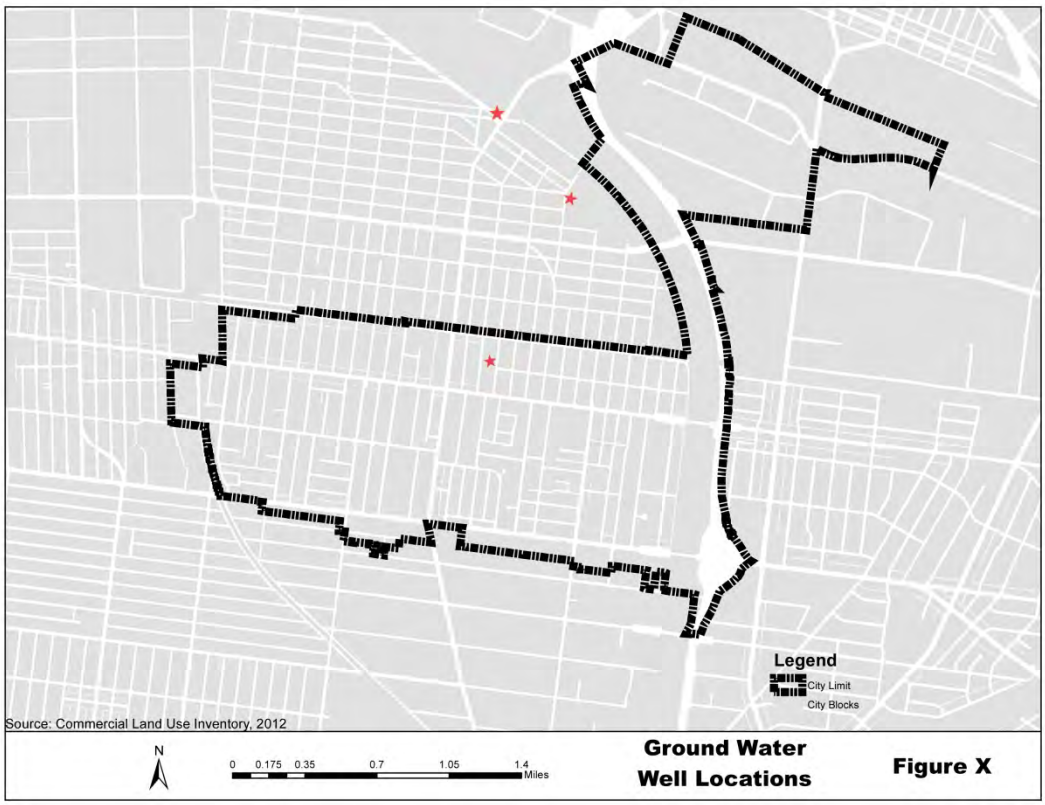

Figure OS-2: Ground Water Well Locations

Capacity in the current systems exceeds the historic pumping amounts. It is expected water demand will increase within the service area for the foreseeable future. However, due to the nature of groundwater leases, estimation on future production can only be made upon the current allotments granted by adjudication

Table OS-6: Unused Water in Central Basin in AC-FT/YR

Table X: Unused Water in Central Basin ac-ft/yr	
Fiscal Year	Unused Water
2005-2006	27,406.00
2006-2007	21,478.00
2007-2008	6,251.00
2008-2009	17,436.00
2009-2010	20,609.00

Source: 2010 UWMP

Table OS-7: Groundwater Pumping History in AC-FT/YR

Table X: Groundwater Pumping History in ac-ft/yr							
Basin name	System Name	2005	2006	2007	2008	2009	2010
Central Basin	GSWC	4437	4501	6098	5414	5430	5141
Percent of Total Water Supply	GSWC	73%	76%	99%	99%	99%	99%
Central Basin	MMWC				1451	1502	
Percent of Total Water Supply	MMWC				100%	100%	

Source: 2010 UWMP and Quality Assessment

GSWC currently has adjudicated rights for approximately 5,000 ac-ft/yr. Although the approximate amount of MMWC adjudicated rights are unknown, the two purveyors can augment their supply with unused water from the Central Basin. This water can be obtained on lease for a period of five years. Due to the variability between leases, this cannot be seen as a permanent source of water. Table OS-7 shows the historic amounts of groundwater that has gone unused by the Central Basin. It can be concluded that available water has a large potential range with 75% of water being claimed at times. GSWC has looked to import water for times when additional groundwater cannot be leased.

Groundwater Adjudication

The City of Bell falls within the realm of the Central Basin, an adjudicated basin. Adjudication is one form of groundwater management in California; it is administered through the court process. In basins where a lawsuit is brought to adjudicate the basin, the groundwater rights

of all the overliers and appropriators are determined by the court. The court also decides: 1) who the extractors are; 2) how much groundwater those well owners can extract; and 3) who the Watermaster will be to ensure that the basin is managed in accordance with the court's decree. The Watermaster must report periodically to the court.[1]

Central Basin

In 1965, the Central Basin was adjudicated in the case Central and West Basin Water Replenishment District vs. Charles E. Adams, et al (Superior Court, County of Los Angeles, Case No. 786656). The Central Basin Judgment limits the amount of groundwater each party can extract annually from the Basin. This limit is referred to as the "Allowed Pumping Allocation" (APA), which is a fraction of each party's water rights and is monitored by a court appointed Watermaster. The Watermaster administers and enforces the terms of the Judgment and reports annually to the Court on significant groundwater-related events occurring in the Basin. The Court also retained jurisdiction to monitor ongoing management of the Basin, including the conjunctive use of Basin storage space, to assure the Basin will be capable of supplying sufficient water to meet local needs, including future growth and development. [2]

Recharge

Groundwater recharge can occur via existing and restored natural channel bottoms, percolation of rainwater (natural recharge) and underflow from neighboring basins, however, natural recharge is typically insufficient to maintain basin water levels and current pumping levels due to the extent of impervious surfaces. To augment the groundwater, which naturally recharges the Central Basin, artificial recharge using river water, imported water, recycled water and runoff augments and blends with groundwater, and is eventually extracted for potable use. Artificial recharge facilities in the Central Basin include the following[3]:

Central Basin Recharge Sources

- Dominguez Gap Spreading Grounds: Recharge controlled flows from the Los Angeles River and uncontrolled flows from storm drains
- Rio Hondo Coastal Spreading Grounds: Recharge controlled releases from San Gabriel Canyon Dams, Santa Fe Dam and Whittier narrows Dam, uncontrolled runoff via San Gabriel River and Rio Hondo channel, and imported and recycled water
- San Gabriel Coastal Spreading Grounds: Recharge controlled releases from San Gabriel Canyon Dams, Santa Fe Dam and Whittier narrows Dam, and imported and recycled water
- San Gabriel River at Montebello Forebay: In-river recharge controlled releases from San Gabriel Canyon Dams, Santa Fe Dam and Whittier narrows Dam, uncontrolled runoff via San Gabriel River and Rio Hondo channel, and imported and recycled water
- Alamitos Gap Barrier Project: Injects imported water and recycled water to prevent seawater intrusion

Recycled Water

The Central Basin Municipal Water District (CBMWD) acquires controls, distributes, and sells recycled water to several cities, agencies, and customers in the Greater Los Angeles Area. CBMWD owns and operates the recycled water distribution infrastructure in its service area. The Bell-Bell Gardens System currently receives recycled water from CBMWD as part of the district's Central Basin Recycled Water Project (CBRWP). CBRWP consists of two interconnected distribution systems (the E. Thornton Ibbetson Century Recycled Water Project and the Esteban Torres Rio Hondo Recycled Water Project). CBRWP distributes over 4,000 ac-ft/yr of recycled water to its network of commercial, industrial, and landscape irrigation uses. CBRWP receives reclaimed water from LACSD's Los Coyotes and San Jose Creek WRPs. In addition to GSWC, CBRWP provides recycled water to more than 150 industrial, commercial, and landscape irrigation sites throughout southeast Los Angeles County (2010 UMWP).

CBMWD owns two existing recycled water pipelines that fall within the boundaries of the Bell-Bell Gardens System, but does not currently have plans to expand its recycled water distribution network to reach any more of GSWC's Bell-Bell Gardens customers. Currently, there is a single line that runs to northern sections of the City of Bell. The Bell-Bellflower system as a whole only uses 130 ac-ft/yr, with current plans to expand to150 ac-ft/yr. The main discouragement of expansion of recycled water within the City of Bell is economic feasibility. Increasing connections would require an extensive amount of capital to be invested within the system. Thus, recycled water will most likely not contribute a significant amount of water for the City within the foreseeable future. Financial decisions to expand the recycled water system would be a decision made by the CBMWD. There is the potential for the City to develop a strategy that encourages the CBMWD to expand recycled water within its boundaries.

Desalinated Water

The Central Basin service area is a landlocked agency without direct access to the ocean. Therefore, construction of an ocean desalination facility is highly unlikely. Regionally, , the area does have active seawater barrier operations to prevent seawater intrusion. However, seawater barriers are not within the Central Basin service area either; any trapped brackish water is not part of Central Basin's potential resources.

Ocean desalination may provide some agencies with the potential for future resources. However, due to the high energy costs for developing desalination and the lack of accessibility, Central Basin will not be investing in ocean desalination in the near future. [4]

Supply Reliability

Central Basin

CBMWD expects its overall supply reliability to maintain 100 percent through 2035 for normal, single, and multiple-dry year scenarios. CBMWD's Draft 2010 UWMP states their plan for

reliability focuses on water resource diversification. CBMWD plans to further diversify its water resource mix during the next 25 years with the expansion of the recycled water system and increased conservation efforts. CBMWD has stated that imported supplies will decrease with the increase of recycled water and conservation.

Groundwater from the Central Basin is also expected to be 100 percent reliable. The Central Basin has substantial storage capacity to provide a buffer during droughts and to accept recharge of surplus waters during times of available supplies (e.g., storm water, highly treated recycled water, and purchased water). Continued diligence by the pumpers WRDSC, LACDPW, and CBMWD, is expected to ensure the reliability of the Central Basin groundwater supply. Recycled water is expected to be available during all hydrologic conditions because it is not subject to hydrologic variations.[5]

Golden State Water Company (GSWC)

Water purveyors are required to submit estimates of system reliability in their UWMP reports. GSWC estimates it has a 100 percent reliable system through the year 2035, citing the following reasons:

- Adjudicated groundwater rights in the Central Basin
- Benefits of conjunctive use storage programs to be developed in accordance with court
- Judgments that are anticipated at some time in the future
- Water supplies available from the supplemental suppliers, MWD and CBMWD projected to be 100 percent reliable; and
- The availability of recycled water

Maywood Mutual Water Company (MMWC)

Specifics for MMWC were not available at time of writing. Future assessments of the company are advised to better understand potential reliability problems. It is assumed that the water system follows trends in the rest of the basin of having 100 percent reliability.

WATERSHEDS

The City of Bell is located within the Los Angeles River watershed, a subset of the Lower San Gabriel and Los Angeles River sub-region. The watershed serves as a critical supply of groundwater recharge for the Central Basin, which City wells are located in. In the past, flooding was a large concern for the sub region. In order to provide flood control, much of the Los Angeles River has been paved over, providing a system that can sustain a 100 year flood. While wetlands can be found in other areas of the sub region, none are in Bell. Furthermore, there is no critical habitat or significant ecological areas located near the city.

Sub region plans call for the establishment of easements along the L.A. River to help establish open space. As reflected in other sections of this report, an opportunity for open space exists

with land owned by the DWP on the eastern portion of the River. There may be potential funding opportunities from sub regional agencies in establishing greenery in this space. Current plans call for 3,100 acres of recreation space and 17,000 acres of open space. It would be wise for the city to develop a strategy to take advantage of any funding.

WATER QUALITY

The U.S. Environmental Protection Agency (EPA) and the California Department of Health Services prescribe regulations that limit the amounts of certain contaminants allowed in water provided by public water systems. The water agencies serving Bell treat water according to these regulations. Table OS-8 shows known issues within the two water service areas. The systems have met all state and federal primary drinking water standards.

In 2009 the California Legislature passed AB 980, which required additional examination of the Maywood Mutual Water Company System. The MMWC was required to perform an assessment of magnesium contaminates within its system and report the results to the legislature. Reporting in 2010, the #3 system that partially serves Bell was found to be within the requirements set forth by state agencies.

Imported Water

Surface water that enters the City is from the MWD via CBMWD. The MWD is responsible for all treatment prior to it entering the purveyor system. Both the CBMWD and GSWC 2010 reports cite no known problems with MWD provided water, with water meeting or exceeding all standards set by the California Department of Public Health.

Groundwater

Central Basin Overview (Provided 2010 Central Basin UWMP)

Challenges to water quality include potential contamination from adjacent basins, the Central Basin's susceptibility to seawater intrusion, and the migration of shallow contamination into deeper aquifers. Water quality concerns for the Basin is the presence of perchlorate, manganese, volatile organic compounds (VOC's) such as trichloroethylene (TCE), perchloroethylene (PCE), and arsenic. In the case of VOC's, migration of these compounds from the San Gabriel "Main" Basin through the Whittier Narrows into the Central Groundwater Basin is a considerable problem. This contaminate migration is successfully managed by Central Basin through the operation of extraction and treatment facilities called the Water Quality Protection Program (WQPP). The WQPP not only protects the Basin from this mitigation, but also recovers potable water for distribution to two local cities. The other problem contaminates are usually dealt with by groundwater pumpers through a wellhead treatment process or by simply shutting down the well.

Perchlorate (Provided 2010 Central Basin UWMP)

Perchlorate was used as component of rocket fuel. As such, wherever there was a defense industry complex, perchlorate can usually be found. Perchlorate is a health concern because of its effects on the thyroid. Perchlorate interferes with the thyroid's ability to produce hormones required for normal growth and development. People most affected are infants, small children, and pregnant women. In 1999, the CDPH recommended that drinking water wells be tested for the rocket fuel component, perchlorate. CDPH required all water purveyors in the State to monitor for perchlorate under the Unregulated Contaminant Monitoring Rule. The results showed perchlorate was a serious problem in drinking water wells throughout the State, but only in certain areas. The CDPH then established a primary drinking water standard for perchlorate with a Maximum Contaminate Level (MCL) of 6 micrograms per liter or parts per billion starting October 18, 2007.

In the Central Basin, perchlorate has been detected in nine separate wells. Once detected, the wells were shut down and are no longer used. This is because perchlorate is not easily removed with standard wellhead treatment technologies, and much more expensive treatment technologies, such as ion exchange, must be employed. The San Gabriel Valley Groundwater Basin was an important home of the defense industry in the 1950's and 1960's. Because of the amount of experimentation with rockets and rocket fuels, perchlorate is one of the most abundant contaminants that seeped into the groundwater. In response, the Central Basin Board of Directors supported a plan to clean up the contaminated groundwater before it migrated into the Central Groundwater Basin. The "San Gabriel Basin Restoration Fund" was established through an act of Congress. The San Gabriel Valley Water Quality Authority was created. Eleven firms agreed to pay $200 million to construct various treatment facilities and other water quality projects throughout the San Gabriel Valley to remove contaminants and restore the groundwater basin. That effort by the Water Quality Authority continues to this day.

Manganese (Provided 2010 Central Basin UWMP)

Manganese is a required nutrient that exists in natural environments. Humans need about 1 to 10 milligrams per day for normal dietary requirements. However, elevated levels can have serious impacts, particularly on children. For example, neurologic damage (mental and emotional disturbances, as well as difficulty in moving) has been reported to be permanent among miners exposed to high levels of airborne manganese for long periods of time. Lower chronic exposures in the workplace resulted in a decrease in various motor skills, balance and coordination, as well as increased memory loss, anxiety, and sleeplessness. In 2003, the CDPH established Manganese as a secondary contaminant with an MCL of .5 micrograms per liter or parts per billion. Included in this secondary standard is an aesthetics MCL of .05 parts per billion. This MCL is related to discoloration, but not health concerns. Any public water system affected by manganese must notify their customers that manganese is present at either level. Notification through the annual Consumer Confidence Report (CCR) is acceptable to the CDPH.

Central Basin's service area has traces of manganese throughout the region, but it is generally in low quantities and is managed through blending. However, manganese is most apparent in the area of Maywood. Central Basin is providing technical assistance to the local water agencies in the area to reduce manganese below the MCL. Central Basin will continue to offer assistance as needed until manganese is no longer a contamination problem or an aesthetic problem for the residents of Maywood.

Volatile Organic Compounds (Provided 2010 Central Basin UWMP)

Volatile Organic Compounds (VOC's) such as perchloroethylene (PCE) was used as the primary chemical by dry cleaners for decades and trichloroethylene (TCE) was used as an industrial cleaning and degreasing solvent. Both of these organic compounds were generally used in quantities sufficient to contaminate the groundwater and are considered carcinogenic even at low concentrations. Their cleaning becomes very important to the region. Although the Central Groundwater Basin is not a strong source of VOC's, the San Gabriel Valley "Main" Basin is.

In the Main Basin, VOC's have remained a persistent problem. There are a number of granulated activated carbon (GAC) wellhead treatment programs underway in the San Gabriel Valley. However, about fifteen years ago, the U.S. Environmental Protection Agency (EPA) and Central Basin noted the movement of VOC's from Main Basin into the Central Groundwater Basin through the Whittier Narrows area. Central Basin took action and in 2001, began construction of the Water Quality Protection Program (WQPP) to intercept and treat the VOC plume before it could arrive at local wells.

Recently, a contaminated groundwater spill site was identified by the U.S. Environmental Protection Agency. The Omega Chemical Corporation operated between 1976 and 1991 in an area of Whittier near Whittier Boulevard. Drums of waste solvents and other chemicals from various industrial activities were processed at this facility. As a result of the operations, spills and leaks of various chemicals occurred. The soil and groundwater beneath the Omega property became contaminated with high concentrations of PCE and TCE as well as Freon's 11 and 113 and other contaminants. Contaminated groundwater now extends about 4 miles below gradient of the Whittier property into Santa Fe Springs and Norwalk. In January 1999, the Omega site was placed on the EPA's National Priorities List, which is also known as Superfund List. The EPA is now engaged in reviewing and selecting a methodology for cleaning up the contamination plume. The selected methodology will likely be something similar to the existing WQPP program operated by Central Basin for the contamination seeping out of the Main Basin. Central Basin will continue to work with EPA and the retail agencies in the area to further develop this methodology in the near future.

Golden State Water Company (GSWC)

GSWC showed no violations for water quality in a search of the EPA and State Records in the past ten years, Table OS-8 references water quality and treatments that are currently utilized to address concerns.

Maywood Mutual Water Company (MMWC)

A report generated for AB 890 found that the system had become compliant with all applicable regulations. Table OS-8 references water quality and treatments that are currently utilized to address concerns.

Table OS-8: Summary of Water Quality

Summary of Water Quality						
Well	Purveyor	Current Well Capacity (gpm)	Status	Water Quality Issue/Concern	Existing Treatment	Recommendation *
Bissel No.2	GSWC	0	Offline	Mn, sand	Pyrolusite	Solve sand issue
Clara No. 3	GSWC	1000	Active	None	None	None
Gage No.1	GSWC	0	Offline	PCE, TCE, sand	GAC	Solve sand issue
Gage No.2	GSWC	800	Active	PCE, TCE	GAC	Continue Treatement
Otis No. 3	GSWC	1000	Active	None	None	None
Priory No. 2	GSWC	0	Offline	Sand	None	Solve sand issue
Watson No.1	GSWC	950	Active	TCE, PCE	GAC	Continue Treatement
Prospect Well (#1)	MMWC	1000	Active	TCE	GAC	Modify existing wells
Warehouse Well (#7)	MMWC	1300	Active	TCE, PCE	GAC	Modify existing wells
District Well (#4)	MMWC	3050	Active	None	None	None
Source: 2010 UWMP and Quality Assessment						
* Reccomendations provided by water purveyor						

Recycled Water

Recycled water meets Title 22 standards through tertiary treatment. Central Basin relies on the County Sanitation Districts of Los Angeles County to meet all applicable state and federal water quality regulation for recycled water purchased and distributed through its recycled water distribution system.

The minimal amount of water that the city takes from recycled water greatly decreases the chances of issues with water quality. Recycled water quality is something that will be addressed by the county and Central Basin, not the City of Bell.

WATERWAYS/WATER BODIES

Surface Water

There is no potable surface water source located within the City of Bell. Furthermore, there is no potable surface water source located within the Lower San Gabriel and Los Angeles River watershed. The only current flowing surface water source within the City is the Los Angeles River. This water is non-potable, but it is used at points outside of the City to recharge the groundwater table.

Los Angeles River

The Los Angeles River runs approximately 1 mile alongside the City of Bell on its eastern side. Currently there is a bike lane the borders the western side of it. Master Plan documents for the River cite graffiti and bike lanes as being the largest issues along this stretch. The bike lane issue has been addressed, while graffiti remains a problem. There are not many actions the City can take in altering the river itself. It serves as flood control and water movement for the L.A. Metropolitan Area. Potential opportunities do exist in establishing a green space along the eastern portion of the River. Currently, utility lines under the control of LADWP take up this space. Grounding these lines would substantially increase the open/green space within the city.

Figure OS-3: Los Angeles River

FLOOD HAZARDS AND CONTROL

The Los Angeles River channelization began in the 1930's in response to several catastrophic floods in the area. Engineered by Los Angeles County officials and the Army Corp. of Engineers, the channel can handle floods up to a 100-year rainfall event. This river serves as the primary feeder for flood control systems throughout the City. Bell is located within flood control District 1 of Los Angeles County.

Encompassing a 500 foot width and flowing alongside the eastern boundaries of the City, the River provides adequate protection for the City of Bell. General Plan documents indicate the potential flood areas are limited to a small portion of the industrial zone and River Street in the residential zone. FEMA has designated the City of Bell with minimal flooding potential. In addition, the document cites that flood concerns are most likely only to occur in the event of a dam failure up river. While a concern, flood control is an issue that has largely been dealt with by the County.

AIR QUALITY

Air Quality is improving over the past two decades, but still exceeds federal standards. Since pollution does not respect City boundary lines, air quality is a regional issue in the South Coast Air Basin. The rate of improvement has also slowed in the past decade, but continues to have fewer days of non-attainment. The Basin currently exceeds federal 1-hour ozone standards 5% of the days. The 24 hour PM 2.5 standard was only exceeded at one station in Mira Loma (Northwestern Riverside County). Diagrams prepared by the AQMD show the area around Bell as not exceeding PM2.5 or PM10 standards.

The success in reducing smog has largely been a result of technological advances rather than land use policy or behavioral changes. The recent economic downturn has contributed to an estimated 10-15% reduction in PM2.5 and PM10. The implementation of AB 32 and SB 375, which target Greenhouse Gas emissions, will require land use, transportation and behavioral changes. The potential location of a rapid rail transit station, within or near the city of Bell, would provide an opportunity to better link housing needs with public transportation if the City adopts land use policies and changes zoning requirements to enable transit-oriented development in the Link's environs.

The focus of the2012 AQMP draft is to reduce PM2.5 and will result in reductions of most other measured pollutants. The AQMD is cognizant of the recent economic challenges many residents of the South Coast Air Basin face and consequently has chosen to adopt policies in its plan that focus on incentives rather than new regulations to meet air quality goals.

Concerned Organizations

- South Coast Air Quality Management District (AQMD)
- California Coast Air Quality Management District (CARB)
- Southern California Association of Governments (SCAG)
- U.S. Environmental Protection Agency (EPA)

Documents

- Draft Final 2012 AQMP
- Final 2007 AQMP
- AB 32-Greenhouse Gas Reductions

- SB 375-Greenhousse Gas Reductions
- Using regional transportation to achieve reductions consistent with AB 32
- Coordinating housing needs with transportation

Scenic Resources

As the City of Bell is located in the center of a fully urbanized area, the availability of scenic resources is limited. However, the skyline of Downtown Los Angeles and the San Gabriel Mountains can be seen from some areas of the City and serve as scenic resources.

Wildlife

The City of Bell is mainly urbanized with no existing habitat for wildlife. Southern California experienced tremendous growth following World War II with large, easily developed land being converted into urban and suburban uses. This growth, along with the channelization of the Los Angeles River, has resulted in the loss of native plant, animal and riparian habitats.

The Natural Diversity Data Base of the Department of Fish and Game has not identified any endangered, rare, or threatened plant or animal species in the City of Bell.

Between the I-605 and 60 freeways, the Whittier Narrows Recreational Area is approximately 11 miles northeast of the City of Bell and managed by the Los Angeles County Parks. The regional facility is a multi-use park with sport fields, bike and hiking trails, shooting range, picnic and campgrounds areas, a golf course, and fishing and boating areas. The park also contains a nature center that exhibits plants and animals of the surrounding area.

MINERAL RESOURCES

There are no significant mineral resources within the City of Bell, due to the Los Angeles Basin's geological composition.

SEISMIC AND FIRE HAZARDS

Refer to the Safety Element in the Background Report.

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SOURCES

Bell General Plan
California Department of Fish and Game
LA County Parks (http://parks.lacounty.gov/wps/portal/dpr)
Huntington Park General Plan
L.A. River Master Plan
http://planning.lacounty.gov/ffnet
Jurisdiction and Public Involvement by the Advisory Committee
City of South Gate Parks and Recreation Master Plan 2008
Central Basin 2010 UWMP
GSWC Bell-Bell Gardens 2010 UWMP
GSWC Bell-Bell Gardens 2005 UWMP
City of Maywood Water Quality Assessment Report 2010
L.A. County Watershed Management Division http://dpw.lacounty.gov/wmd/
L.A. County Flood Control District
http://dpw.lacounty.gov/wmd/dspFloodControlDist.cfm

Website References
www.aqmd.gov
www.scag.ca.gov
www.arb.ca.gov
www.epa.gov

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[1] (CADWR, 2012)

(http://www.water.ca.gov/groundwater/gwmanagement/court_adjudications.cfm)
[2] (GSWC UWMP 2010)
[3] (LACDPW, 2011)
[4] (Central Basin UWMP)
[5] (Central Basin UWMP)

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Recreation

City of Bell General Plan

Table of Contents

List of Figures

List of Tables

INTRODUCTION

The Recreation Element Background Report is separated into the following sections: (1) Statutory Requirements, (2) Parkland Classification, (3) Existing Conditions of Parks and Recreation Facilities, (4) Recreation Program Inventory, (5) Los Angeles Unified School District Joint-Use Properties, (6) Parks and Recreation Facility Policies, Standards, and Principles, (7) Funding Sources, (8) Summary of Past Open Space, Conservation, and Recreation Element, (9) Adjacent City Parks and Schools, and (10) Regional Parks. Documentation of existing conditions is important as it provides a baseline of information that can be used to develop future goals and objectives.

Statutory Requirements

The Recreation Element is optional according to the State of California: *Governor's Office of Planning and Research*. However, California's 1975 adoption of the Quimby Act (§66477) states that: "The legislative body of a city or county may, by ordinance, require the dedication of land or impose a requirement of the payment of fees in lieu thereof, or a combination of both, for park or recreational purposes as a condition to the approval of a tentative map or parcel map."[1]

The Quimby Act also identifies a number of subsequent requirements that must be met in order for a city or county to be able to authorize the dedication of park and recreational land, specifically when a general plan has been adopted with policies and standards related to recreation.[2] Cities and counties thus fulfill the provisions outlined in the Quimby Act through the preparation and adoption of a Recreation Element.[2]

Parkland Classifications

Parkland classifications have been created in order to address specific planning needs for parks and open space.[3] Each parkland classification provides a distinct type of recreational opportunity. The ideal community park system consists of a combination of the following parkland classifications:

Mini/Pocket Parks

Mini-parks, pocket-parks, tot lots and children's playgrounds are all small single-purpose play lots designed primarily for small child use or as small oases to break up dense urban areas. Due to their size (less than three acres), the facilities are usually limited to a small open grass area, a children's playground, and a small picnic area. The service area is roughly one-half mile, and the size is usually two acres or less. Because of the high cost to maintain these parks, it is not advisable to accept them as land dedications from developers.

Neighborhood Parks

Neighborhood parks are designed primarily for non-supervised, non-organized recreation activities. They are generally small in size (3-15 acres) and serve people living within approximately one-half to one mile of the park. Since these parks are located within walking and bicycling distance of most users, the activities they offer serve the entire neighborhood, including children. Typical facilities found in a neighborhood park include: playgrounds, picnic areas, trails, open grass areas for passive use, outdoor basketball courts, and multi-use open grass areas for practice field sports.

Community Parks

A community park (15-40 acres) is planned primarily to provide active and structured recreation opportunities for young people and adults. Community park facilities are designed for organized activities and sports, although individual and family activities are also encouraged. Community parks can also provide indoor facilities to meet a wider range of recreation interests. Community parks serve a much larger area and offer more facilities. As a result, they require more support facilities, such as parking, restrooms, and covered play areas. Community parks usually have sport fields or similar facilities as the central focus of the park. Their service area has roughly a 2-3 mile radius.

Regional Parks

Regional parks are large recreation areas designed to serve an entire region beyond the city limits. Often they are acquired to provide a specific and sometimes unique recreation opportunity. Frequently they are owned and maintained by a county, state or federal agency.

Linear Parks

Linear parks are developed landscaped areas and other lands that follow linear corridors such as rivers, creeks, abandoned railroad rights-of-way, canals, power lines, and other elongated features. This type of park usually contains trails, landscaped areas, viewpoints, and seating areas.

Special Use Areas

Special use areas are sites often occupied by a specialized recreation facility. Some uses that fall into this category include waterfront parks, boat ramps, botanical gardens, community gardens, single purpose sites used for a particular field sport, or sites occupied by recreation buildings.

Natural Open Space

Natural open space is defined as undeveloped land primarily left in its natural form with recreation uses as a secondary objective. It is usually owned or managed by a governmental agency and may or may not have public access. This type of land may include wetlands, steep hillsides, or other similar spaces. In some cases, environmentally sensitive areas are considered open space and can include wildlife habitats, stream and creek corridors, or unique and/or endangered plant species.

Undeveloped Land

This land is undeveloped and has not yet been designated for a specific park use.

EXISTING CONDITIONS OF PARKS AND RECREATION FACILITIES

Parks

Adolph Treder Park[4]

Adolph Treder Park (Treder Park) is a neighborhood park located on Pine Avenue. Treder Park is adjacent to the Bell Community Center and several public and recreational facilities including: Bell Skate Park, Bell City Hall, Bell Police Department, Bell Library, and Nueva Vista Elementary School. Treder Park offers a number of amenities that include public restrooms, picnic tables, barbeque grills, and a large pavilion; making it a desirable location for events.

Bell Skate Park[5]

Bell Skate Park is located on Gage Avenue and was constructed as part of the Skate Park Activity Program. It offers several amenities for skateboarders and skaters, which include: ramps, half-pipes, rails, and stairs. A chain-link fence encloses Bell Skate Park and helmets are required at all times in order to promote a safe environment.

Biancini Park[6]

Biancini Park is located on the corner of Atlantic Boulevard and Gage Avenue. It is a pocket park that makes for a great resting spot and offers the following amenities: grass, shade, and benches.

Camp Little Bear and Lodge[7]

Camp Little Bear and Lodge is a Tot Lot that is located on Orchard Avenue. Figure R-1 below shows the entrance to Camp Little Bear and Lodge. It is designed specifically for children twelve years and younger and offers an array of amenities, which include: public restrooms, picnic tables, barbeque grills, three pavilions, play structures, an outdoor amphitheater, a miniature golf course, a youth soccer field, a small basketball court, parking, and overhead lights that are fixed with speakers that play family-friendly music. It also includes a recreational facility that offers various classes, computers, and free WIFI.

Figure R-1: Camp Little Bear and Lodge

Ernest Debs Park[8]

Ernest Debs Park is located on Gage Avenue. Debs Park contains an array of amenities, which include: a soccer field, basketball courts, outdoor exercise equipment, public restrooms, barbeque grills, three pavilions, and a recreation facility with computers and concession stand. Debs Park plays a major role in youth sports and is it is home to the Bell Youth Soccer League. It is also located in close proximity to public educational facilities like Magnolia Science Academy and Martha Escutia Primary Center.

Veterans' Memorial Park[9]

Veterans' Memorial Park is located on South Wilcox Avenue. Figure R-2 below is an image of Veterans' Memorial Park taken from Gage Avenue. The park offers a number of amenities including: public restrooms, picnic tables, barbeque grills, picnic tables, two pavilions, play structures, basketball courts, a large baseball/softball field, and a war memorial that exists to honor residents of Bell whom died in the line of duty. Veterans' Memorial Park is also home to Clubhouse is a large recreation center that offers the following programs: Playschool, Fun Camp, aerobics classes and is used as a practice facility for the Bell Sapphire Cheerleading Team.

Figure R-2: Veteran's Memorial Park

Facilities

Bell Community Center[10]

The Bell Community Center is located on Pine Avenue and provides residents with computer access and free WIFI. Figure R-3 below shows the Bell Community Center. It is commonly used as a venue for numerous events that include: birthday parties, wedding receptions, anniversaries, baptisms, seminars, company parties, conferences, and various recreation programs that cater to senior citizens. It is also plays an important civic role as it functions as the primary venue for Bell City Council and community meetings.

Figure R-3: Bell Community Center

Bell Library[11]

The Bell Library is located on East Gage Avenue and is under the jurisdiction of the County of Los Angeles Public Library System. It was established in 1913 and has been at its current location since 1960. It provides publicly accessible computers, free WIFI, Spanish books and DVDs, Arabic books, large print books, the Los Angeles Times, and The Long Beach Press. It also has an extensive online collection that includes articles, audiobooks, eBooks, and music.

Bell Technology Center[12]

The Bell Technology Center is located on East Gage Avenue. It was established in collaboration with the Southeast Community Development Corporation (SCDC) and Youth Policy Institute (YPI) in order to provide a safe location for youth to do their homework and develop technological skills. The Bell Technology Center offers the following amenities: learning facility, free WIFI, public computers, word-processing development, and web-browsing techniques.

Trails

Los Angeles River Bike Path[13]

The Los Angeles River Bike Path is a two-mile landscaped bicycle path that is located along the Los Angeles River Embankment and parallel to Interstate 710. Figure R-4 below shows a portion of the LA River bike path that runs north/south along the eastside of Bell. It provides residents with a scenic place to bike, run, or walk and is accessible at Gage, Randolph, and Florence Avenues.

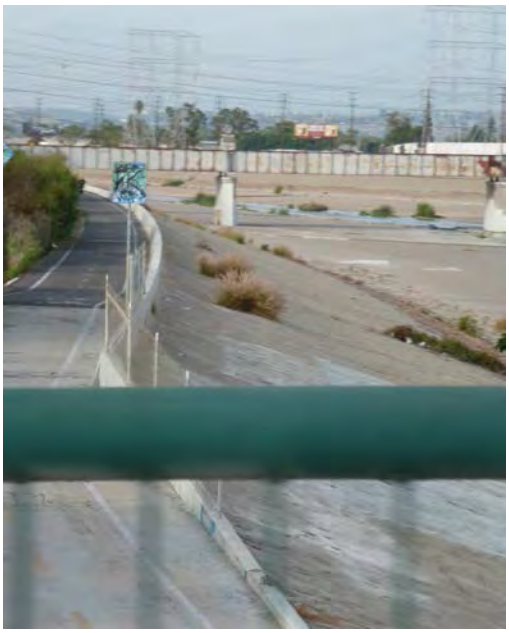

Figure R-4: Los Angeles River Bike Path

RECREATION PROGRAMS INVENTORY

Bell offers residents a number of recreational programs ranging from youth sports and senior classes to annual celebrations and excursions. The following is an inventory of all of the programs and classes that Bell currently offers:

Youth Soccer[14]

- Division 1 (Age 16-17)
- Division 2 (Age 14-15)
- Division 3 (Age 12-13)
- Division 4 (Age 10-11)
- Division 5 (Age 8-9)
- Chupones Soccer Class

Youth Cheerleading[15]

- Bell Sapphire Cheer Team
- Intro Cheer Class

Youth Baseball[16]

Girls Basketball[17]

Pee Wee Sports[18]

- Pee Wee Soccer
- Pee Wee T-Ball
- Pee Wee Basketball

Youth Classes[19]

- Parent and Me Class
- Bell Playschool
- Ballet for Tots
- Bell Fun Camp
- Intro to Cheer Class
- Kung Fu
- Free Computer Classes for Kids at Camp Little Bear Park

Teen and Adult Classes[20]

- Kung Fu
- Aerobics

Senior Clubs [21]

- 55+ Fun Club
- Crochet Club

Annual Celebrations[22]
- Earth Day
- Spring Festival
- 4th of July Celebration
- Halloween Spooktacular
- Holiday Festival

Excursions[23]
- Pala Casino
- The Getty Center
- The Los Angeles Dodgers vs. The Washington Nationals

JOINT-USE AGREEMENT

Los Angeles Unified School District Joint Use Properties

There are approximately six public schools that are located in Bell and under the jurisdiction of the Los Angeles Unified School District (LAUSD). Bell and the LAUSD currently have a Joint-Use Agreement that allows residents to use school facilities after school hours according to the *City of Bell: 2010 General Plan*. LAUSD school facilities have the capacity to accommodate a number of sports and offer the following amenities: basketball courts, football fields, baseball and softball fields, tennis courts, handball courts, volleyball, tetherball, swimming pools, and play structures.[24]

There are also a number of private facilities in Bell that contain recreational facilities. However, these facilities are likely only available to select residents because they are privately owned and operated. The Inter-Agency Coordination Program in the Summary of Past Open Space/ Conservation/ Recreation Element contains additional information on the Joint-Use Agreement. Table R1 highlights each school and its respective location.

Table R-1: Schools Operated by LAUSD in the City of Bell[25]

School	Location
Martha Escutia Primary Center	5027 Live Oak Street
Ellen Ochoa Learning Center	6401 Bear Avenue
Corona Avenue Elementary School	3825 Bell Avenue
Nueva Vista Elementary School	4412 Randolph Street
Woodlawn Elementary School	6314 Woodlawn Avenue
Bell High School	4328 Bell Avenue

FUNDING SOURCES

Parks and facilities are financed by the following funds: General Fund, Bikeway Fund, and the Capital Projects Fund.

General Fund

The General Fund plays a major role in ensuring that recreational opportunities exist in Bell because it is used to fund several parks, facilities, and programs. The General Fund provides funding for the following programs: (1) Youth, Sports, and Park Activities; (2) Recreation and Community Services; (3) Skate Park Activity; and (4) the Technology Center.

Table R-2: Youth, Sports, and Park Activities[15]

Youth, Sports, and Park Activities	Fiscal Year 2009/10 Actual	Percent	Actual	Percent	Budget	Percent	Projected	Percent	Recommended	Percent
Personnel Services	582,887	4.2%	729,045	4.0%	663,980	6.4%	589,830	5.7%	625,319	5.7%

Source: City of Bell 2012/2013 Fiscal Year Budget. P. D-21

The Youth, Sports, and Parks Division (Youth, Sports, and Parks) is under the jurisdiction of the Community Services Department. Youth, Sports, and Parks is vital to Bell youth because it gives them the opportunity to participate in a number of recreational programs and even provides staffing at parks. Youth, Sports, and Parks provides the following sports opportunities: cheerleading, baseball, and soccer. Table R-2 shows a fluctuation in total funding for Youth, Sports, and Park Activities over the last four fiscal years. Youth, Sports, and Park Activities are expected to consume 827,119 (7.5 percent) of the General Fund for the 2012/13 Fiscal Year.

Table R-3: Recreation and Community Services[15]

	cal Year 2009/10 Actual	Percent	Fiscal Year 2010/11 Actual	Percent	Budget	Percent	Projected	Percent	Recommended	Percent
Personnel Services	351,297	2.5%	411,115	2.2%	270,370	2.6%	203,090	2.0%	285,957	2.6%

Source: City of Bell 2012/2013 Fiscal Year Budget. P. D-23

The Recreation and Community Services Division (Recreation and Community Services) is under the jurisdiction of the Community Services Department and responsible for the operation of parks, facilities, and programs. Recreation and Community Services is responsible for maintaining and facilitating Veterans' Memorial Park, Camp Little Bear Park and Clubhouse (facility), Ernest Debs Park and facility, Adolph Treder Park and facility, the Community Center, and all of the programs offered at the parks and facilities. Table R3 shows a fluctuation in total Recreation and Community Services over the last four fiscal years. Recreation and Community Services is expected to consume 403,957 (3.7 percent) of the General Fund for the 2012/13 Fiscal Year.

Table R-4: Skate Park Activity[15]

									r 2012/13	
	Actual	Percent	Actual	Percent	Budget	Percent	Projected	Percent	Recommended	Percent
Personnel Services	20,585	0.1%	23,505	0.1%	9,860	0.1%	12,700	0.1%	16,169	0.1%

Source: City of Bell 2012/2013 Fiscal Year Budget. P. D-25

The Skate Park Activity is responsible for funding and operating the Bell Skate Park. Skate Park Activity total funding has fluctuated over the last four fiscal years and is expected to consume 2,3,829 (0.2 percent) of the General Fund for the 2012/13 Fiscal Year. It is unknown what will happen with the Skate Park Activity now the Bell Skate Park is defunct.

Table R-5: Technology Center[15]

	Actual	Percent	Actual	Percent	Budget	Percent	Projected	Percent	Recommended	Percent
Personnel Services	21,765	0.2%	21,765	0.1%	0	0.0%	0	0.0%	2,314	0.0%
			8,507	0.2%	27,450	0.3%	6,900	0.1%	17,314	0.2%
General Fund Total	**13,866,804**	**100.0%**	**18,314,576**	**100.0%**	**10,435,100**	**100.0%**	**10,344,104**	**100.0%**	**11,060,621**	**100.0%**

Source: City of Bell 2012/2013 Fiscal Year Budget. P. D-26

The Technology Center is under the jurisdiction of the Community Services Department. Bell received a $200,000 grant from the United States Department of Education under the Improvement of Education program. The Southeast Community Development Corporation (SCDC) and Youth Policy Institute (YPI) also contributed a $101,388 in services and equipment in fulfillment of their partnership with Bell. Funding for the Technology Center has fluctuated over the last four fiscal years and consumed $17,314 (0.2 percent) of the General Fund as of the 2012/13 Fiscal Year.

Bikeway Fund

The Bikeway Fund is used to finance the construction, expansion, and maintenance of bike infrastructure in order to enhance circulation in Bell under the Bikeway Program. Bell has indicated that funding will be allocated to cover the costs of conducting of a study to determine the need and feasibility of a citywide bike trails that connect public facilities and existing transit stops.

Table R-6: Bikeway Fund[15]

	Actual	Percent	Actual	Percent	Budget	Percent	Projected	Percent	Recommended	Percent
Personnel Services	7,282	39.7%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
										0.0%
Bikeway Fund Total	**18,349**	**100.0%**	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**

Source: City of Bell 2012/2013 Fiscal Year Budget. P. D-48

Table R-6 indicates that the Bikeway Fund has had $0 since the 2009/10 Fiscal Year when it had a total of $18,349. This presents a dilemma for Bell in regards to expanding bike

infrastructure. However, the *City of Bell 2012/13 Budget* has indicated that there will be $36,237 available by the end of the 2012/13 Fiscal Year that will be used to fund the study.

Capital Projects Fund

The Capital Projects Fund is used to finance the following: Sports Complexes, the Veterans' Memorial Park Clubhouse, and Camp Little Bear and Lodge.

Table R-7: Sports Complex[15]

	Actual	Percent	Actual	Percent	Budget	Percent	Projected	Percent	Recommended	Percent
Operations	1,185,814	60.5%	165,084	24.9%	0	0.0%	9,843	14.3%	0	0.0%

Source: City of Bell 2012/2013 Fiscal Year Budget. P. C-21

Table R-7 indicates that there has been a significant decline in the allocation of Capital Projects Funds for the Sports Complex over the last four fiscal years. The Sports Complex went from consuming $1,961,563 (99.9 percent) for the 2009/10 Fiscal Year to $11,310 (16.4 percent) for the 2012/13 Fiscal Year.

Table R-8: Veterans' Memorial Park[15]

	Actual	Percent	Actual	Percent	Budget	Percent	Projected	Percent	Recommended	Percent
Operations	1,601	0.1%	640	0.1%	0	0.0%	0	0.0%	0	0.0%
							,482	83.6%	0	0.0%
Capital Projects Fund	**1,961,563**	**100.0%**	**663,266**	**100.0%**	**57,482**	**100.0%**	**68,792**	**100.0%**	**17,892,300**	**100.0%**

Source: City of Bell 2012/2013 Fiscal Year Budget. P. C-21

Table R-8 indicates that the Veterans' Memorial Park Clubhouse seldom receives any of the Capital Projects Fund and last received $57,482 (83.6 percent) during the 2011/12 Fiscal Year.

Table R-9: Little Bear Park[15]

Little Bear Park	Actual	Percent	Actual	Percent	Budget	Percent	Projected	Percent	Recommended	Percent
Capital Outlay	0	0.0%	2,506	0.4%	0	0.0%	0	0.0%	0	0.0%
				%	**57,482**	**100.0%**	**68,792**	**100.0%**	**17,892,300**	**100.0%**

Source: City of Bell 2012/2013 Fiscal Year Budget. P. C-21

Table R-9 indicates that Little Bear Park received almost no funding with the exception the 2010/11 Fiscal Year when it received $2,506 (0.4 percent) of the Capital Projects Fund.

SUMMARY OF PAST OPEN SPACE/CONSERVATION/RECREATION ELEMENT[24]

The last Recreation Element was combined under the Open Space/Conservation/Recreation Element (Element) in the *City of Bell 2010 General Plan*. The Element contains four major parts: (1) Introduction to the Element; (2) Background for Planning; (3) Open Space/Conservation/Recreation Objectives and Policies, and (4) the Open Space/Conservation/Recreation Plan.

Open Space/ Conservation/ Recreation Objectives and Policies

Objectives

1. The City will make every effort to provide healthful, educational, and creative recreational programs.
2. The City will make every effort to expand programs for Hispanics, youth, and seniors.
3. The City will make every effort to expand youth sports.

Policies

1. The City of Bell will recognize the social, economic and aesthetics benefits which accrue from the preservation of open space.
2. The City of Bell will provide a balanced range of recreational opportunities for all age levels within the community.
3. The City of Bell will maintain a high level of maintenance for all recreational facilities.

Open Space/ Conservation/ Recreation Plan

Street Tree and Landscaping Program

To achieve a sense of natural openness the City has instituted very successful programs involving street trees and landscaped railroad rights-of-way. This specialized street tree and landscaping exists along several city streets. Street trees have been planted along Gage A venue and Florence Avenue. In addition, Atlantic Avenue has a fully landscaped median that includes street trees and monument signs. There is a passive rest area with benches and a tree at the intersection of Otis and Gage Avenues. Moreover, the railroad right-of-way along Randolph Street has been planted with flowering bushes. The residential street rights-of-way are lined with street trees.

Signage Control Program

This program is adopted and will continue to be directed at major thoroughfares to improve scenic urban corridors.

Commercial Rehabilitation Program

This program focuses on improving the aesthetic appeal of the built environment. Through CDBG grants in the past, the CRA funded a program, which provided rebates to business owners to encourage them to complete façade improvements.

Parks and Recreation Program

There is a need to continue the existing level of service of parks and recreation for current and future residents. The Recreation Division of the Parks and Recreation Department is charged with the responsibility of conducting a diversified public recreation activities program for persons of all ages. There are four additional actions which area beneficial to enhancing the services provided by the City. These actions are included in the following list:

1. Adoption of a policy, which states that the City's parkland standard is one-acre per 1,000 residents.
2. Establish, as high priority needs the provision of an extended swimming program in cooperation with LAUSD and the development of additional baseball fields.
3. Conduct outreach to increase participation in park and recreation resources by residents of certain neighborhoods and population groups such as the transportation dependent.

Bell Community Center

During the course of completing the household interviews, City residents favorably received the idea of a community center. A community center was developed at Treder Park between Pine Avenue and Clarkson Avenue. The facility has 8,000 square feet of floor area and experiences high user participation.

Tot Lots/Mini Parks

Bell has an evident need for additional space for parks and open space. The Pritchard Field was developed to provide an additional softball field to meet demand. Given physical and economic circumstances, it is impractical to plan for the acquisition and development of large-scale open space or park areas. In this light, it is beneficial to consider the implementation of a tot lot/mini park program to add more open space and recreational opportunities. This program also would be of value to · the City's transportation dependent population who may experience some difficulty in gaining access to the City parks.

Inter Agency Coordination Program

Use of Bell High School facilities by City residents is enabled by an agreement with the Los Angeles Unified School District (LAUSD). The City of Bell Parks and Recreation Department requests, through permits, facility time at the High School. During the year, the City is permitted to use the facilities for basketball, football and baseball games and for other sports groups. LAUSD makes available the lighted baseball and football field, as well as the basketball courts to the City of Bell, when these facilities are not used by LAUSD as part of the regular school instructional program, for co-curricular activities, or by the School Youth Services Program. An example of this is the joint use of the Nueva Vista School ball field.

Analysis

A number of the objectives, policies, and programs that were identified in the Element have been fulfilled and implemented as of 2012. Bell is currently fulfilling Objective 1, Object 2, Objective 3, Policy 1, Policy 2, and Policy 3 by providing an array of recreational programs and youth sports that cater to its population. The Youth, Sports and Parks Division and Recreation and Community Services Division are directly responsible for fulfilling these objectives and policies.

The Parks and Recreation Program is currently in place but it is unclear whether Bell will be able to meet its current parkland standard of one acre per one-thousand residents or if there is a quarterly newsletter in circulation that outlines are programs and services. However, Bell does provide literature on existing and future programs. The Bell Community Center, which was identified as a favorable amenity in the past Element, continues to serve the residents of Bell and is well utilized.

ADJACENT CITY PARKS AND SCHOOLS FACILITIES

Bell's close proximity and location gives its residents access to public parks and school facilities in the following adjacent cities: Bell Gardens (East), Maywood (North), Huntington Park (West), Commerce (Northeast), South Gate (Southwest), and Cudahy (South). Resident access to school facilities is dependent upon whether each city has a Joint-Use Agreement with the school district that serves their community similar to the one that Bell has with the LAUSD.

City of Bell Gardens

Parks and Recreational Facilities

Bell Gardens is home to approximately eight parks (includes a skate park), a youth center, resource center, senior center, and a golf course according to the City of Bell Gardens and City of Bell Gardens website.[26]

- John Anson Ford (Bell Gardens Golf Course and Senior Center)
- Bell Gardens Veterans Park
- Neighborhood Youth Center
- Marlow Park
- Darwell Park
- Gallant Park
- Julia Russ Asmus Park
- Bell Gardens Skate Park
- Hannon Park
- Resource Center

Schools

Public schools are under the jurisdiction of the Montebello Unified School District (MUSD). It is currently unknown whether Bell Gardens has a Joint Use Agreement with the MUSD that would allow residents to use school facilities after school hours.[27]

- Bell Gardens Elementary School
- Cesar Chavez Elementary School
- Garfield Elementary School
- Suva Elementary School
- Bell Gardens Intermediate School
- Suva Intermediate School
- Bell Gardens High School
- Bell Gardens Adult School
- Ford Park Adult School
- Bell Gardens Intermediate Community Day School
- Suva Community Independent Study
- Bell Gardens High School Community Independent Study

City of Maywood

Parks and Recreational Facilities

Maywood offers parks, facilities, and a number of programs, which are under the jurisdiction of the Parks and Recreation Department. The Parks and Recreation Department is open seven days a week and includes the following facilities: a gymnasium, weight room, volleyball courts, social hall, play structures, softball field, baseball field, and a game room. The Maywood Activities Center (MAC) is available for general public use and offers a wide variety of classes, specialty rooms, a pool, and provides space for clubs and classes to meet. [28]

- Maywood Activity Center (MAC)
- Pixley Park
- Riverfront Park

Schools

Public schools are under the jurisdiction of the Los Angeles Unified School District (LAUSD). It is currently unknown whether Maywood has a Joint Use Agreement with the LAUSD that would allow residents to use school facilities after school hours.[25]

- Fishburn Elementary
- Heliotrope Elementary
- Loma Vista Elementary
- Maywood Elementary
- Maywood Academy High School

City of Huntington Park

Parks and Recreational Facilities

Huntington Park is home to six parks that are under the jurisdiction of the Parks and Recreation Department. The LAUSD is unwilling to make a Joint Use Agreement with Huntington Park to enhance its facilities for afterschool recreational use according to the *City of Huntington Park: 2008 Parks and Recreation Master Plan*. Huntington Park schools are not listed because of the lack of a Joint Use Agreement with the LAUSD. [29]

- Salt Lake Park
- Civic Center Park
- Westside Park
- Freedom Park
- Senior Citizen Park
- Chesley Circle

City of Commerce

Parks and Recreational Facilities

The Commerce Parks and Recreation Department currently operates and maintains five parks that collectively cover 35.6 acres according to the Commerce.[30]

- Rosewood Park
- Bristow Park
- Veteran's Memorial Park
- Bandini Park
- Pacific Mini-Park

Schools

Public schools in Commerce are either under the jurisdiction of the LAUSD or MUSD. It is currently unknown whether Commerce has a Joint Use Agreement with the LAUSD or MUSD that would allow residents to use school facilities after school hours.[25]

- Ford Boulevard Elementary School (LAUSD)
- Griffith Middle School (LAUSD)
- Garfield High School (LAUSD)
- Bandini Elementary School (MUSD)
- Rosewood Park Elementary School (MUSD)
- Suva Elementary School (MUSD)
- Bell Gardens Intermediate School (MUSD)
- Suva Intermediate School (MUSD)
- La Merced Intermediate School (MUSD)

- Laguna Nueva School (MUSD)
- Bell Gardens High School (MUSD)
- Montebello High School (MUSD)
- Schurr High School (MUSD)

City of South Gate

Parks and Recreational Facilities

Public parks and facilities in South Gate are under the jurisdiction of the Parks and Recreation Department. South Gate is home to nine parks that total 165.74 acres and provide the following amenities: athletic fields, play structures, picnic areas, a swimming pool, grassy fields, and recreational centers according to the *City of South Gate 2008 Parks and Recreation Master Plan Final Draft*. South Gate's nine parks include the regional parks South Gate Park and Hollydale Regional Park, which contain an array of passive and active amenities are enjoyed by residents of adjacent communities due to their location and size.[31]

- South Gate Park
- Hollydale Regional Park
- Cesar Chavez Park
- Circle Park
- Hollydale Community Park
- State Street Park
- Gardendale Tot Lot
- Triangle Park
- Stanford Avenue Park
- Westside Community Resource Center

Schools

South Gate is home to one preschool, fourteen elementary schools, two middle schools, three high schools, two magnate schools, a learning center, and the South Gate Community Adult School, which is under the jurisdiction of the LAUSD. South Gate is also home to one elementary school that is under the jurisdiction of the Paramount Unified School District (PUSD) as well as private K-8 private schools under the jurisdiction of Redeemer Lutheran and Saint Helen's Parish. South Gate is home to a number of schools but currently does not have a Joint Use Agreement with the LAUSD or PUSD that would allow residents to use the facilities after school hours. South Gate schools are not listed because of the lack of a Joint Use Agreement.[25]

City of Cudahy

Parks and Recreational Facilities

Public parks are under the jurisdiction of the Parks and Recreation Department in Cudahy. The Parks and Recreation Department plans, acquires, develops and maintains parks, recreational, cultural and educational facilities. It also offers recreational, cultural, and educational programs as well as community centers, picnic areas, and play structures.[32]

- Clara Street Park
- Cudahy Park
- Lugo Park
- Cudahy River Park

Schools

Public schools are under the jurisdiction of the LAUSD. It is currently unknown whether Cudahy has a Joint Use Agreement with the LAUSD that would allow residents to use school facilities after school hours.[25]

- Escalante Elementary
- Teresa Hughes Elementary
- Park Avenue Elementary School
- Teresa Hughes Math and Science Magnet School
- Elizabeth Learning Center
- Ellen Ochoa Learning Center

REGIONAL PARKS

The nearest regional park is the Whittier Narrows Recreational Area, located approximately 9 miles northeast of the Bell. The park covers approximately 1,092.21 acres of park areas and 206 acres are developed with a golf course. This regional facility provides picnic facilities, campgrounds, golf course, equestrian area, fishing and boating areas, riding and hiking trails, trap and skeet 'range, and a wildlife sanctuary.[33]

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NOISE

City of Bell General Plan
Background Report

Table of Contents

List of Figures

List of Tables

INTRODUCTION

Excessive noise can have a significant impact on quality of life. The effect of noise depends on the loudness, duration, and time of day. Intermittent and constant high levels of noise can lead to a variety of problems including physical stress, ailments, discomfort and nuisance. As a policy issue, excessive noise may lead to increased neighborhood annoyance, dissatisfaction, and in some cases, health and safety hazard. Los Angeles County's geographic, environmental, and cultural diversity has created significant varieties of noise throughout the County.

The City of Bell is an older, densely-developed community located within the Los Angles Basin. Highway, vehicular, and truck traffic along the major arterial roads are the largest producers of community noise in the City. The industrial area is separated from the central city therefore reducing its noise impact on the community. Instead, the railroads and I-710 freeway, which follow the City's north, west, and east boundaries, are the principle excessive noise contributors.

The City of Bell contains a number of land uses that fall into the noise-sensitive category. Schools and places of worship are the most prevalent of these noise-sensitive uses within city limits, and should therefore be placed away from excessive noise contributors or appropriately mitigated.

In the future, the City will need to address one of its largest noise-sensitive issues, the existing residential land uses within the industrial area. The City will also need to analyze the future I-710 Corridor Project and a Los Angeles-to-Santa Ana rapid transit rail line, which may create large noise impacts through construction and potential development in surrounding noise-sensitive areas. To further understand existing noise impacts it is recommended the city conduct an in-depth noise study that includes community limit levels.

The purpose of the Noise Element is to reduce and limit the exposure of the general public to excessive noise levels. This section describes the environmental noise conditions within the City of Bell. Data was compiled from various State and Federal sources and field observations.

DEFINING NOISE

Noise is typically characterized as unwanted sound emanating from a specific source or a group of sources. Sound can be measured using the standard unit called the decibel (dB). The instrument for measuring sound pressure level is a calibrated sound meter, which is typically placed at the center head location of a potential listener. A common method of measuring noise is to weight the decibel to report ambient noise, as the human ear would perceive it, referred to as the A-weighted decibel or dBA. Additional commonly used noise terms are presented in Table N-1. It is widely accepted the average healthy human ear can barely perceive changes of 3dBA. A change of 5 dBA is readily perceptible. An increase (or decrease) of 10 dBA sounds twice (or half) as loud.

Table N-1: Definition of Acoustical Terms

Term	Definition
Decibel, dB	A logarithmic unit of noise level measurement that relates the energy of a noise source to that of a constant reference level; the number of decibels is 10 times the logarithm (to the base 10) of this ratio.
Frequency, HZ	In a function periodic in time, the number of times that the quantity repeats itself in one second (i.e., the number of cycles per second).
A-Weighted Sound, dBA	The sound level obtained by use of A-weighting. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human hear.
L_{10}, L_{50}, L_{90}	A-weighted noise levels that are equaled or exceed by a fluctuating sound level. For example, noise levels that exceed 10% of the time, 50% of the time, and 90% of the stated time period.
Equivalent Continuous Noise Level, L_{eq}	A single-number representation of the fluctuating sound level in decibels over a specified period of time.
Community Noise Equivalent Level, CNEL	The noise measurement that represents an average of all measured noise levels obtained over a specified period of time. The CNEL scale includes an additional 5dB adjustment to sounds occurring in the evening (7:00 p.m. to 10:00 p.m.) in addition to the 10 dB adjustment to sounds occurring in the late evening and early morning hours (between 10:00 p.m. and 7:00 a.m.)
Day/Night Noise Level, L_{dn}	The average A-weighted noise level during a 24-hour day, obtained after addition of 10 decibels to levels measured in the night (between 10:00 p.m. and 7:00 a.m.)
L_{max}, L_{min}	The maximum and minimum A-weighted noise level during the measurement period.
Ambient Noise Level	The all-encompassing noise environment associated with a given environment, at a specified time, usually a composite of sound from many sources, at many directions, near and far, in which usually no particular sound is dominant.
Offensive/ Intrusive Noise	The noise that intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of sound depends on its amplitude, duration, frequency, and time of occurrence, and tonal information content as well as the prevailing ambient noise level.

SOURCES OF NOISE IN THE CITY

Highway and Vehicular Traffic

The major source of noise in Bell consists of highway and vehicular traffic including automobiles, trucks, buses, and motorcycles. Vehicular noise levels generally vary depending on volume of traffic, the percentage of trucks, the speed of traffic, and the noise receptor's distance from the roadway. Vehicular traffic noise in the City is currently greatest along the Long Beach Freeway (I-710) and major roadways that pass through the City, including Florence and Gage Avenues. In general, these roadways have commercial land uses with some sound reducing mitigation measures included into the design such as sound walls or setbacks from the roadway. Local streets in the City primarily run north-south and offset these arterial roadway intersections.

Railway Operations

The Union Pacific, LA Junction, and BNSF rail lines operate on the railways through Bell. The rail lines run through the Cheli Industrial Area, which affects residential land uses located in the industrial area. Another rail line runs along the western section of the City. Railway tracks pass through the City of Bell parallel along Randolph Street and also affect residential uses. Railways are not necessary high-volume traffic sources, so average noise levels are not as prevalently generated in these areas. Noise from passing trains may be dependent on the number of trains, speed, type of tracks, grade crossing and curves, and type of train. For safety reasons, major road crossings and train whistle blows are also secondary noises that affect the maximum dBA noise level reading around the railways. Most areas where rail line operations are located are within the same elevation as surrounding land uses. The most prevalent mitigation noise barrier is a large setback from the tracks.

Industrial Noise

Noise is generated by industrial operations including loading, unloading, and other warehouse activities. The Cheli Industrial Area is located in the separated, northeast area of the City. Boundaries begin east of the I-710 freeway along Bandini Blvd to approximately the 5900-block area. The noise from industrial operations may affect the incompatible residential uses that exist in the area, such as the Salvation Army Wellness Center.

Aircraft Noise

There are no airports located within Bell. However, there are several commercial airports that serve the Bell area including Long Beach Airport, Compton Airport, and Los Angeles International Airport. The City will experience occasional noise intrusions from the over flights of planes and helicopters from these airports but may not exceed standard or health or land use compatibility requirements.

Stationary Sources

The stationary noise sources in Bell include heating and ventilation for commercial uses or multi-family residential buildings. Air compressors, generators, outdoor loudspeakers, gas venting or pumps may also emit noise in commercial stationary sources. The most concentrated commercial noise is gathered along major arterial roads through the City. In addition, stationary sources such as schools and parks create their own type of noise from buses, students, recreation activities and games. These stationary sources are usually located on local streets within residential land uses. Noises from stationary sources vary depending on hours of use and scheduled activities such as nightclubs or local community events. Often stationary sources on local streets are measured at more sensitive levels such as the Community Noise Equivalent Level (CNEL) because of proximity to sensitive residential uses.

Other Sources

Other significant stationary sources to consider in the City of Bell include noise from construction activities, city maintenance such as street sweepers, or leaf blowers and lawn mowers. Although these are on-going sources of noise throughout the City, they are generally isolated to the vicinity of the site or activity during daytime hours and in accordance with City regulations. These noises may affect the maximum sound impact reading and not the average noise level reading in a noise study.

ACCEPTABLE THRESHOLDS OF NOISE

Several rating scales have been developed to analyze the adverse effect of community noise on people. Because environmental noise fluctuates over time, these scales consider the effect of noise upon people dependent on factors such as time of day and the acoustical energy content. Those that may be applicable to the City of Bell are as follows:

Table N-2 illustrates representative noise levels for the environment including outdoor and indoor activities.

Table N-2: Representative Noise Levels

dB	Effects	Observation	Source
130	Hearing loss	Pain threshold	Hard rock band
120		Deafening	Thunder
110			Jet take-off
100			Loud auto horn @ 10ft.
90		Very loud	Noisy city street
85			
80			School cafeteria
75			
70	Physiological effects	Loud	Vacuum cleaner @ 10ft.
65			
60	Interference with speech		Normal speech @ 3 ft.
55			
50	Sleep interruption	Moderately loud	Average office
45			Dishwasher in next room
40	Sleep disturbance		Soft radio music
35			Quiet residential area
30		Faint	Interior of average residence
20			Average whisper @ 6ft.
10			Rustle of leaves in wind
5		Very faint	Human breathing
0	Audibility threshold		

Source: LA County General Plan Public Review Draft – Compilation of scientific and academic literature, generated by FHWA and EPA.

In a related illustration, Figure N-1 shows typical A-weighted Sound Levels for both transit and non-transit sources.

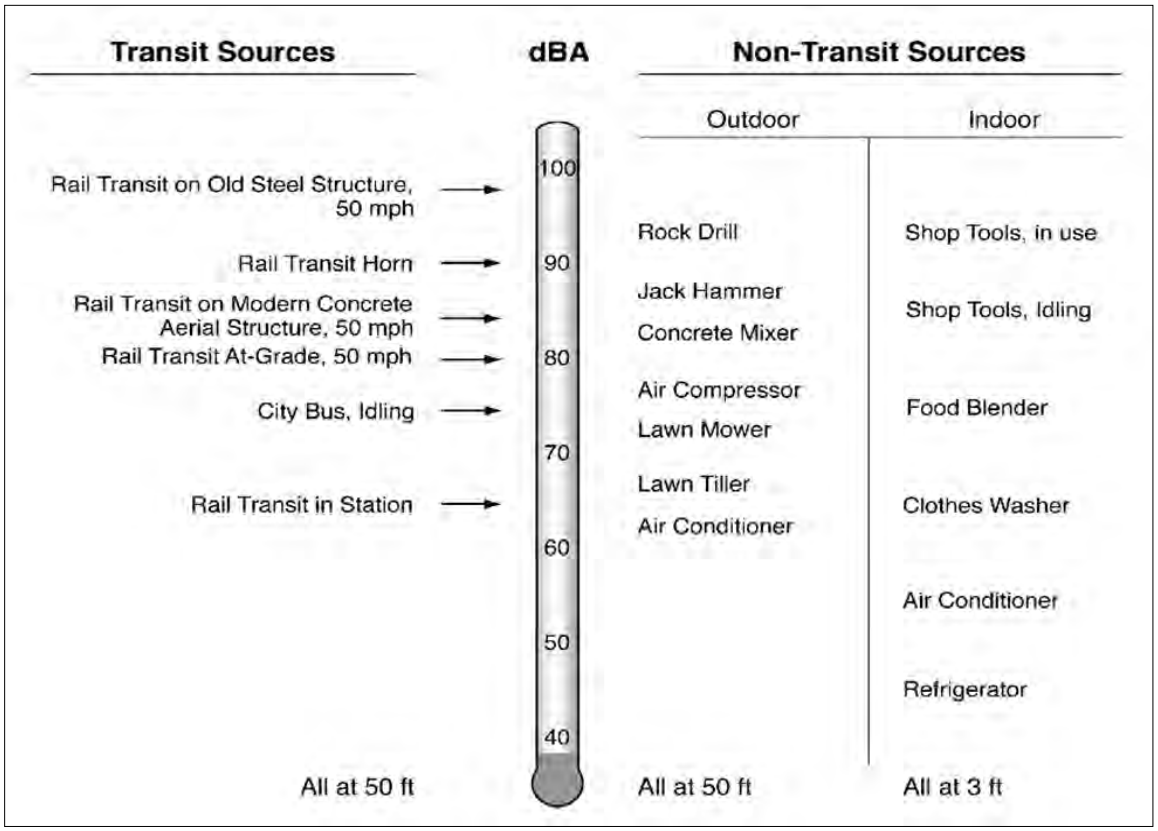

Figure N-1: Sound Levels for Transit and Non-Transit Sources

Source: FTA Guidance Manual for Transit Noise and Vibration Impact Assessment, 2006)

Environmental noise levels are generally considered low when the CNEL is below 55dBA. Moderate environmental noise level is considered in the 55 to 70dBA range. High environmental noise levels are considered above 70 dBA. According to the FTA Guidance Manual for Transit Noise and Vibration Impact Assessment (2006), A-weighted Sound Levels range from the 30s to the 90s, where 30 is very quiet and 90 is very loud.

The State of California General Plan Guidelines, published by the State Governor's Office of Planning and Research (OPR), provides guidance for the acceptability of specific land use types within areas of specific noise exposure. These standards should be incorporated into land use planning to reduce future noise incompatibilities to land use. Figure N-2 provides guidelines for determining acceptable and unacceptable community noise exposure limits for various land use categories.

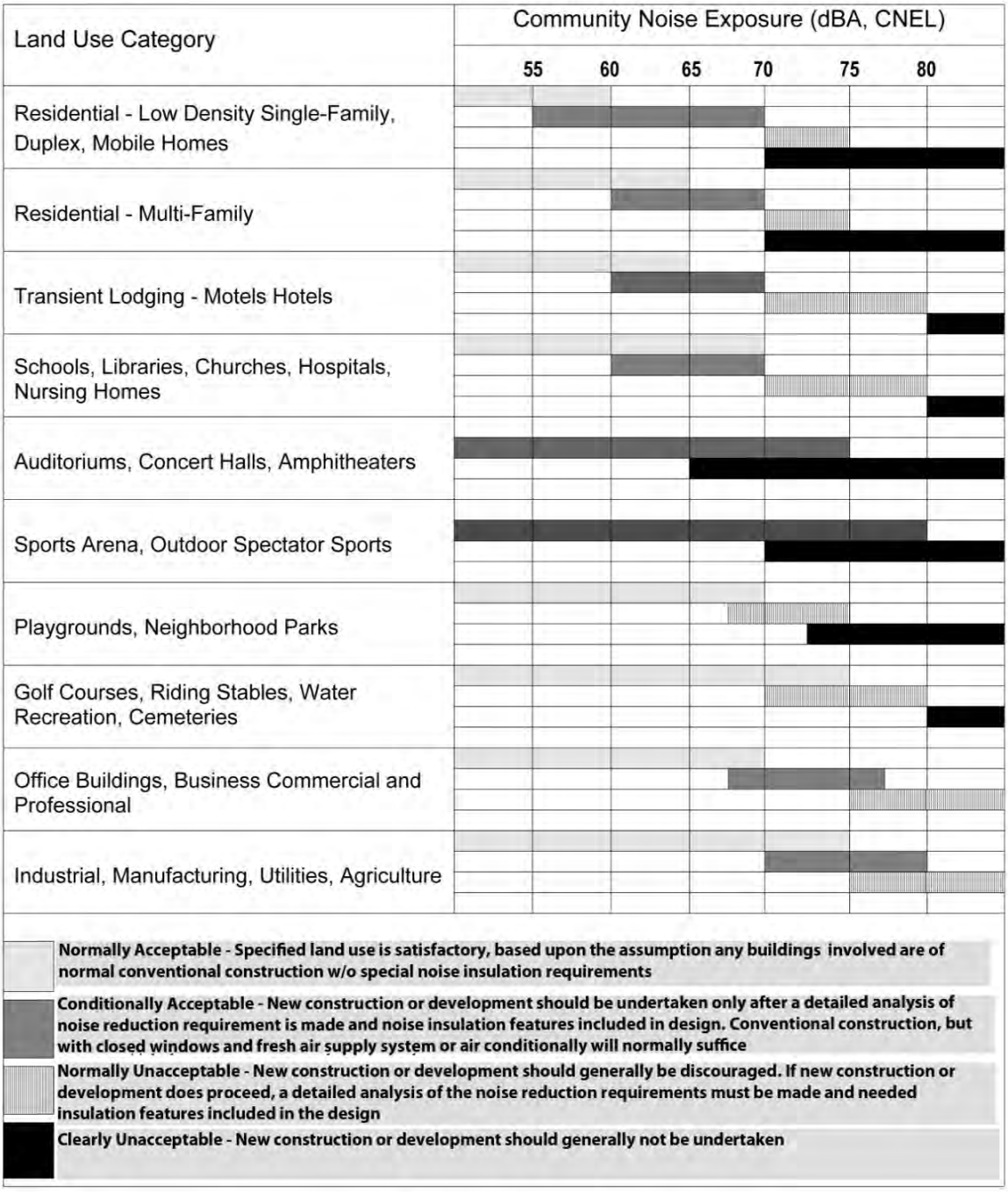

Figure N-2: Land Use Category and Community Noise Exposure Levels

Source: California Office of Planning and Research, General Plan Guidelines, October 2003

The Department of Housing and Urban Development (HUD) presented the Code of Federal Regulations (24 CFR Part 51B), a requirement for new HUD-financed housing construction, which must meet the noise standards shown in Table N-3.

Table N-3: Federal Exterior Housing Site Noise Acceptability Standards

Land Use Suitability	L_{dn} (CNEL)	Special Approvals and Requirements
Acceptable (a)	<65 dB	None
Normally Unacceptable (b)	65 – 75 dB	Special environmental clearance and 5dB add'l attenuation for building within 65-70 dB L_{dn} and 10 dB add'l attenuation for building w/in 70 – 75 dB L_{dn}
Unacceptable (c)	75 dB+	Submittal of environment impact statement
(a)	The noise exposure may be of some concern, but common building construction will make the indoor environment acceptable and the outdoor environment reasonably pleasant for recreation and play.	
(b)	The noise exposure is significantly more severe; barriers may be necessary between the site and prominent sources to make the outdoor environment acceptable; special building constructions may be necessary to ensure that people indoors are sufficiently protected from outdoor noise.	
(c)	The noise exposure at the site is so severe that the construction cost to make the indoor noise environment acceptable may be prohibitive, and the outdoor environment would still be unacceptable.	

Source: HUD Environmental Criteria and Standards, Title 24 Code of Federal Regulations, Part 51, at 44 FR 40860, July 12,1979; amended by 49 FR 880, January 6, 1984. Federal Register V. 44 n. 135,

EFFECTS OF NOISE

Hearing Loss

Hearing loss occurs due to chronic exposure to excessive noise, or it may occur due to a single event, such as an explosion. Physical damage to the ear from the degradation of auditory acuity or an intense noise single event, a rare instance, may occur within a community noise environment. According to the Occupational Safety and Health Administration (OSHA) workplace noise exposure standard known as the permissible exposure limit (PEL), the maximum allowable level is 90 dBA averaged over eight hours. Although the major cause of hearing loss is workplace exposure, damage may also occur from non-occupational sources, such as the community noise environment. Environmental noise is intermittent, and covers 24 hours a day rather than a typical workday. The U.S. Environmental Protection Agency (EPA) has identified an environmental noise level of L_{eq} (24) = 70 dB to protect 96 percent of the general population from a hearing loss of greater than 5dB at 4000 Hz.

Sleep and Speech Interference

Sleep interference is more difficult to quantify. In general, a higher noise level creates a greater probability of a physiological response. Steady noise above 35 dBA and fluctuating noise levels above 45 dBA has been shown to affect sleep. The established threshold for speech interference indoors is about 45 dBA if noise is steady and above 55 dBA if noise is fluctuating. Outdoor thresholds are about 15 dBA higher from these standards. The interior residential standard for multifamily dwellings, set by the State of California, is 45 dBA L_{dn}. Typical structural attenuation is 12 to 17 dBA with open windows while closed windows factor is around 20 to 25 dBA depending on dwelling condition. Therefore, speech and sleep interference is possible with higher exterior noise level. The placement of bedrooms and windows must be considered when adjacent to a primary or secondary arterial or roadway. Sleep and speech interference can create indirect effect such as: disturbance of normal domestic or education activities; creation of an undesirable living environment; safety hazards; and a source of extreme annoyance.

Annoyance

Annoyance is defined as the expression of negative feelings resulting from interference with activities or the disruption of one's enjoyment of their environment. Because annoyance is a subjective measurement, many cities conduct surveys or field evaluations of a community's annoyance with noise levels. According to the FTA Guidance Manual for Transit Noise and Vibration Impact Assessment (2006), transportation noise has been ranked among the most significant causes of community dissatisfaction. The EPA has identified a relationship between annoyance, complaints, and community reaction and a function of day-night sound levels. It would be suggested the City of Bell conduct its own community noise level survey to find the annoyance threshold of its residents.

NOISE-SENSITIVE RECEPTORS

Sensitive land uses are those uses that are especially vulnerable to unwanted sounds. Land uses in Bell that are sensitive to the effects of environmental noise include the following: schools, churches, convalescent homes, childcare facilities, and libraries. Residential areas are also considered noise-sensitive, especially during the nighttime hours when background ambient noise is minimal.

The City of Bell contains a number of land uses that fall into the noise-sensitive category. As illustrated by Figure N-3, sensitive uses located adjacent to the I-710 Freeway as well as the major commercial corridor along Atlantic and Gage Avenue would be subject to increased levels of noise during the daytime when traffic noise is elevated. Locations that have listed their address online are further detailed in Table N-4.

Table N-4: Noise-Sensitive Areas

Type	Name	Address
Schools	Nueva Vista Elementary	4412 Randolph Street
	Martha Escutia Primary Center	6401 Bear Avenue
	Bell High School	4328 Bell Avenue
	Corona Avenue Elementary	3825 Bell Avenue
	Woodlawn Elementary School	6314 Woodlawn Avenue
	South Region Middle School #2	6411 Orchard Avenue
	Alhadi School	5150 Gage Avenue
	Ark Angels Preschool Daycare	6714 Pine Avenue
	Bell Christian Academy	4009 Gage Avenue
Places of Worship	Southland Christian Church	6200 King Avenue
	Iglesia Del Senor	6337 Fishburn Avenue
	La Economia De Dios	6416 Corona Avenue
	Grace Lutheran Church	6714 Pine Avenue
	Bell Friends Church	6316 Otis Avenue
	Templo Calvario Church	6305 Vinevale Avenue
	Iglesia Cristiana Pentecostes	3801 East Florence Avenue
	Centro Internacional De Oracion Bell	4003 Acacia Street
Convalescent Hospitals	Bell Convalescent Hospital	4900 Florence Avenue
Libraries	Bell Library	4411 Gage Avenue
Child Care Facilities	Monteon Family Child Care	3916 Randolph Street

EXISTING TRAFFIC NOISE LEVELS

Noise along transportation corridors is highest along major roadways. Vehicular noise decreases as the distance from the roadway increases. This measurement of noise and distance may be analyzed to show contours representing equal noise exposures along the roadway. The noise contours provide a visualization of sound level estimates. Blodgett/Baylosis Associates produced the existing general plan roadway noise contour data for Bell in 1996. This data was generated with the Federal Highway Administration's Highway Traffic Noise Prediction Model. It is recommended the City of Bell conduct an updated noise study to produce a contour map for its General Plan Update. This will help the City determine the major generators of roadway noise within Bell. Currently, the City can gather updated, professional noise readings from recent Environmental Impact Reports (EIR) from development projects in or near the City of Bell's boundaries

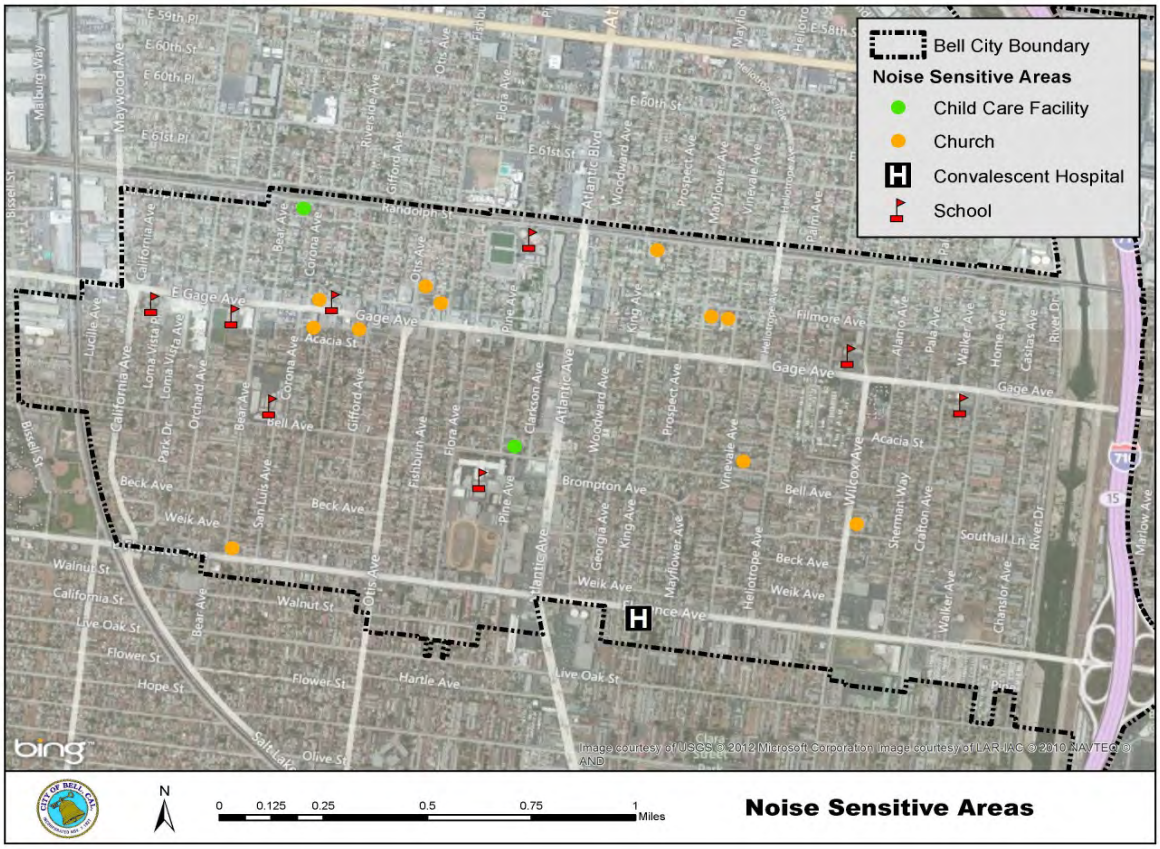

Figure N-3: Noise-Sensitive Area Locations

Bell Education and Career Center Draft EIR

Located in the Cheli Industrial Area, the Bell Education and Career center provided more recent noise readings regarding roadway and traffic noise levels as a baseline for its proposed project's build out. When viewed in comparison to the 2020 General Plan's existing noise contours, noise levels have increased in these areas. The highest readings are normally acceptable for industrial area uses and conditionally acceptable for some residential uses to the OPR noise and land use guidelines (Figure N-2).

South Region Elementary School No. 3 and Early Education Center No. 1 Draft EIR

To characterize existing noise in the project area, noise levels from traffic were modeled. The results of which would provide existing conditions for the environmental impact report. The location of this project is near the Florence/Atlantic intersection, one of the most congested arterials in the City. In comparison to the 2020 General Plan's existing noise contours, noise levels have increased in these areas. The highest readings are conditionally acceptable for some commercial uses and normally unacceptable for noise-sensitive land uses.

Table N-5: Cheli Industrial Area Existing Traffic Noise Levels

Roadway Segment	Estimated dBA, L_{eq} to CNEL (Existing 2009)
Bandini Boulevard between Atlantic Boulevard to Eastern Avenue	70. 0
Rickenbacker Road between 6th Street and Eastern Avenue	56. 5
Slauson Avenue between Atlantic Boulevard and Eastern Avenue	70. 0
Eastern Avenue between Commerce Way and Bandini Boulevard	69. 8
Eastern Avenue between Bandini Boulevard and Rickenbacker Road	70. 7
Eastern Avenue between Rickenbacker Road and Slauson Avenue	68. 8
Eastern Avenue between Slauson Avenue and Peachtree Street	69. 0

Source: Terry A. Hayes Associates LLC, 2009.

Table N-6: Florence / Atlantic Existing Traffic Noise Levels

Roadway Segment	Estimated dBA, L_{eq} (Existing 2005)
Between Florence Avenue and Atlantic Avenue Intersection	68. 2
Atlantic Avenue south of Florence Avenue	71. 2
Live Oak Street west of Atlantic Avenue	62. 7
Clarkson Avenue between Live Oak Street and Atlantic Ave.	55

Source: Jones & Stokes, 2005.

OBSERVED EXISTING NOISE CONDITIONS

Existing daytime traffic noise levels were measured at four intersections on October 6, 2012. These measurements were taken in order to compare the existing traffic noise levels to those from the 1996 study, which took noise measurements at twelve locations throughout the City. Table N-7 displays a series of average noise levels over a period of approximately 5 to 10 minutes at each location.

The noise application, Decibel Meter © was used to measure the environmental existing noise levels. It is not an adequate substitute for a controlled noise study which would use a proper noise meter. The noise application was used in the field without being calibrated against proper equipment. After having the application tested against a professionally calibrated noise meter, it was discovered the decibel readings were measured approximately 10 decibels too high. Measurements in Table N-7 are adjusted accordingly. The noise application does not weight the decibels and unfortunately there is no way to confirm if the measurements are dbA or another weighted measurement. In addition, the noise readings were performed at inconsistent distances in relationship to the center of the tested intersection location for various amounts of time.

Table N-7: Observed Existing Noise Level Readings

Location	dB High	dB Low	dB Average
Atlantic and Gage	74	67	**70. 5**
	76	69	**72. 5**
	75	68	**71. 5**
	76	67	**71. 5**
Atlantic and Florence	75	70	**72. 5**
	76	69	**72. 5**
	74	68	**71**
	73	66	**69. 5**
Florence and Wilcox	77	69	**73**
	73	68	**70. 5**
	73	65	**69**
	68	62	**65**
Florence and Walker	75	71	**73**
	73	65	**69**
	70	61	**65. 5**
	71	58	**64. 5**

This information is intended for the reader to gain an understanding of the current traffic noise levels at a few key intersections. There is potential to expand observed existing noise level readings to include an industrial area and east area for improved comparison to the 1996 noise measurement survey. It is recommended the city conduct a community noise survey to evaluate the existing noise environment for the entire city area, therefore gathering representative samples from all land use areas and obtain a general indication of noise levels within the community. The value of existing noise level readings through a community noise survey increases the ability for the City to properly develop noise-sensitive land uses and mitigate excessive sources of noise.

As shown in Table N-7, the truck and traffic noise levels dominate the ambient noise environment along the major arterials of Bell, Florence, Atlantic, and Gage Avenues. In comparison to the 1996 noise measurement survey included in the 2010 General Plan Noise Element, the Florence and Atlantic Intersection has the highest averaged noise measurements (aside from the Industrial and Railroad Areas). All site location measurements are in proximity to noise-sensitive land uses including residences and trailer parks, which are located along major arterial roadways.

Areas with the most amount of noise are likely to be around intersections that are heavily used by vehicular traffic and around the I-710 Corridor. Included are the main commercial corridor of Atlantic Avenue and Gage Avenue, which produces higher noise levels than the surrounding residential neighborhoods.

Problem areas are those that are located in the middle of two or more sources of unwanted noise, creating an increase in the community ambient noise levels. Measurements of noise from multiple sources are not noticeable when they are within 3 dB of each other. However, a difference of 10 dB is highly noticeable and can create problems for uses that are exposed to more than one noise source.

ADOPTED NOISE REGULATIONS

The Federal Government preempts local control of noise from aircraft operations, railroads, freeways, occupational noise, and federally funded projects. California controls vehicular noise at the time of manufacture and during operation on public roads, as well as noise from in the work place, classrooms, libraries, multi-family projects, motels and hotels. The City of Bell will need to coordinate with federal, state, and county agencies on noise control programs and legislation. These agencies include the Department of Housing and Urban Development, Department of Labor, the Environmental Protection Agency, the Federal Highway Administration, the State Department of Health, State Department of Transportation, Los Angeles County, and the State Department of Motor Vehicles.

Occupational Health and Safety Administration (OSHA)

The Department of Labor established occupational noise regulations and set standards for noise exposure for all business engaged in interstate commerce through the Occupational Safety and Health Administration. According to OSHA, a workplace noise exposure standard allows a maximum allowable dBA level of 90 over eight hours. An exposure up to and above this noise level is considered hazardous. If the noise is above 90 dBA, the allowable exposure time is correspondingly shorter.

Federal Aviation Administration (FAA) Standards

The FAA has established a 65 dBA L_{dn} noise level as the outdoor standard associated with aircraft noise for compatibility with residential, public, and commercial uses (FAR Part 150, Section 150. 21). Noise levels beyond an outdoor 65 L_{dn} reading are compatible with most commercial building use but require a building envelope aircraft noise reduction (NR) of between 25 to 35 dBA for residential and public building uses.

Federal Railroad Administration (FRA) Standards

For high-speed ground transportation projects, responsible agencies require methods in the High Speed Ground Transportation and Vibration Impact Assessment Manual (2005) for NEPA evaluation of a project's potential impacts on considering adjacent land use categories, existing ambient conditions, and future exposure levels.

California Noise Control Act

The section of the California Health and Safety Code (California Health and Safety Code 46000-46080), finds excessive noise a serious hazard to the public health and welfare and that exposure to certain levels of noise, can result in physiological, psychological, and economic damage. The California Noise Control Act declares the State of California has a responsibility to protect the health and welfare of its citizens by the control, prevention, and abatement of noise.

California Noise Insulation Standards

In 1974, the California Commission on Housing and Community Development adopted noise insulation standards for multi-family residential buildings (Title 24, Part 2, Chap. 2-35, California Code of Regulations). Title 24 established the standards for interior room noise and acoustical studies must be prepared whenever a residential building or structure is proposed near an existing or adopted freeway route, expressway, parkway, major street, thoroughfare, rail line, rapid transit line, or industrial noise source or noise source(s) that create an exterior CNEL (or L_{dn}) of 60 dB or greater. The acoustical analysis must demonstrate the residence will be designed to limit intruding noise to an interior CNEL (or L_{dn}) of at least 45 dB.

California Environmental Quality Act (CEQA)

According to the 2009 Department of Transportation's Highway Traffic Noise Abatement section of the Project Development Procedures Manual, noise attenuation requirements under California Requirements in CEQA create a determination for whether a proposed project with substantial increase the existing noise levels for adjacent areas. If there is an increase in noise, the action must be ether mitigated or identified as a noise impact. If noise abatement is found to be reasonable and feasible, noise barriers should be considered.

Federal Highway Administration (FHWA)

According to the Federal Highway Administration's Highway Traffic Noise Regulation Analysis and Abatement Guidance, traffic noise impacts occur when the predicted noise levels approach or exceed the Noise Abatement Criteria (NAC), or when predicted noise levels of a project substantially exceed the predicted noise levels without the project. When noise impacts occur abatement must be considered and mitigation provided when reasonable and feasible. The substantial increase is defined as to a predicted 12 dB or greater increase over the existing worst-hour noise level resulting from proposed highway project. A severe traffic noise impact is defined as a predicted increase of noise from a project of 30 dB or an absolute predicted level of 75 dB of greater. This will be important to consider when analyzing the noise impact of the proposed future I-710 Corridor Project.

Caltrans Traffic Noise Analysis Protocol for New Highway Construction Projects

Agencies that sponsor new construction or reconstruction projects should use the Caltrans Protocol, which specifies noise policies, procedures, and practices. The Caltrans Protocol shares the same specified criteria as the FHWA's NAC (a noise increase is substantial when it exceeds existing noise by 12 dBA L_{eq}). The protocol also states a noise impact occurs when design year traffic noise levels approach or exceed the NAC. Approaching the NAC is defined as coming within one dBA of the NAC.

County of Los Angeles General Plan Noise Element

The 2012 Draft Noise Element states: "The Noise Element [should] reduce and limit the exposure of general public to excessive noise levels and set the goals and policy direction for the management of noise in the County." The 2012 Draft Noise Element identifies transportation and industries as the largest generators of noise impacts as well as integrating policies to reduce incompatible land uses that contribute to noise impacts on scenic and open space resources areas to work toward achieving Environmental Resource Management and Smart Growth goals.

County of Los Angeles Noise Ordinance

The County Noise Control Ordinance (County Code Section 12. 08) was created as a noise enforcement tool. Section 12.08.390 identifies exterior noise standards for stationary and point noise sources, specific noise restrictions, exemptions and variances for exterior point or stationary noise sources. Interior noise level limits apply to impacts to multiple family residences. Exterior noise standards applicable to a proposed project are dependent on zoning and time of day. Also included in the noise ordinance are possible mitigations for certain types of noise (12.08.410) and measurement methods (12.08.420).

Table N-8: Los Angeles County Community Noise Criteria

Noise Zone	Land Use of Receptor Property	Time	Std 1 L50 30 min/hr	Std 2 L25 15 min/hr	Std 3 L8. 3 5 min/hr	Std 4 L1. 7 1 min/hr	Std 5 L0 At no time
I	Noise-sensitive	Anytime	45	50	55	60	65
II	Residential	10PM to 7AM	45	50	55	60	65
		7AM to 10PM	50	55	60	65	70
III	Commercial	10PM to 7AM	55	60	65	70	75
		7AM to 10PM	60	65	70	75	80
IV	Industrial	Anytime	70	75	80	85	90

Source: Section 12. 08. 390 of the Los Angeles County Code (a portion of the Noise Control Ordinance

City of Bell Regulations

The Bell Municipal Code (BMC) specifies policies and regulations concerning noise generation and the regard for noise-sensitive land uses. Chapter 8.28.020 of the BMC states: "it is unlawful for any person to make, cause or permit any loud or unusual noise to emanate from any activity taking place on real property owned or occupied by such person, which has the effect of disturbing the peace and quiet neighborhood, or which directly causes an unreasonable interference with the use, enjoyment, and/or possession of any real property owned or occupied by any other person."

LAUSD Noise Standards

LAUSD has established L_{eq} noise standards to protect students and faculty from noise impacts generated by traffic. The standards were established based on regulations by Caltrans and the City of Los Angeles. LAUSD has indicated a noise impact would result from activity generating noise levels above 75 dBA.

Table N-9: LAUSD Acceptable Operational Noise Levels

Location	L10 Noise Level	Leq Noise Level
Exterior	70 dBA	67 dBA
Interior	55 dBA	45 dBA

Source: LAUSD Office of Environmental Health and Safety. *New Construction Program, Final Program Environmental Impact Report (Program EIR).* June 8, 2004.

FUTURE NOISE IMPACTS

I-710 Corridor Project:

According to the Los Angeles County Metropolitan Transportation Authority (METRO), the existing 1-710 corridor has high levels of danger related to diesel particulate emissions, traffic congestion, high truck volumes, and high accident rates. A corridor study was conducted to address the mobility and safety needs with possible solutions for transportation improvements.

From the Executive Summary of the Draft 1-710 Corridor Project EIR:

> For the build alternatives, noise-modeling results for the build alternatives of the study compared predicted design-year traffic noise levels with the project to existing conditions and to design year no-build conditions. The comparison to existing conditions was included in the analysis to identify traffic noise impacts under 23 CFR 772 [FHWA]. The comparison to the future no build condition indicates a traffic noise increase resulting from the project. Traffic noise impacts are predicted to occur throughout the I-710 Corridor, in addition to the areas that already exceed Federal noise abatement criteria. Sound walls are proposed throughout the length of the

project for all sensitive land uses categories including residential areas, schools, and parks.

Noise modeling results conducted by the I-710 Corridor Project Draft EIR were collected in study areas near the City of Bell (Appendix N-BG1). The Draft EIR measured community background noise readings to determine existing noise levels at 72-modeled locations in order to provide an acoustical representation of the entire Study Area (Appendix N-BG2). Proposed sound walls, elevated structures and columns are suggested near the LA River and Florence Avenue. These noise impacts along with related construction and traffic issues should be taken into consideration when evaluating the City's prepared comment to the proposed I-710 Corridor Project.

Proposed Rapid Transit Rail System

The proposed rail line, which would run along the abandoned Pacific Electric "Red Car" right of way, when completed would go from Santa Clarita to Santa Ana, with possibilities of extension. The Orangeline Development Authority, of which the City of Bell is a member, has stated cities should take an approach to focus on land uses along the train with hopes the land around the stations would attract private development. A station has been proposed to be located within the City of Bell. It should be recommended that Bell plan future zoning for multi-family housing, dense office complexes, retail centers, and other uses, which function well near a train stop. (See further discussion in this Background Report's Land Use Element.) These uses are perhaps more compatible than noise-sensitive uses such as schools.

For future traffic noise measurements that would also take into account the proposed future noise impacts, it is recommended the City develop a future noise contour map based on projected traffic volumes of City streets, estimated through the use of the FHWA's Noise Prediction Model.

GROUND-BORNE VIBRATION FUNDAMENTALS

Typical background vibration levels in residential areas are usually 50 VdB (vibration decibels) or lower, which is well below the threshold of perception for most humans. Perceptible vibration levels inside residences are attributed to the operation of heating and air conditioning systems, door slams, and foot traffic. Construction activities, train operations, and street traffic are some of the most common external sources of vibration that can be perceptible inside residences. Railroad trains are also potential sources of substantial ground vibration. Their effects depend on distance, the type and the speed of trains, and the type of railroad track. People's response to ground vibration has been correlated best with the velocity of the ground. Table N-10 illustrates some common sources of vibration and the association to human perception or the potential for structural damage. With knowledge of the typical levels

and impacts of ground-borne vibration, there is potential to expand City's regulation on vibration standards to existing and new development projects and construction.

Table N-10: Typical Levels of Ground-borne Vibration

Human / Structural Response	Velocity Level, VdB (Re 1 μinch / sec, RMS)	Typical Events (50 – foot setback)
Threshold, minor cosmetic damage	100	Blasting, pile driving, vibratory compaction equipment
	95	Heavy tracked vehicles (Bulldozers, cranes, drill rigs)
Difficulty with tasks such as reading a video or computer screen	90	
	85	Commuter rail, upper range
Residential annoyance, infrequent events	80	Rapid transit, upper range
Residential annoyance, occasional events	75	Commuter rail, typical bus or truck over bump or on rough roads
Residential annoyance, frequent events	70	Rapid transit, typical
Approximate human threshold of perception to vibration	65	Buses, trucks, and heavy street traffic
	60	
	55	Background vibration in residential settings in the absence of activity
Lower limit for equipment ultra-sensitive to vibration	50	

Source: Redwood City General Plan Update, Noise and Vibration Background Report (Revised December 2008)

GOALS FOR POLICY RECOMMENDATIONS

In order to reduce excessive noise impacts in the City, the following policy goals are recommended, sourced from the Los Angeles County Noise Element:

- Utilize land uses to buffer noise-sensitive uses from adverse noise impacts.
- Reduce exposure to noise impacts by promoting land use compatibility.
- Minimize impacts to noise-sensitive land uses by ensuring adequate site design, acoustical construction, and use of barriers.

- Enhance and promote noise abatement programs in an effort to maintain acceptable levels of noise as defined by the Los Angeles County Exterior Noise Standards and other applicable noise standards.
- Ensure cumulative impacts related to noise do not exceed levels.
- Utilize traffic management and noise suppression techniques to minimize noise from traffic and transportation systems accordingly.
- Minimize noise impacts to pedestrians and transit-riders by designing transportation facilities and mobility networks.
- Require construction of noise attenuation barriers on noise-sensitive uses that would be exposed to exterior noise levels of 65 dBA CNEL and above (when avoidable impacts are identified).
- Orient residential units away from major noise sources.
- Maximize buffer distances and design and orient of sensitive receptor structures to prevent noise and vibration transfer from commercial/light industrial uses.
- Address noise complaints with appropriate mitigations.

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SAFETY

City of Bell General Plan

Table of Contents

List of Figures

List of Tables

EXECUTIVE SUMMARY

The Safety Element Background Report of the City of Bell identifies the potential public safety risks associated with natural or manmade catastrophes. The goal of the Safety Element Background Report is to develop and frame the safety concerns and conditions in Bell in an effort for the city to provide protection to its community as well as assess how they relate to other elements of the General Plan. A number of events or circumstances could lead to unsafe situations and casualties. These events include earthquakes, flooding, fire, state and countywide disasters and emergencies, crime, hazardous waste and extreme heat.

In the event of a catastrophe, the City of Bell, in collaboration with the County of Los Angeles, has developed an extensive emergency response system to handle the impacts during and after the event. The location of Bell has mixed implications for safety of its residents and property. The City of Bell is at extreme risk of experiencing a large seismic event. No faults run through the City, but prediction models indicate that there will definitely be an earthquake, with a 6.7 magnitude or greater, in the City of Bell in the next 100 years (this is the same magnitude of the Northridge Earthquake of 1994). An additional risk results from the fact that Bell is located in an historical floodplain, increasing the chances that damage and injury will result from liquefaction.

Flooding poses a minor risk, unless dams, located to the north of Bell, are compromised. In such a situation, the City of Bell, as well as its surrounding neighbors will be completely inundated. Fire is a minimal risk to the City, with the largest threat being structural fires. Crime has been steadily increasing since 2007 in the City of Bell. This increase is likely correlated to the recent economic recession. Various sites within the city use or generate hazardous waste, but there are not any indications that they are a threat to the community. In the event of a collision or natural disaster, vessels carrying hazardous waste (via freight train or truck transport) through the city could intensify the potential danger of the event. Climate change is predicted to lead to extreme heat events in Bell. Children, the elderly and outdoor laborers will suffer the most from extreme heat.

Implementation of programs and policies that take these risks into consideration will significantly reduce the loss of life, injury and damage to property for the community of Bell. The more the City of Bell understands and identifies the safety issues that exist and takes action to avoid or minimize the impacts, the better the community will be able to adapt and become resilient against natural or manmade catastrophes.

INTRODUCTION

The Safety Element Background Report of the City of Bell identifies potential impacts to the safety of the community, and actions to increase safety. This information will assist in preventing or minimizing the potential for injury, damage and disruption resulting from natural or manmade catastrophes and lead to policy recommendations within the General Plan Safety Element. The Safety Element Background Report also establishes specific existing conditions related to public safety. These conditions serve to inform the Safety Element of the impacts on future planning and land use decisions.

The goal of the Safety Element Background Report is to develop and frame the safety concerns and conditions in Bell and how they relate to the other elements of the General Plan. The Circulation Element Background Report addresses transportation issues, which relates to the Safety Element in that efficient traffic flow benefits emergency response and evacuation objectives, as well as the identifies potential impacts of traffic related incidences that may cause harm to the community. Concerns related to public safety must also be considered in planning for future development and land use in the City. The Land Use Element Background Report relates to the Safety Element and the impacts land use has on the health and welfare of those persons living, working, or visiting the City. A successful implementation of the Safety Element may result in a significant reduction in loss of life and injury.

A Safety Element is a mandated element of the general plan, as required under Section 65302(g) of the California Government Code and the State Planning and Zoning Law, which states that: "A safety element for the protection of the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides; subsidence, liquefaction, and other seismic hazards identified pursuant to Chapter 7.8 (commencing with Section 2690) of Division 2 of the Public Resources Code, and other geologic hazards known to the legislative body; flooding; and wild land and urban fires. The safety element shall include mapping of known seismic and other geologic hazards. It shall also address evacuation routes, military installations, peak load water supply requirements, and minimum road widths and clearances around structures, as those items relate to identified fire and geologic hazards."

GEOLOGIC SETTING

The City of Bell is located on the northeastern portion of the Los Angeles Basin. This basin is an alluvial plain bounded on the north by the Santa Monica Mountains, on the northeast by Repetto Hills, and Puente Hills, on the south by the Santa Ana Mountains and San Joaquin Hills and on the east by the Pacific Ocean. The topography within the City of Bell is relatively flat with elevations of 120 to 160 feet above mean sea level. The City is underlain by undifferentiated alluvial deposits (alluvial deposition refers to waterborne deposition) from Holocene (past 11,000 years) times with Pleistocene (up to 3 million years ago) sedimentary deposits. The alluvium consists of uncemented and unconsolidated gravel, sand and silt and clay, up to 30 meters thick. These alluvium are 1,000 to 10,000 years old and consists of

medium-grained sand over the majority of the City, gravel under the Los Angeles River channel and sand, silt and clay under the Cheli Industrial Area. A thicker zone of alluvium occupies the western third of the City and consists of poorly indurated silts and sand and gravel to a depth of approximately 150 feet. The thinner zone consists of poorly indurated silts and sands to a depth of approximately 40 feet and covers the central and eastern sections of the City.

EARTHQUAKE SAFETY

One of the principal and most unpredictable safety concerns of the City of Bell are Earthquakes. Each year Southern California experiences approximately 10,000 earthquakes, most of which are not felt (measured to be less than 3.0 in magnitude). However, there is always a chance for a larger scale earthquake, which could produce substantial harm and damage to the community. It is therefore very important to understand the risks and plan for the response for such an event in the City of Bell.

Earthquake severity is normally classified according to their magnitude or intensity. Because the amount of destruction generally decreases with increasing distance away from the epicenter, earthquakes are assigned several intensities, but only one magnitude. The destructiveness of an earthquake at a particular location is commonly reported using the Richter scale (magnitude) or Mercalli scale (intensity). The Modified Mercalli (MM) Scale employs a subjective classification system based on observations of damage caused by past earthquakes. The scale has 12 levels of damage--the higher the number the greater the damage (the Modified Mercalli Scale is included in Appendix S-1). For example, the City of Bell is predicted to experience ground shaking with a MM intensity of 6.0 to 6.5 during a Magnitude 8.3 along the San Andreas Fault, with a maximum MM intensity 6.5 to 7.0. Ground accelerations of approximately 0.5 g for 40 seconds are also expected in the Bell area.

The intensity of seismic ground shaking at any given location is a function of several factors The primary factors are the magnitude of the earthquake, the distance from the epicenter to the planning area, and the local geologic and topographic conditions. The amount of damage is also controlled to a certain extent by the size, shape, age, and engineering characteristics of the affected structures. Most structures in Bell consist of one or two-story, wood-frame construction. This building type, although not immune to structural damage, is notably resilient to earthquake shaking. Elysian Park and Northridge earthquakes demonstrated, however, that the ground intensities from the previously unknown blind thrust faults could generate significant damage to both low-rise and high-rise structures which were previously considered to be capable of withstanding the effects of strong ground motion. The State of California, under the guidelines of the Alquist-Priolo Special Studies Act, classifies earthquake faults according to the following criteria:

- Active faults exhibit proven displacement of the ground surface within the last 11,000 years (Holocene).
- Potentially active faults exhibit evidence of movement within the last 750,000 to two million years.

- Inactive faults have not moved in the last 11,000 years, as determined from direct geologic evidence, are presumed to be inactive.

The State definition of an active fault is designed to gauge the surface rupture potential of a fault, and is used to prevent development from being located directly on the trace of an active fault. In general, potentially active faults are, relative to active faults, less likely to be the origin of a damaging earthquake. However, there is a gradation of seismic risk posed by potentially active and active faults. There are no active or potentially active earthquake faults known to traverse the City of Bell, thus, no ground rupture hazards are expected in the City. The City is, however, located within a seismically active region and is subject to ground shaking hazards associated with earthquake events in the region. Seismicity, in the Los Angeles area historically has been defined by earthquake events along the Newport-Inglewood, San Fernando, San Jacinto and San Andreas faults. Other faults of concern in the area include the Whittier fault, the Elysian Park Thrust, and the Santa Monica-Hollywood fault. Figure S-1 shows these local faults and the intensity of their activity in 2010. Table S-1 summarizes the major faults within the Southern California region, their distance and direction relative to the City of Bell.

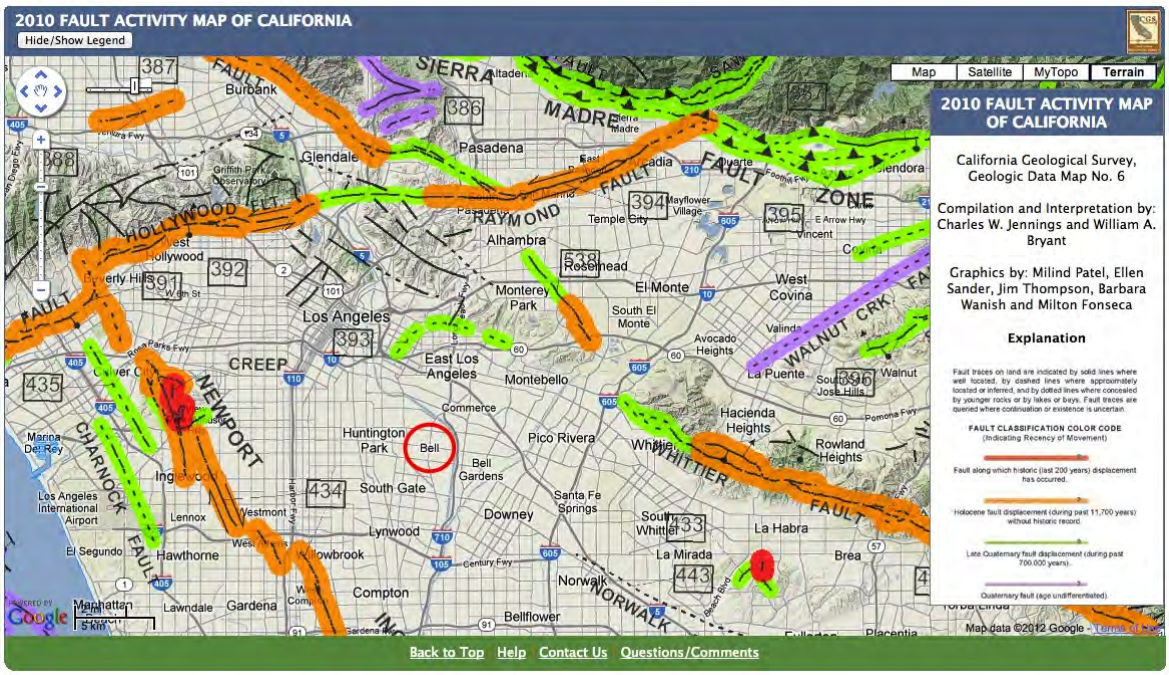

Figure S-1: 2010 Fault Activity Map.
Source: State of California, Department of Conservation http://www.quake.ca.gov/gmaps/FAM/faultactivitymap.html

Table S-1: Earthquake Faults, By Distance from the City of Bell

Earthquake Fault	Distance from Bell	Max. Credible Magnitude	Max. Probable Magnitude
Newport- Inglewood	9 miles W	7	6.5
Whittier	9 miles E	7	6
Santa Monica- Hollywood	10 miles NW	7	6.5
Raymond Hill	10 miles NE	6.5	6
Sierra Madre	15 miles NE	6.5	6.5
San Fernando	25 miles NW	6.5	6.5
Elysian Park	5 miles N	7.6	7.2
San Jacinto	44 miles NE	7.5	6.5
Palos Verdes	20 miles SW	7	6.5
San Andreas	37 nines NE	8.25	7.5
Malibu Coast	22 miles W	7	6.5

Source: City of Bell General Plan, 1996

The *maximum credible earthquake* is the largest magnitude event that appears capable of occurring under the presently known tectonic framework. The *maximum probable earthquake* is the maximum earthquake likely to occur during a 100-year interval. Figure S-2 shows the probability of a 6.7 magnitude occurring in the City of Bell in the next 100 years is between 90-100% (6.7 was the magnitude of the Northridge Earthquake; the red circle indicates the approximate location of Bell). Table S-2 outlines the probability of earthquakes occurring within 25 years to 100 years. As mentioned previously, the most credible predictions are based on 100-year forecasts.

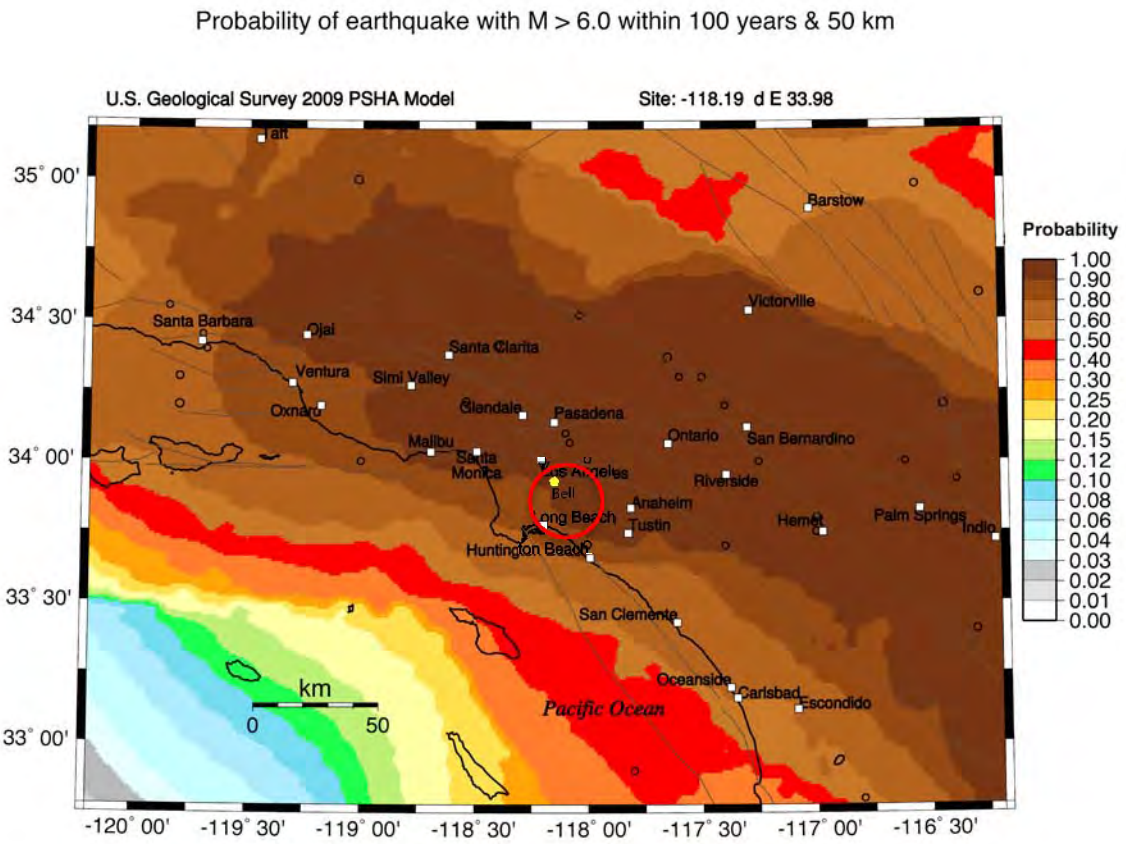

Figure S-2: Probably of an Earthquake with a Magnitutde Greater than 6.7 Within 100 Years
Source: USGS https://geohazards.usgs.gov/eqprob/2009/index.php

Table S-2: Probability of Earthquakes Occurring Near Bell Within 25 to 100 Years.

Within Number of Years	Magnitude	Probability
25	6.0	40-60%
25	6.7	15-25%
50	6.0	60-80%
50	6.7	30-40%
100	6.0	90-100%
100	6.7	90-100%

Source: USGS: https://geohazards.usgs.gov/eqprob/2009/index.php

The Newport-Inglewood Fault Zone is located approximately 9.0 miles west of the City. The 1933 Long Beach Earthquake occurred on the Newport-Inglewood fault. A maximum credible earthquake of Magnitude 6.8 on the Newport-Inglewood fault has the potential of generating horizontal peak ground accelerations of about 0.2 to 0.3 g in the area. Ground shaking could last approximately 22 seconds, with seismic Mercalli intensity values of VII to VIII. This earthquake would be particularly damaging to older low-rise structures located within Bell.

The Palos Verdes Hills Fault, located 20.0 miles to the southwest, is considered active, based on late Pleistocene and Holocene age displacements that have been interpreted along offshore segments of the fault in the San Pedro shelf. The fault is considered to be capable of generating a maximum credible earthquake of Magnitude 7.0 that would cause peak horizontal ground accelerations in the adjacent areas and seismic intensities in the IX to X range.

The Palos Verdes fault extends for 48 miles from San Pedro Bay to the Santa Monica Bay. The Palos Verdes fault could result in greater damage than that anticipated from an earthquake on the San Andreas Fault due to its proximity to the City. The Whittier-Elsinore Fault Zone is located along the southern base of the Puente Hills approximately 9.0 miles east of the City of Bell. This northwest-trending fault extends from Whittier Narrows southeast across the Santa Ana River, past Lake Elsinore, into western Imperial County and then into Mexico. This fault is expected to be capable of generating a Magnitude 6.6 earthquake.

The Santa Monica-Malibu Coast Fault System is an east-west trending fault system located along the southern margin of the western Santa Monica Mountains and into Santa Monica Bay. The nearest fault trace is located approximately 22.0 miles to the west of the City. Although there has been very little seismic activity along this fault system, the Malibu Coast fault segment has been characterized as active by Los Angeles County, based on displaced colluvial soils estimated to be about five thousand years old.

The San Andreas Fault Zone is located approximately 37 miles to the north and northeast of the City at its nearest point. This fault zone extends from the Gulf of California northward to the Cape Mendocino area where it continues northward along the ocean floor. The total length of the San Andreas Fault Zone is approximately 750 miles. The activity of the fault has been recorded during historic events, including the 1906 (estimated Magnitude 8.0) earthquake in San Francisco and the 1857 (estimated Magnitude 7.9) earthquake between Cholame and San Bernardino, where at least 250 miles of surface rupture occurred. The length of the fault and its active seismic history indicates that it has a very high potential for large-scale movement in the near future (Magnitude 8.0±), and safety policies should consider land use planning in relation to such an event and the impacts it will have on the City of Bell.

Located approximately 15.0 miles northeast of the City at the base of the San Gabriel Mountains, the Sierra Madre fault system forms a prominent 50-mile long east-west structural zone on the south side of the San Gabriel Mountains. The Sierra Madre fault system has been responsible for uplift of the San Gabriel Mountains by faulting in response to tectonic compression. The San Jacinto Fault Zone, located approximately 44.0 miles to the northeast of the City, is part of the San Andreas Fault System. The two fault strands separate near the San Gabriel Mountains, where the San Jacinto fault extends southeastward to form the southwestern boundary of the San Jacinto Mountains and the San Timoteo Badlands. This fault is thought capable of generating a maximum credible earthquake of magnitude 7 .0, which could generate mean peak horizontal ground motions at the City of about 0.3g. Strong ground shaking from this earthquake would last about 25 seconds, with seismic intensity values in the VIII-IX range.

The Elysian Park Blind Thrust Fault is exposed for approximately 2 miles at Elysian Park but is not exposed over the rest of its trace toward the east. (Blind thrust faults are low-angle or low-lying faults occurring generally 3 to 9 miles below the ground surface that have no surface manifestation.) This fault underlies the urbanized part of the Los Angeles Basin, including downtown Los Angeles, as inferred from geophysical and geomorphological evidence and the clustering of deep earthquakes in the region. The Elysian Blind Thrust is approximately 5 miles from the City of Bell at its nearest point. The Elysian Park Fault was the source of the magnitude 5.9 earthquake near Whittier in 1987. This fault is thought to be capable of generating earthquakes of magnitude 7.2 to 7.6 and would result in intense ground shaking in the entire Los Angeles basin.

The Torrance-Wilmington Fault is a newly postulated blind thrust fault and fold system occurring at depth under the Palos Verdes Peninsula. These concealed faults have been recognized as capable of generating strong, damaging earthquakes since 1987, when a similar blind thrust caused the Whittier Narrows earthquake of Magnitude 5.9. Although the location of the Torrance-Wilmington Fault System is not well defined, the fault and fold belt have been divided into several segments. It is estimated that if one of the segments ruptures, an earthquake of Magnitude 5 to 7.5, would occur. If two or more segments rupture simultaneously, an earthquake of a magnitude greater than 7.8 would occur. The four largest recent earthquakes that have caused major damage in the Los Angeles basin include the 1933 Long Beach (Magnitude 6.3), 1971 San Fernando (Magnitude 6.4), the 1987 Whittier Narrows (Magnitude 5.9), and the 1994 Northridge (Magnitude 6.7) earthquakes.

The 1933 Long Beach earthquake occurred on the southern segment of the Newport-Inglewood fault, from Newport Beach to Signal Hill. The 1971 San Fernando earthquake occurred along the San Fernando segment of the Sierra Madre fault zone. The Whittier Narrows earthquake occurred on the Elysian thrust fault in 1987. The Northridge earthquake occurred on the Oakridge fault in the San Fernando Valley in January 1994.

Earthquakes not only cause damage through force and shaking but also through liquefaction. Liquefaction may occur when loose, unconsolidated, saturated fine- to medium-grained sandy soils are subjected to ground vibrations during a seismic event. This occurs in areas where the ground water table is within 50 feet of the ground surface, and if the Mercalli scale intensities are VII or greater. When these sediments are shaken, a sudden increase in pore water pressure causes the soils to lose strength and behave as liquid. Excess water pressure is vented upward through fissures and soil cracks causing water-soil slurry to bubble onto the ground surface. These are called sand boils, sand blows or “sand volcanoes.” Liquefaction-related effects include loss of bearing strength, ground oscillations, lateral spreading, and flow failures, or slumping. Structures built on soils that liquefy may sink or topple over as the soil loses its bearing strength. Areas containing shallow groundwater within 30 feet or less of the ground surface are susceptible to liquefaction hazards during seismic shaking. The California Emergency Management Agency indicates that the City is in a liquefaction zone (Figure S-3).

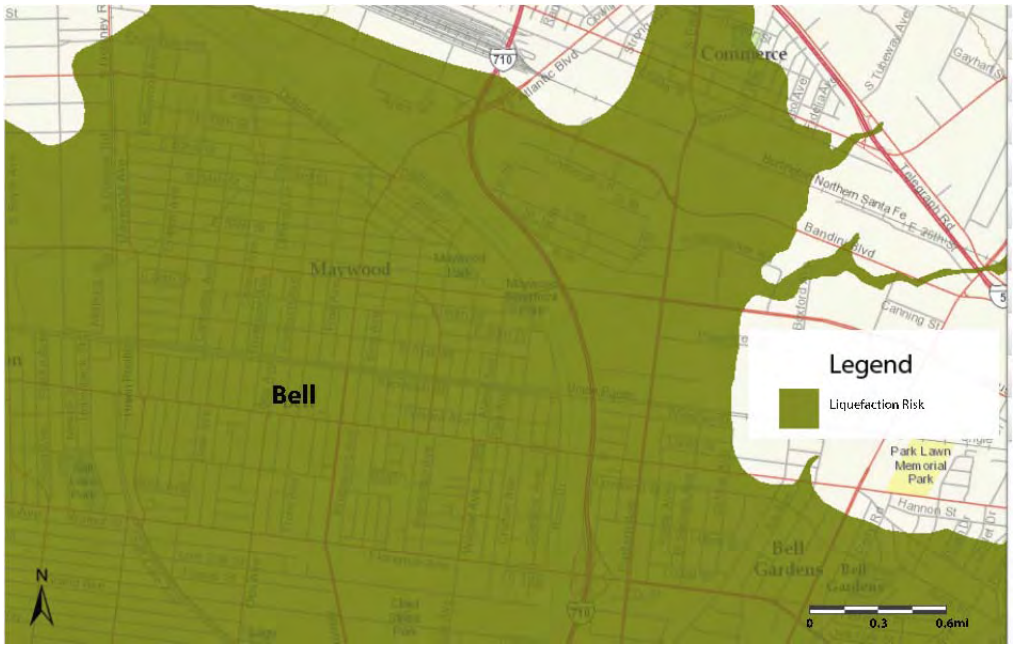

Figure S-3: Liquefaction Zone in the City of Bell and Surrounding Area.
Source: Cal EMA, http://myplan.calema.ca.gov/

Structural Impacts

Most injuries and property damage from a major earthquake impacting the City will be caused by strong ground motion, especially structural and nonstructural damage to buildings. The developed areas of Bell consist mostly of low-density and medium-density residential zones. Other areas are devoted to low-rise commercial and industrial development. Low-rise buildings (less than 3-stories) common in the City are more likely to be damaged by a near-field earthquake, such as one on the Newport-Inglewood fault and the Hollywood fault.

The wood-frame construction used in the residential and some commercial development in the City generally performs well during earthquakes. These buildings may experience significant structural and nonstructural damage, but rarely collapse. Earthquake intensities of VIII in the Mercalli Scale can cause torsional racking of the foundation and wall elements of irregular structures. Single-family residences built before the 1952 Building Code was implemented are more likely to slip off their foundations as a result of strong ground motion associated with nearby earthquakes. Mobile homes are also susceptible to slipping off their foundation.

Commercial and industrial buildings using tilt-up concrete walls are found in the newer commercial developments along Bandini Boulevard in the Cheli industrial area. Roof collapse has been observed in some pre-1971 commercial buildings using this type of construction. Concrete and steel-framed buildings are more earthquake resistant forms of commercial construction and should be encouraged.

UNREINFORCED MASONRY

Unreinforced Masonry Law (Government Code 8875, et seq.) requires that cities and counties within seismic zone 4 to identify hazardous URM buildings and consider local regulations to abate potentially dangerous building though retrofits or demolition.[1] A number of unreinforced masonry structures in the City have been retrofitted. These buildings include commercial structures along Gage Avenue and other major arterials. An updated evaluation is essential to determine the number of structures that have not been seismically retrofitted. Further, documentation has not been located that discusses the City of Bell's retrofit standards. These standards should also include what types of renovations would trigger seismic retrofits, especially as the City explores options to expand housing and commercial areas.

CRITICAL FACILITIES

Critical facilities are structures and parts of a community's development that must remain operational after an earthquake. In addition, those facilities that pose unacceptable risks to public safety if severely damaged are also of critical concern. Essential facilities such as medical centers, fire and police stations; emergency operations centers, and communication centers are also considered "critical facilities." High-occupancy facilities have the potential of resulting in a large number of casualties or crowd control problems and are considered critical facilities. This category includes churches, and large multifamily residential complexes, pre-schools and schools, group care homes, and nursing and convalescent homes. The State, with the passage of the Garrison Act of 1969, has jurisdictional responsibility to ensure that public schools are adequately constructed to seismic standards. The Los Angeles County Fire Department is responsible for inspections of deficient electrical, plumbing, mechanical or fire safety fixtures in high-occupancy residential and commercial facilities. Other subjects of localized damage include freeways, such as the Long Beach (Interstate 710) freeway, and other infrastructure and utility lines in the area. The Circulation Element further discusses how local infrastructure will be maintained and preserved in the event of a seismic event.

OTHER GEOLOGIC HAZARDS

The City of Bell has a relatively flat topography and hazards associated with slope instability, erosion, and landslides are considered unlikely. The Bandini oil field is located under the Cheli Industrial Area and could present subsidence hazards due to extensive oil pumping and withdrawal to this area. Subsidence of approximately 0:03 feet has been observed in Huntington Park between 1925 and 1937.

FLOODING AND INUNDATION HAZARDS

There is no potential for seiche or tsunami in Bell since no large surface water bodies (lakes, reservoirs, etc.) are located nearby. The nearest body of water to the City of Bell is the Los Angeles River. According to the California Emergency Management Agency, the City of Bell will most likely experience flooding in a 500-year flood (Figure S-4). Most of the inundation will occur on the western side of the Los Angeles River, impacting a large number of residential and commercial areas within the City and Interstate 710. Minimal flooding is predicted to occur in the Cheli Industrial area.

Figure S-4: FEMA 500 Year Flood Map.
Source: Cal EMA, http://myplan.calema.ca.gov/

Large areas downstream of the Hansen and Sepulveda Dams, including the City of Bell, are at risk of inundation in the event of dam failure (Figure S-5). The Hansen and Sepulveda Dams are operated by the Army Corps of Engineers and were constructed primarily for flood control. The Hansen Dam is located on the northern edge of the San Fernando Valley, approximately four miles west of Sunland. The inundation area of the Hansen Dam include areas along the Tujunga Creek and several communities in the valley, the City of Los Angeles, cities in south central Los Angeles, and areas along the Los Angeles and San Gabriel Rivers. The City of Bell is located approximately 25 miles south of the dam and dam failure will cause flooding in all areas of the City of Bell.

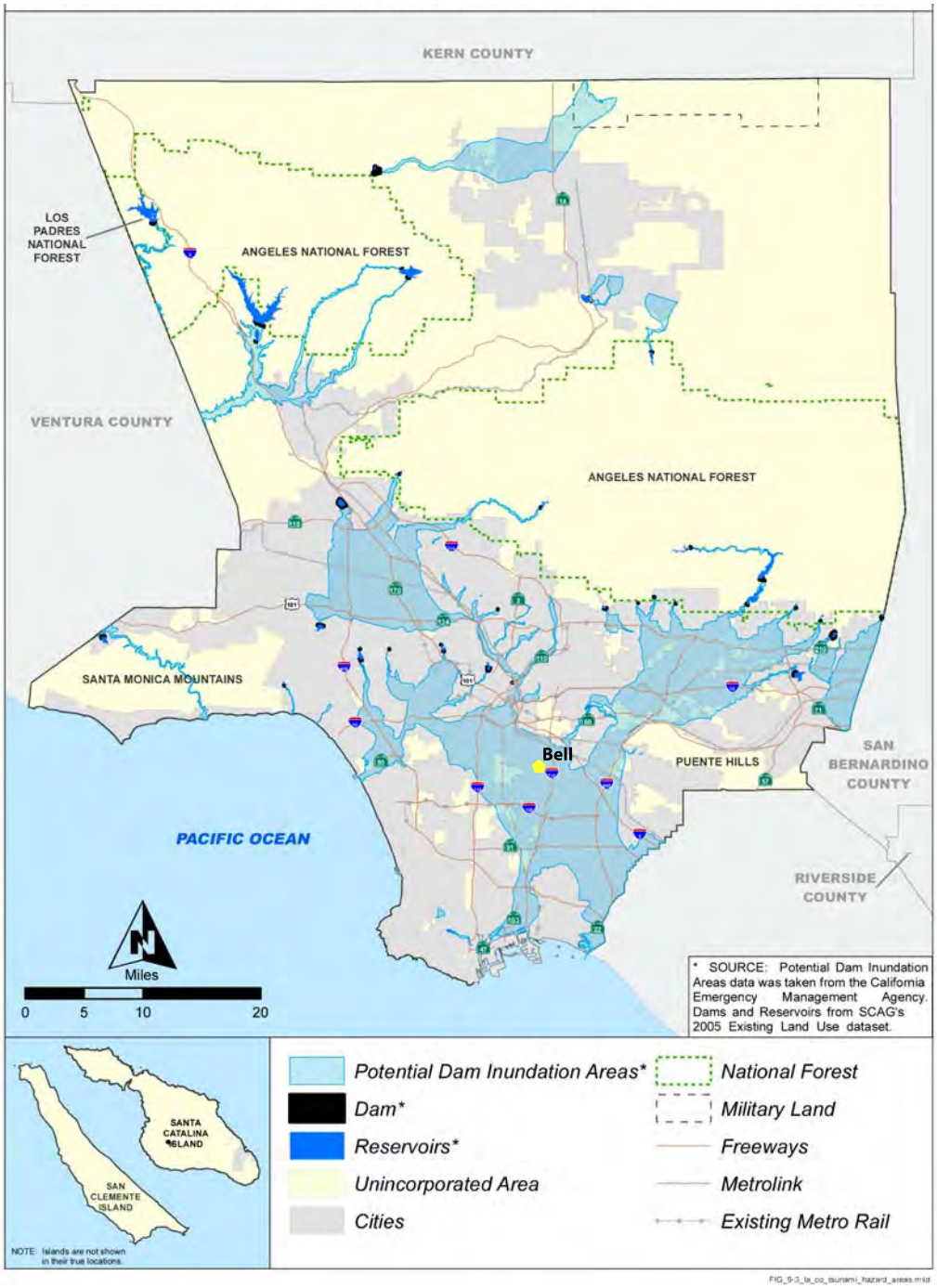

Figure S-5: Areas of Risk in the Event of Hansen and/or Sepulveda Dam Failure
Source: County of Los Angeles 2035 General Plan.

The Sepulveda Dam is located on the Los Angeles River near the intersection of the Ventura and San Diego Freeways near the City of Van Nuys. The flood will affect areas along the Los Angeles River, and the cities of Los Angeles, Huntington Park, South Gate, Compton, Lynwood, Maywood, Bell, Commerce, and Bell Gardens. In addition, the Cheli Industrial Area is within the

inundation area of the Garvey Reservoir in Monterey Park. The Garvey Reservoir is located 2 miles southeast of the intersection of Garfield Avenue and Graves Avenue. Flows from the dam are expected to affect areas south of the dam, including the cities of Montebello, Commerce, Bell, and Bell Gardens. Current emergency response and evacuation plans for the affected areas that have been established by the County Sheriff's Department and the U.S. Corps of Engineers, to facilitate emergency operations in the event of dam failure or river overflow should be evaluated to make sure they have been updated for current conditions and populations. The inundation area of the Whittier Narrows Dam is confined to the area east of the I-710 freeway but does not include the Cheli Industrial Area. Dam waters flow south and southwest toward the Florence Avenue/I-710 freeway and the Los Angeles River, but will not affect existing development in the City of Bell.

Climate change is expected to produce longer and more severe droughts due to higher average temperatures, as well as greater and more frequent floods. Los Angeles County's current water systems are designed to balance flood protection during the winter and spring months with water storage during the dry months. Increased rainfall and an earlier melting of the snowpack could result in overburdened facilities that cannot adequately protect communities from floods.[2]

DISASTER & EMERGENCY RESPONSE

There are various plans at the federal, state, and local level dealing with responses to disasters and emergencies. The following agencies provide for authorities and assume responsibilities in the event of formal proclamation of emergencies. The City of Bell is part of the Los Angeles Operational Area (LAOA). Recently the LAOA has developed the Mass Evacuation Process Guide to coordinate how the communities of Los Angeles county and surrounding area can best address a disastrous event and process mass evacuation of all the people in the area of the disaster.[3] The Emergency Management Organization of Los Angeles County (OEM) has the responsibility of organizing and directing the preparedness efforts of the Emergency Management Organization of Los Angeles County. OEM is the day-to-day Los Angeles County Operational Area coordinator for the entire geographic area of the county."[4]

Los Angeles County has also created a Public Works Mutual Aid Agreement (PWMAA) that allows multiple cities and counties to collaborate the use of each other's public works resources in the event of a major disaster to protect and save lives and property. 87 of the 88 incorporated cities within the county of Los Angeles participate in this program. PWMAA has been used in such disasters as the 1991 Sierra Madre Earthquake, 1992 Lander's/Big Bear Earthquake, the 1994 Northridge Earthquake, 1998 El Niño storms, and 2005 storms.[5] According to the Los Angeles County Department of Public works, in the event of a disaster the roads indicated on the map (Figure S-6) are utilized to bring in emergency personnel, equipment, and supplies to impacted areas in order to save lives, protect property and minimize impact to the environment. During a disaster, these routes have priority for clearing, repairing and restoration over all other roads. These routes are not intended for use in an evacuation.

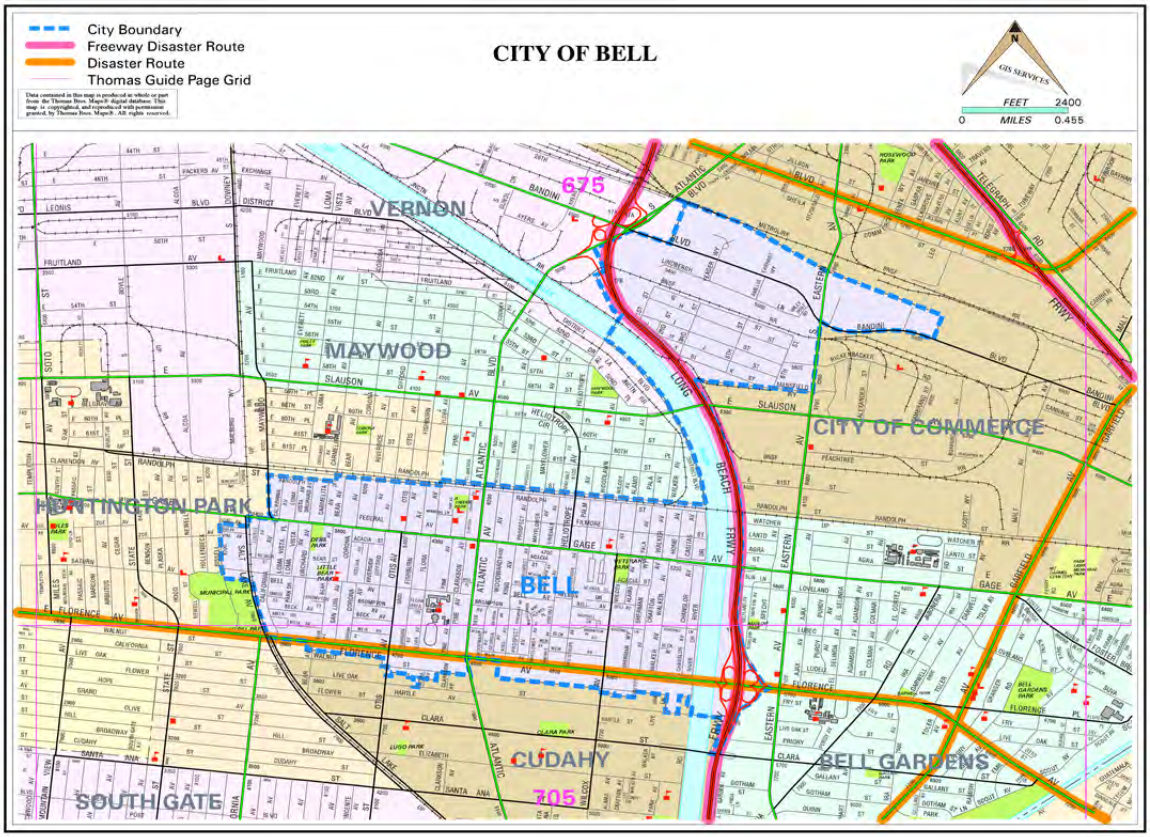

Figure S-6: Emergency services disaster response routes.
Source: http://dpw.lacounty.gov/dsg/disasterroutes/

FIRE HAZARD AND PROTECTION

The major risk associated with fire involves structural fires associated with older structures in the City.[6] Industrial uses also have a greater risk for fire due to the higher potential for use of flammable, explosive and hazardous materials. The industrial uses in Bell area located within the Cheli Industrial Area and separated from the commercial and residential uses in the Central City. There are no open grass areas in or near the City, which minimizes wildfire hazards in the City of Bell.

The Los Angeles County Fire Department (LACFD) provides fire, safety, and emergency medical services to the City of Bell. Bell has one fire station in Bell located next to City Hall. This station also serves Maywood, Cudahy and Walnut Park. The station is staffed with 18 firefighters, which includes a paramedic squad, to cover all shifts. The station is equipped with one engine and one paramedic squad. An extra engine is held in reserve in the event the main engine is inoperative. Firefighters are able to respond to calls and be on scene within three to five minutes within Bell's City limits. There are approximately 575 fire hydrants within the Cities of Bell, Maywood, Cudahy, and Walnut Park. The Fire Station #163 of the City of Bell is

considered a Strategic Priority. This means that if the engine is called away for more than 30 minutes, the county will send another engine to be available to the station in the event of another fire/emergency.

In the event of an emergency the fire department and the police have created a Public Safety Answering Point. This system coordinates an informational relay system between the police, fire department and the community. One fireman is put on the task of being the point person and conveys information to station #27 in Commerce who then disseminates the information to other fire stations and back to Bell to create an organized response to the emergency. The local Fire Stations are listed in Table 3. Overall, Los Angeles County is made up of 22 Battalions (194 individual stations).

Table S-3: Battalion 3 Includes the City of Bell Fire Station #163.

Station Number	Address
Fire Station #1	1108 N. Eastern Ave, Los Angeles, 90063
Fire Station #3	930 Eastern Ave, Los Angeles, 90022
Fire Station #22	928 S. Gerhart Ave, Commerce, 90022
Fire Station #27 - BN HQ	6031 Rickenbacker Rd., Commerce, 90040
Fire Station #39	7000 Garfield Ave, Bell Gardens, 90201
Fire Station #50	2327 Saybrook Ave, Commerce, 90040
Fire Station #163	6320 Pine Ave, Bell, 90201

Source: http://fire.lacounty.gov/HometownFireStations/HometownFireStations.asp

HAZARDOUS WASTE

Hazardous chemicals may cause greater danger and impact on the City in the event of a disaster, such as an earthquake, fire, and improper storage or by a reaction caused by the combination of multiple chemicals. According to California's Health & Safety Code, Chapter 6.95, a hazardous material is any material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous waste, and any material that a handler or the administering agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment.[7]

The Los Angeles County Certified Unified Program Agency (CUPA) has jurisdiction in Bell for the management of programs associated with hazardous waste. The Los Angeles County CUPA administers the following programs for Bell (as well as other cities and unincorporated sections of Los Angeles County):

- Hazardous Waste Generator Program (including onsite treatment under tiered permitting)

- Aboveground Petroleum Storage Tanks (only the Spill Prevention Control and Countermeasure Plan or "SPCC"
- Underground Storage Tanks (UST's)
- Hazardous Material Release Response Plans and Inventories
- California Accidental Release Prevention Program (CalARP)
- Uniform Fire Code Hazardous Material Management Plans and Inventories[8]

Every hazardous material handler is required to submit a business plan and an inventory of hazardous substances and acutely hazardous materials to the Bell Police Department and the County Fire Department on a yearly basis. The City of Bell should confirm that these business plans are current and identify their locations within the city for better land use planning. If the hazardous materials inventory of a business should change, a revised business plan must be submitted. Hazardous material users and generators in the City include: gasoline stations, auto repairs shops, printers and photo labs, clinics; dry cleaners, schools, fire stations, and a variety of other commercial and industrial land uses.

Truck transports along I-710 and multiple rail lines (Atchison Topeka and SantaFe (AT&SF), Union Pacific Railroad (UPRR), and the Southern Pacific Railroad (SPRR)) often carry hazardous material and presents potential for local hazardous incidents and spills within Bell. In the event of an incident the following agencies must be notified:

- The Local Emergency Response Agency (or the Local Fire Department)
- The Los Angeles County CUPA
- The Governor's Office of Emergency Services, California State Warning Center
- The California Highway Patrol (if spill happens on the highway)[9]

Trains on the SPRR railroad line parallel to Randolph Street, in the northern section of the central part of the city, on the UPRR line along the west side and on the AT&SF railroad in the Cheli Industrial area also carry hazardous cargoes. The City has no jurisdiction or control over the transport of hazardous materials on freeways and railroads.[10]

CRIME & POLICE PROTECTION

The greatest perceived threat to health and safety for many residents in the City is crime. Crime statistics obtained for the City of Bell indicate an increasing number of offenses from 2007 to 2011, most likely as a factor of the economic recession. Table S-4 shows how crime rates have changed over time in the City and how they compare to the U.S. Crime Average. Although rates have increased, the city of Bell's crime has remained below the national average. The crime rate index ranks the City of Bell as having one of the lowest intensity of crime in comparison to nearby cities (Figure S-7).

Table S-4: City of Bell Crime Rates from 1999-2012

Type	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011*	2012*
Arson	1	3	2	3	0	0	0	0	N/A	0	0	0	0	0
Assaults	205	167	112	148	143	83	89	85	76	98	88	138	251	153
Auto thefts	183	230	213	249	241	171	193	196	179	179	151	140	131	64
Burglaries	212	235	218	118	157	148	132	126	171	162	115	176	174	134
Murders	1	4	1	2	2	2	5	3	3	3	1	1	0	1
Rapes	10	8	11	12	9	18	7	10	14	13	8	12	9	8
Robberies	111	80	94	83	59	52	65	64	82	71	89	90	72	74
Thefts	216	167	168	262	190	154	133	117	231	307	280	285	316	305
Total	939	894	819	877	801	628	624	601	756	833	732	842	953	739
(U.S. average = 311.4)	362.3	331.8	284.2	296.9	267	224	230.4	221.6	261.4	273	242.3	292.8	N/A	N/A

Source: www.city-data.com
*Data excludes totals from the months of October-December

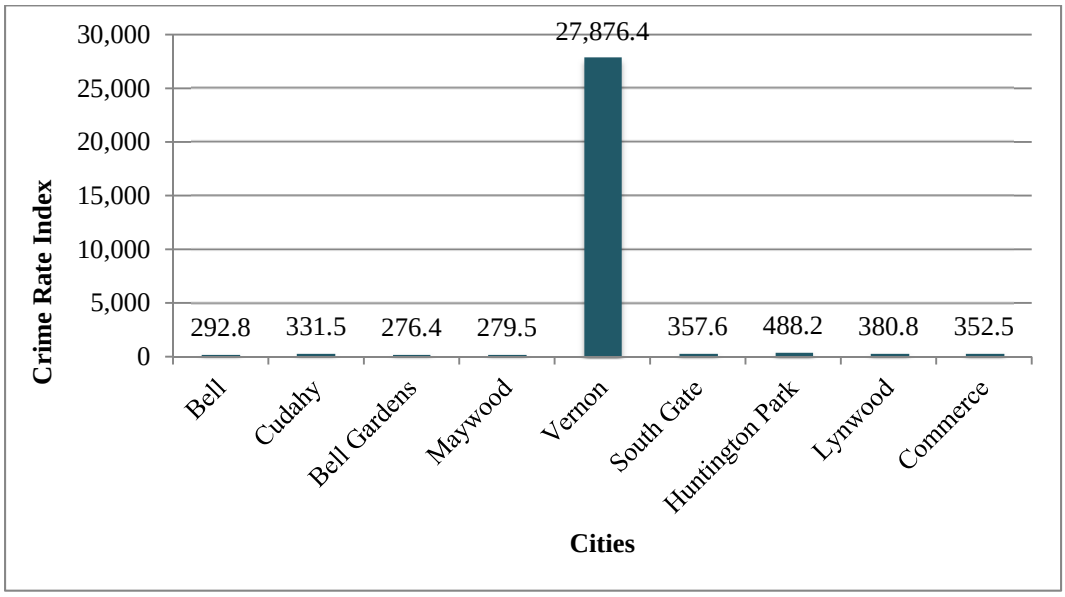

Figure S-7: City of Bell Crime Index Compared to Nearby Cities, 2010
Source: http://www.city-data.com/crime/crime-Bell-California.html

The City of Bell Police Department located at 6326 Pine Avenue, next to City Hall, provides police protection and law enforcement services. The police department is made up of 30 officers. The police department is responsible for maintaining a safe environment within the City of Bell by enforcing city and state laws.

The police department plays an active role in educating local youth through the Bell Police Explorer Program. The program was established in the late 1980's to provide training for those youth interested in pursuing a career in law enforcement. Participants in the program take part in the Explorer Recruit Academy prior to receiving a uniform and assignment. Once they have graduated from the Academy, Explorers perform duties that assist the public as well as sworn personal, providing them with an opportunity to evaluate their interest in law enforcement long term.

EXTREME HEAT

Extreme heat (a predicted result of climate change) will present several potential impacts upon the City of Bell. Climate change models are predicting that the City of Bell will see a substantial increase in temperature over time (Figure S-8). For short amounts of time, heat is generally not considered a hazard. However, as Figure 9 shows, the number of extremely hot days will increase from 4 days (2012) to 89 days in the year 2050 and to 89 days in 2100, averaging a temperature of 90 °F.

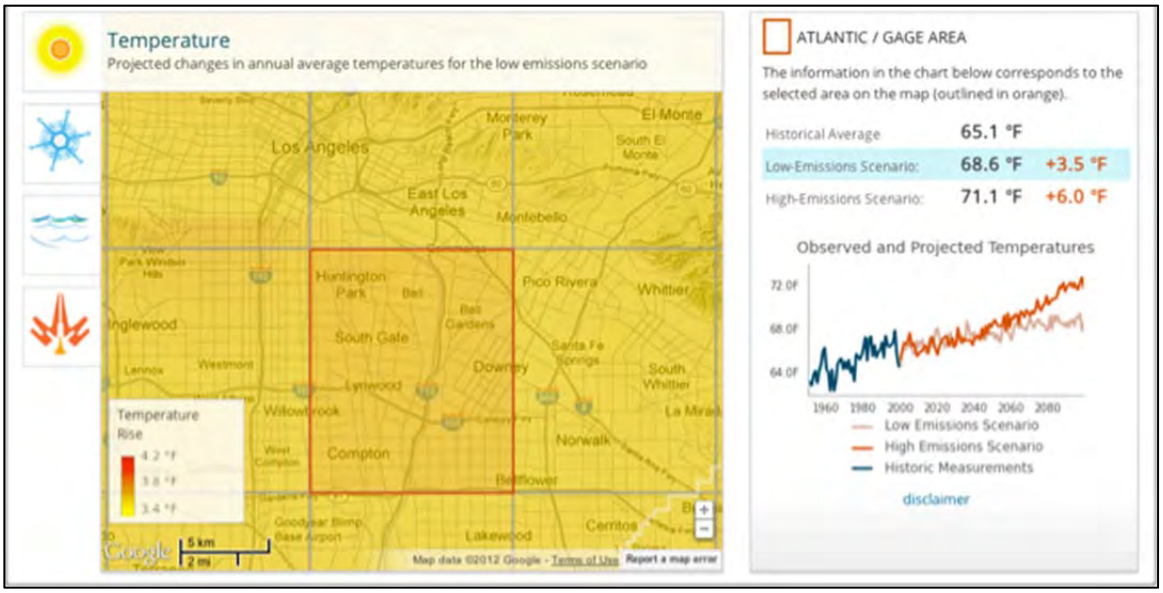

Figure S-8: Temperatures Predicted to Increase 3.5 - 6 Degrees.
Source: Cal-Adapt, http://cal-adapt.org/tools/factsheet/

As temperatures rise, the duration of heat waves are predicted to increase as well (Figure S-10). Children and the elderly often suffer the most from heat related health problems. With extreme heat lasting up to 11 days in a row (2050 prediction), these populations will have greater health problems and impact the City's services, programs and local healthcare system.

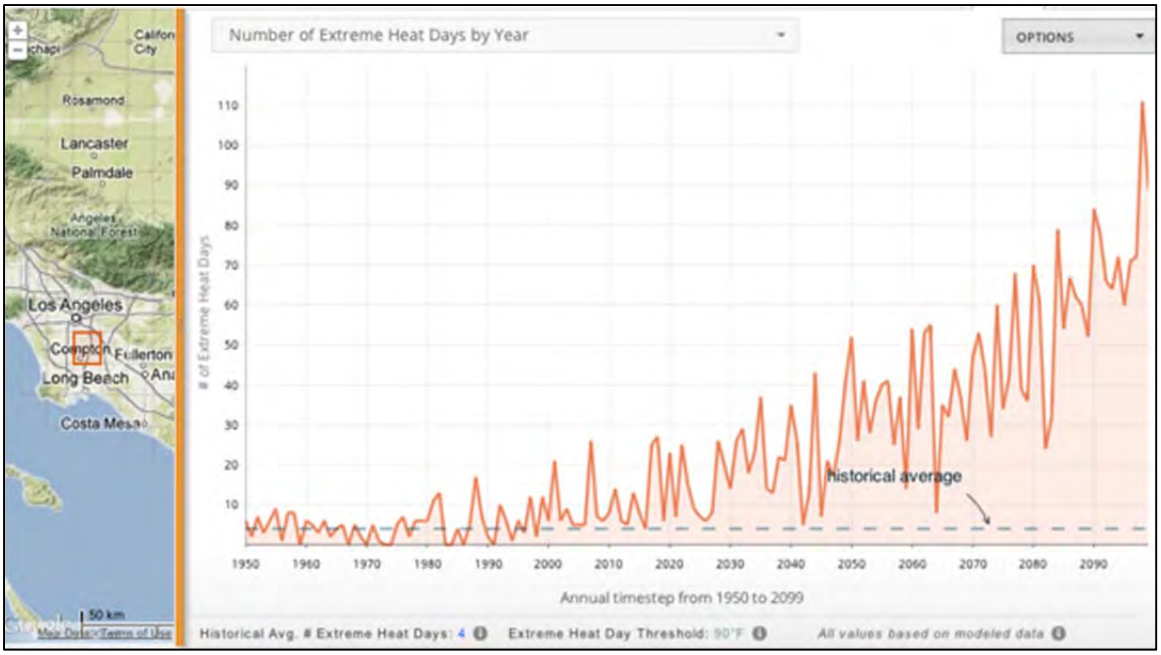

Figure S-9: Number of Extremely Hot Days
Source: Cal-Adapt, http://cal-adapt.org/temperature/heat/

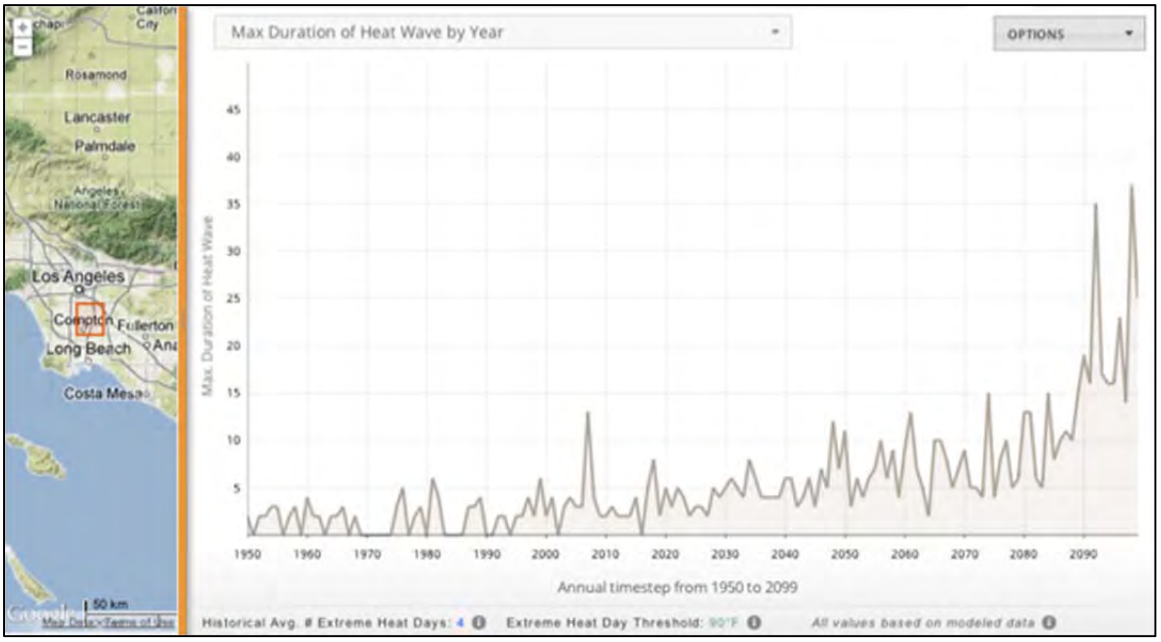

Figure S-10: Duration of Heatwaves
Source: Cal-Adapt http://cal-adapt.org/temperature/heat/

INFORMATIONAL GAPS

In an effort to be transparent, the Safety Element Background Report has several informational gaps that will need to be addressed in order to provide a complete picture of the potential safety concerns that will impact the City of Bell.

Seismic Information

The maximum credible earthquake data from Table S-1 are from the 1996 Bell General Plan. This information will need to be verified to ensure that it is still correct.

An evaluation must be completed to determine the number of structures that have not been seismically retrofitted. Furthermore, documentation has not been found that discusses the City of Bell's retrofit standards. These standards should also include what types of renovations would trigger seismic retrofits, especially as the City explores options to expand housing and commercial areas.

Flooding

Current emergency response and evacuation plans for the affected areas that have been established by the County Sheriff's Department and the U.S. Corps of Engineers, to facilitate emergency operations in the event of dam failure or river overflow should be evaluated to make sure they have been updated for current conditions and populations.

Hazardous Waste

Every hazardous material handler is required to submit a business plan and an inventory of hazardous substances and acutely hazardous materials to the Bell Police Department and the County Fire Department on a yearly basis. The City of Bell should confirm that these business plans are current and identify their locations within the city for better land use planning.

ENDNOTES

[1] State of California General Plan Guidelines, 2003.
http://opr.ca.gov/docs/General_Plan_Guidelines_2003.pdf
[22] Los Angeles County 2035 General Plan Update. http://planning.lacounty.gov/generalplan/draft2012
[3] Regional Catastrophic Preparedness Planning, http://catastrophicplanning.org/evacuation.html.
[4] L.A. County Office of Emergency Management, http://lacoa.org/aboutoem.html
[5] Public Works Mutual Aid Agreement,
http://dpw.lacounty.gov/dsg/pwmaa/index.cfm?page=home&cfid=8330273&cftoken=86059987
[6] Due to the intensity of development, the number of potentially affected populations, and the difficulties of containment, the County must also devote major resources to controlling potential fire hazards in its urbanized areas. Fire safety and suppression are especially critical in industrial areas and high-rise buildings. The County must also consider performance standards and use exemptions that minimize urban fire risks, such as regulating certain commercial uses that have high fire risks in mixed-use developments. Los Angeles County 2035 General Plan Update.
http://planning.lacounty.gov/generalplan/draft2012
[7] LA County Fire Department. http://fire.lacounty.gov/HealthHazMat/CUPAHazardousMaterials.asp
[8] LA County Fire Department Compliance Guideline For Hazardous Wastes and Materials,
http://fire.lacounty.gov/HealthHazMat/PDFs/CompleteGuideline7_1504.pdf
[9]http://w3.calema.ca.gov/WebPage/oeswebsite.nsf/PDF/How%20to%20handle%20Hazardous%20Spills/$file/EmergencyPreparednessHotTopic.pdf
[10] 1996 City of Bell General Plan.

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California Emergency Management Agency (Cal EMA)

County of Los Angeles 2035 General Plan

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