



City Council Agenda

Regular Meeting

Bell City Council

Wednesday, May 16, 2012

5:00 P.M. Closed Session
7:00 P.M. Regular Meeting

Bell Community Center
6250 Pine Avenue

Ali Saleh
Mayor

Violeta Alvarez
Vice Mayor

Danny Harber
Council Member

Ana Maria Quintana
Council Member

Nestor E. Valencia
Council Member

Welcome to the City Council Meeting

The Bell City Council and staff welcome you. This is your City Government. Individual participation is a basic part of American Democracy and all Bell residents are encouraged to attend meetings of the City Council. Regular City Council meetings are held the first and third Wednesday of the month at 7:00 p.m., Bell Council Chambers, 6330 Pine Avenue. For more information, you may call City Hall during regular business hours 8:00 a.m. to 4:00 p.m., Monday through Friday at (323) 588-6211 Extension 217.

City Council Organization

There are five City Council members, one of whom serves as Mayor and is the presiding officer of the City Council. These are your elected representatives who act as a Board of Directors for the City of Bell. City Council members are like you, concerned residents of the community who provide guidance in the operation of your City.

Addressing the City Council

If you wish to speak to the City Council on any item which is listed or not listed on the City Council Agenda, please complete a *Request to Speak Card* available in the back of the City Council Chambers. Please submit the completed card to the City Clerk prior to the meeting. The Mayor will call you to the microphone at the appropriate time if you have filled out a *Request to Speak Card*. At that time, please approach the podium, clearly state your name and address, and proceed to make your comments.

Compliance with Americans with Disabilities Act

The City of Bell, in complying with the Americans with Disabilities Act (ADA), request individuals who require special accommodation(s) to access, attend, and or participate in a City meeting due to disability. Please contact the City Clerk's Office, (323) 588-6211, Ext. 217, at least one business day prior to the scheduled meeting to insure that we may assist you.

Statement Regarding Compensation for Members of the Bell City Council

Compensation for the members of the Bell City Council is \$673 a month. In accordance with Government Code Section 54952.3, Councilmembers will not receive any additional compensation or stipend for the convening of the following regular meetings: Successor Agency to the Bell Community Redevelopment Agency, the Bell Community Housing Authority, the Bell Public Finance Authority, the Bell Surplus Property Authority, the Bell Solid Waste Authority, and the Planning Commission.

CITY OF BELL, CALIFORNIA

MEETING OF THE

BELL CITY COUNCIL/BELL COMMUNITY HOUSING AUTHORITY/SUCCESSOR AGENCY TO THE BELL COMMUNITY REDEVELOPMENT AGENCY/BELL PLANNING COMMISSION

May 16, 2012

**5:00 P.M. Closed Session
7:00 P.M. Regular Meeting**

**Bell Community Center
6250 Pine Avenue**

Call to Order

Roll Call of the City Council in their capacities as Councilmembers/ Members of the Bell Community Housing Authority/ Planning Commissioners/ and, Members of the Successor Agency to the Bell Community Redevelopment Agency: Harber, Quintana, Valencia, Alvarez, and Saleh

Communications from the Public on Closed Session Items

This is the time for members of the public to address the City Council and related Authorities and Agencies only on items that are listed under Closed Session.

Closed Session

1. The City Council and the related Authorities and Agencies will recess to a closed session to confer with legal counsel regarding the following matters:
 - a) PUBLIC EMPLOYMENT pursuant to Government Code Section 54957 (b) (1)
Title: Chief Administrative Officer
 - b) CONFERENCE WITH LABOR NEGOTIATOR pursuant to Government Code Section 54956.6. (Bell Police Officers Association and Bell City Employees Association)
 - c) CONFERENCE WITH LEGAL COUNSEL- EXISTING LITIGATION (Subdivision (a) of Section 54956.9) Name of Case: *Dexia Credit Local v. City of Bell, Bell Public Financing Authority*

- d) CONFERENCE WITH LEGAL COUNSEL--EXISTING LITIGATION (Subdivision (a) of Section 54956.9); Name of case: *Bell v. Best Best & Krieger*, LASC BC466436
- e.) CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION Significant exposure to litigation (Government Code Section 54956.9(b)) (two (2) potential cases)

Reconvene Regular Meeting

Pledge of Allegiance

Proclamation in Recognition of Relay for Life sponsored by the American Cancer Society

City Attorney Report

The City Attorney will report out on any action(s) to be taken by the City Council/Agencies on Closed Session matters.

Communications from the Public

This is the time members of the public may address the City Council, Bell Community Housing Authority the Successor Agency to the Bell Community Redevelopment Agency and the Planning Commission. The public may speak on items that are on the agenda and on non-agenda items that are under the subject matter jurisdiction of City Council and/or its related authorities and agencies.

Persons wishing to address the Council/Agencies on the Consent and/or Business Calendars should identify the items they wish to speak on at this time and provide a completed "blue" speaker card to the City Clerk. Request to Speak forms must be submitted prior to the beginning of the public comment period on Agenda Items. Speaker cards shall not be accepted by the City Clerk after the first speaker begins his/her comments.

Speakers will be called to speak by the Mayor/Chair at the appropriate time. Comments are limited to three minutes on all items. When addressing the Council/Agencies, please address the Council through the Mayor/Agency Chair.

State law prohibits the Council and/or its related authorities and agencies from taking action on a matter not on this Agenda. Any matter may be referred to the Interim Chief Administrative Officer for follow up.

Consent Calendar

The following Consent Calendar items are expected to be routine and non-controversial. They are acted upon by the City Council and related authorities at one time without discussion.

Recommendation: Approve items No. 2 through No. 5

2. Approval of Minutes of the Special Meeting of the City Council on April 25, 2012, and the Regular Meeting of May 2, 2012 **(Council/Successor Agency to the Bell Community Redevelopment Agency/Bell Community Housing Authority)**
3. Approval of General Warrants and Community Housing Authority and Successor Agency to the Community Redevelopment Agency Warrants dated May 16, 2012. **(Council/Successor Agency to the Bell Community Redevelopment Agency/Bell Community Housing Authority)**
4. Adoption of Ordinance pertaining to the regulation of yard sales in the R-1, R-2, and R-3 Residential Zoning Districts.**(Council)**

Recommendation: Adopt Ordinance No. 1186 (Second Reading).

(Introduction for reading of title presented at the Regular Meeting of May 2, 2012)

ORDINANCE NO. 1186 - An Ordinance of the City Council of City of Bell, California, adopting Zoning Code Amendment 2012-01, amending Bell Municipal Code Section 17.16.030, Section 17.20.030 and Section 17.24.030 pertaining to the regulations of yard sales in the R-1, R-2 and R-3 Residential Zoning Districts.

5. 2012 Justice Assistance Grant (JAG) for Police Radio Improvements **(Council)**

Recommendation: Approve the 2012 JAG Grant application in the Amount of \$15,648 to improve the police radio system

Public Hearings

6. Development of a proposed 490,000 square foot warehouse distribution building, located at 5553 Bandini Boulevard in the City of Bell. (Applicant: Xebec Reality Partners.)

Applicant: Xebec Reality Partners

Recommendation: Approve the proposed development and adopt Resolutions Nos. 2012-43-PC, 2012-44-PC, and 2012-45-PC.

RESOLUTION NO. 2012-43-PC - A Resolution of the Planning Commission of the City of Bell approving a mitigated negative declaration and mitigation monitoring and reporting program for the Bandini Industrial Center project, including Parcel Map No. 71920 to combine three parcels into one 21.26 acre lot; Conditional Use Permit No. 2012-07 and

Regular Meeting of Bell City Council,
Successor Agency to the Bell Community Redevelopment Agency /
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May 16, 2012

Architectural Review Board No. 2012-11 for the construction and operation of a 490,000 square foot warehouse distribution building with 188 vehicular parking spaces, 71 dock doors and 78,000 square feet of landscaping; located on the north side of Bandini Boulevard between Pennington Way and Yeager Way, 5553 Bandini Boulevard, City of Bell, CA 90201 (APN: 6332-002-932, 6332-002-933 and a portion of 6223-002-940)

RESOLUTION NO. 2012-44-PC – A Resolution of the Planning Commission of the City of Bell approving Tentative Parcel Map No. 71920 for the Bandini Industrial Center Project. The Parcel Map will combine three parcels, one of which is located in the City of Vernon into one 21.26 acre parcel; for the construction and operation of a 490,000 square foot warehouse distribution building with 188 vehicular parking spaces, 71 dock doors and 78,000 square feet of landscaping; generally located on the north side of Bandini Boulevard between Pennington Way and Yeager Way, 5553 Bandini Boulevard, City of Bell, CA 90201 (APN: 6332-002-932, 6332-002-933 and a portion of 6223-002-940)

RESOLUTION NO. 2012-45-PC – A Resolution of the Planning Commission of the City of Bell approving Conditional Use Permit No. 2012-01 and Architectural Review Board No. 2012-11 for the Bandini Industrial Center Project. The Conditional Use Permit and Architectural Review Board provide the standards for construction and operation of a 490,000 square foot warehouse distribution building with 188 vehicular parking spaces, 71 dock doors and 78,000 square feet of landscaping; to be constructed on one 21.26 acre parcel; which straddles the boundary between the City of Bell and the City of Vernon; generally located on the north side of Bandini Boulevard between Pennington Way and Yeager Way, 5553 Bandini Boulevard, City of Bell, CA 90201 (APN: 6332-002-932, 6332-002-933 and a portion of 6223-002-940)

7. Consideration of extension of Urgency Ordinance imposing a temporary moratorium on Medical Marijuana Dispensaries and temporary restrictions on cultivation of marijuana

Recommendation: Adopt Ordinance No. 1188

ORDINANCE NO. 1188 - An interim Urgency Ordinance of the City Council of the City of Bell, California, extending a moratorium adopted by Ordinance No. 1185 by 10 months and 15 days, Imposing a Temporary Moratorium on the Establishment of Medical Marijuana Dispensaries, and Imposing Temporary Restrictions on Cultivation of Medical Marijuana

Business Calendar

8. Award of New Solid Waste Collection Franchise to Consolidated Disposal Service
(Council)

Regular Meeting of Bell City Council,
Successor Agency to the Bell Community Redevelopment Agency /
Bell Community Housing Authority/ Bell Planning Commission
May 16, 2012

Recommendation:

- a.) Award the new solid waste franchise (Attachment A) effective July 1, 2010 to Consolidated Disposal Service (CDS).
- b.) Approve the rates contained in the attachments submitted by CDS as the maximum rates effective July 1, 2010.

9. Engineer's Reports for Fiscal Year 2012-13 Landscape and Lighting District and Sewer Maintenance District (**Council**)

Recommendation:

- a) Adopt Resolutions Nos. 2012-39 and 2012-40 approving the Engineer's Reports regarding the levying and collection of assessments within the City's Landscape and Lighting and Sewer Maintenance Assessment Districts.
- b) Adopt Resolutions Nos. 2012-41 and 2012-42 setting July 18, 2012 for a separate Public Hearing to consider the levying and collection of assessments within the above-described Assessment Districts.

RESOLUTION NO. 2012-39 - A Resolution of the City Council of the City of Bell, California Approving the Engineer's Report Regarding the Levy and Collection of Assessments within the City of Bell Landscaping and Lighting Assessment District for the 2012-13 Fiscal Year and Directing that the City Clerk Make the Engineer's Report a Permanent Record Available for Public Inspection.

RESOLUTION NO. 2012-40 - A Resolution of the City Council of the City of Bell, California, Approving the Engineer's Report Regarding the Levy and Collection of Assessments Within the City of Bell Sewer Maintenance District for the 2012-13 Fiscal Year and Directing that the City Clerk Make the Engineer's Report a Permanent Record Available for Public Inspection

RESOLUTION NO. 2012-41 - A Resolution of the City Council of the City of Bell, County of Los Angeles, California, Declaring the Intention to Levy and Collect the Annual Assessments within the City of Bell Landscaping and Lighting Assessment District for the 2012-13 Fiscal Year Pursuant to the Provisions of Division 15, Part 2, of the Streets and Highways Code of the State of California, and Setting a Time and Place for Public Hearing of Objections Hereon.

RESOLUTION NO. 2012-42 - A Resolution of the City Council of the City of Bell, County of Los Angeles, California, Declaring the Intention to Levy and Collect the Annual Assessments for the Sewer Maintenance District for the 2012-13 Fiscal Year, and Fixing a Time and Place for Hearing of Objections Hereon.

10. Street Sweeping, Bus Shelter Cleaning and Sidewalk Cleaning Request for Proposal. **(Council)**

Recommendation:

- a.) Approve the release of a Request for Proposal for Street Sweeping, Bus Shelter Cleaning and Sidewalk Cleaning Services
- b.) Approve Amendment No. 5 to the City of Bell and Graffiti Protective Coatings, Inc. Agreement that authorizes the continuation of services of bus shelter cleaning until the chosen provider begins service

11. Public Transportation Request for Proposal **(Council)**

Recommendation: Approve the release of a Request for Proposal for Public Transportation Services

12. Ordinance Establishing Hours of Operation for all City Parks Facilities (First Reading - Introduction for Reading of Title) **(Council)**

Recommendation: Place Ordinance No. 1187 on first reading for introduction.

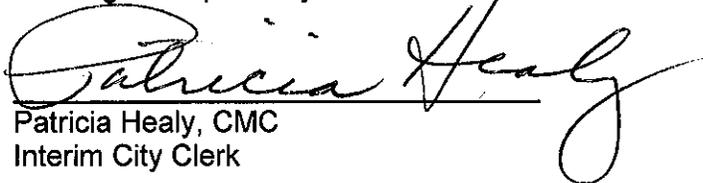
ORDINANCE NO. 1187 - An Ordinance of the City of Bell Establishing Hours of Operation at All City Park Facilities.

Mayor and City Council Communications

Pursuant to Assembly Bill 1234, this is the time and place to provide a brief report on Meetings, Seminars and Conferences attended by the Mayor and City Councilmembers

Next Regular Meeting, Wednesday, June 6, 2012

I, Patricia Healy, CMC, Interim City Clerk of the City of Bell, certify that a true, accurate copy of the foregoing agenda was posted on May 11, 2012, at least seventy-two hours prior to the meeting as required by law.


Patricia Healy, CMC
Interim City Clerk

**Meeting of
Bell City Council / Bell Community Housing Authority/
Successor Agency to Bell Community Redevelopment Agency**

May 16, 2012

5:00 P.M. Closed Session

7:00 P.M. Open Session

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CITY OF BELL, CALIFORNIA

MINUTES OF THE SPECIAL MEETING OF THE

BELL CITY COUNCIL

April 25, 2012

Bell Community Center

6250 Pine Avenue

Called to Order by Mayor Saleh at 6:06 P.M.

Roll Call of the City Council in their capacities as Councilmembers:

Present: Councilmembers Harber, Vice-Mayor Alvarez, and Mayor Saleh (3)

Absent: Councilmembers Quintana and Valencia (2)*

Also Present: Interim Chief Administrative Officer Croce

* Councilmember Quintana arrived at the meeting at 6:09 P.M.; and Councilmember Valencia arrived at the meeting at 6:27 P.M.

Pledge of Allegiance was led by Fernando Chevarria

Communications from the Public on matters on the Agenda

The Mayor announced that an opportunity for the public to address the Council would be provided at a later time during the meeting

Agenda Items

1. 2012-13 Budget Preparation Update

Interim Chief Administrative Officer Croce presented a brief explanation of the process for the 2012/13 General Fund Budget Development, including the forecast assumptions and a summary of the working budget. He noted that budget gaps would need to be closed by reducing expenditures in the General Fund and that the Council must consider several options for closing that gap during the ensuing weeks when the Council deliberates on the budget for next fiscal year. Following this presentation, Council discussion ensued.

2. Capital Improvement Program Update

Terry Rodrigue, City Engineer presented an update on the Fiscal Year 2012/13 Capital Improvement Program. He explained that capital improvements fell in four categories: Transportation, Wastewater, Parks, and Facilities. He outlined the funding sources for Transportation projects, and listed the current projects. He outlined the prospective projects for 2012/13 Fiscal Year in all four categories. He noted that the City needed to develop a five year CIP program, identify funding gaps, pursue funding programs and grants, and update the CIP on a yearly basis. Following this presentation, Council discussion ensued.

3. Review of Human Resources Classification Study

David Morgan, Project Manager, and Debbie Owen, Technical Advisor from CPS HR Consulting provided an overview of the recently completed City Classification Study including the scope of work, study process and findings and a discussion of next steps. Ms. Owen explained that the scope of work included classification review and analysis of the City's non-sworn positions (33 employees, and 22 job classifications). For comparison purposes the organizational structure of other agencies was reviewed. She then detailed the study findings. Councilmembers asked questions and discussed the various findings.

At this time, the Mayor opened the public comment period. Fernando Chevarria made general comments related to the classification study and Alfred Areyan noted the need to generate additional revenue for the City

Councilmember Quintana announced that today was National Jeans Day, which is a campaign to raise awareness and educate the public about sexual assault.

Adjournment – 8:17 P.M.

Next Regular Meeting, Wednesday, May 2, 2012

I, Patricia Healy, CMC, Interim City Clerk of the City of Bell, certify that the foregoing minutes were approved by the City Council of the City of Bell at a regular meeting held on May 16, 2012.

Patricia Healy, CMC
Interim City Clerk

CITY OF BELL, CALIFORNIA

MINUTES OF THE

BELL CITY COUNCIL/BELL COMMUNITY HOUSING AUTHORITY/SUCCESSOR AGENCY TO THE BELL COMMUNITY REDEVELOPMENT AGENCY

May 2, 2012

Bell Community Center
6250 Pine Avenue

Called to Order by Mayor Saleh at 5:38 P.M

Roll Call of the City Council in their capacities as Councilmembers/ Members of the Bell Community Housing Authority/ and, Successor Agency to the Bell Community Redevelopment Agency:

Present: Councilmembers Harber, Quintana, and Valencia, and Mayor Saleh (4)

Absent: Vice-Mayor Alvarez (1) *

Also Present: Interim Chief Administrative Officer Croce, City Attorney Aleshire, and Interim City Clerk Pat Healy

* Vice Mayor Alvarez arrived during the Closed Session at 5:46 P.M.

Communications from the Public on Closed Session Items

None

The City Attorney announced that the need to consider a litigation matter related to "People vs. Rizzo" was brought to the City's attention subsequent to the posting of the Agenda and to consider this item the Council, by a 4/5 vote, would need to make this finding.

Motion by Councilmember Harber, seconded by Councilmember Valencia to add Item 1(g). to the Closed Session Agenda was approved by the following vote:

Ayes: Councilmembers Harber, Quintana, and Valencia, and Mayor Saleh (4)

Noes: None (0)

Abstained: None (0)

Absent: Vice-Mayor Alvarez (1)

MOTION APPROVED

Closed Session

1. The City Council and the related Authorities and Agencies will recess to a closed session to confer with legal counsel regarding the following matters:
 - a) PUBLIC EMPLOYMENT pursuant to Government Code Section 54957 (b) (1)
Title: Chief Administrative Officer
 - b) CONFERENCE WITH LABOR NEGOTIATOR pursuant to Government Code Section 54956.6. (Bell Police Officers Association and Bell City Employees Association)
 - c) CONFERENCE WITH LEGAL COUNSEL- EXISTING LITIGATION (Subdivision (a) of Section 54956.9) Name of Case: *Dexia Credit Local v. City of Bell, Bell Public Financing Authority*
 - d) CONFERENCE WITH LEGAL COUNSEL--EXISTING LITIGATION (Subdivision (a) of Section 54956.9); Name of case: *Bell v. Best Best & Krieger*, LASC BC466436
 - e) CONFERENCE WITH LEGAL COUNSEL—EXISTING LITIGATION (Subdivision (a) of Section 54956.9) Name of case: *James Corcoran v. City of Bell* Case No.: Los Angeles County Superior Court BC442280 **
 - f.) CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION Significant exposure to litigation (Government Code Section 54956.9(b)) (four (4) potential cases)
 - g.) CONFERENCE WITH LEGAL COUNSEL—EXISTING LITIGATION (Subdivision (a) of Section 54956.9) Name of case: *People v. Robert Rizzo, et al* Case No.: Los Angeles Superior Court BC445497

** Councilmember Valencia recused himself from participating in Item 1(e) and left the dais for this item only.

Reconvene Regular Meeting

Pledge of Allegiance was led by Councilmember Quintana

**Presentation by interim Director of Finance on Department Activities and Organization
(Continued to a date to be determined)**

City Attorney Report

The City Attorney reported that all closed session items were discussed except 1 (b) and that status reports were given on all matters; there was no action to report out.

Communications from the Public on Non-Agenda Matters and matters on the Agenda

The following individuals addressed the City Council on non-agenda items and items on the Agenda:

Juliann Chico Sanchez (general); Edith Tamayo (general); Marcos Oliva (general); Dianne Oliva (general, 9a and 9b); Sandra Orozco (Item 9); Ismael Morales (Items 4,5, and 9); Nora Saenz (Items 8,9); Carmen Bella (Item 9); Trina Corado (Items 5, and 9); Jose Moreno (Item 8); Hilda Rodriguez (general); Jorge Mansilla (overnight parking); Jason Gondola (damages to his property)

Study Item

Review Draft Purchasing Ordinance – Item continued to a later Regular Council meeting

Consent Calendar

- Items 4 and 5 pulled from the consent calendar for further discussion by Councilmember Valencia
- 2. Approval of Minutes of the Special Meetings of the City Council on April 7 and April 13, 2012, and the Regular Meeting of April 18, 2012 (**Council/Successor Agency to the Bell Community Redevelopment Agency/Bell Community Housing Authority**)
- 3. Approval of General Warrants and Community Housing Authority and Successor Agency to the Community Redevelopment Agency Warrants dated May 2, 2012. (**Council/Successor Agency to the Bell Community Redevelopment Agency/Bell Community Housing Authority**)
- 4. Consideration of a new Professional Services Contract agreement with Rosenow Spevavek Group (RSG), Inc. to provide ongoing technical financial and administrative services (**Successor Agency to the Bell Community Redevelopment Agency**)
- 5. Preparation of Engineer Reports for City-Wide Assessment Districts

Motion by Councilmember Valencia, seconded by Councilmember Harber to approve consent calendar Item No. 2 (as amended*), and Consent Calendar Item No. 3 was approved by the following vote:**

Ayes: Councilmembers Harber, Quintana, and Valencia, Vice-Mayor Alvarez, and Mayor Saleh (5)
Noes: None (0)
Abstained: None (0)
Absent: None (0)

MOTION UNANIMOUSLY APPROVED

Minutes of the Regular Meeting of Bell City Council,
Successor Agency to the Bell Community Redevelopment Agency and
Bell Community Housing Authority
May 2, 2012

*** Minutes of April 18th corrected to reflect that the motion on the Dial A Ride Public Transportation Request for proposal was made by Mayor Saleh, and not Councilmember Quintana, and the motion was to reject all bids and instruct staff to prepare a new request for proposal. for transit services. Councilmember Quintana had made a motion to approve staff's initial recommendations, but the motion failed due to lack of a second.

Motion by Councilmember Harber, seconded by Councilmember Quintana, to approve a new Contract Agreement for Professional Services with RSG for one year with a contract amount not to exceed a maximum of \$25,000, and authorize the Interim Chief Administrative Officer to execute the contract service agreement (Item 4), was adopted by the following vote:

Ayes: Councilmembers Harber, Quintana, and Valencia, Vice-Mayor Alvarez, and Mayor Saleh (5)
Noes: None (0)
Abstained: None (0)
Absent: None (0)

MOTION UNANIMOUSLY APPROVED

Motion by Vice-Mayor Alvarez, seconded by Councilmember Quintana, to direct the City Engineer to prepare the Engineer's Reports for the Landscape and Lighting District and Sanitation/Sewer District (Item 5), was adopted by the following vote:

Ayes: Councilmembers Harber, Quintana, and Valencia, Vice-Mayor Alvarez, and Mayor Saleh (5)
Noes: None (0)
Abstained: None (0)
Absent: None (0)

MOTION UNANIMOUSLY APPROVED

Councilmember Valencia requested that Item 9 (a) and (b) be taken out of order. Without objection, the Mayor announced that the Council would consider Item 9 (a) and (b) at this time.

9. Police Services (**Council**)

a) Update on Provision of Police Services to Cudahy

Interim Chief Administrative Officer Croce provided the Council with an update on the negotiations with the City of Cudahy for the provision of Police Services by the Bell Police Department. He noted that this item would be placed on the Council Agenda for the regular meeting of May 16, 2012 for further discussion and consideration.

b) Phase One Study by the Los Angeles County Sheriff's Office on providing police services to the City of Bell (Continued from 4/18/2012)

This item was placed on the agenda at the request of Councilmember Valencia. Councilmember Valencia stressed the need to look at every option and suggested that staff be directed to formally ask the Los Angeles Sheriff's Office to do a phase one study on the costs and benefits of the Sheriff's office providing police services in the City of Bell. Council discussion ensued. The Mayor called for a recess at 8:31 P.M. and reconvened the discussion at 8:38 P.M. The Mayor called a second recess at 9:05 P.M. and reconvened the discussion at 9:15 P.M. Following the discussion, Councilmember Valencia moved that staff be directed to formally ask the Sheriff's Office to perform a phase one study. The motion failed due to a lack of a second.

Public Hearing

6. Introduction of ordinance amending the Zoning Code related to Yard Sales (**Council**)

The Mayor announced that this was the time to conduct a public hearing relative to proposed amendments to the Zoning Code related to yard sales in the City. Nancy Fong, Interim Director of Community Development presented an explanation of the proposed amendments pertaining to the regulations of yard sales in the R-1, R-2, and R-3 Residential Zoning Districts. Following this presentation, the Mayor opened the public hearing on this matter. The following speakers addressed the Council in support or opposition, or expressing concerns about the proposal:

Ismael Morales expressed concern about the increase in paperwork; Sonnia Tanzanilla expressed concerns related to the fee for permits; Carmen Bella also expressed concerns related to the fees; Victor Portillo expressed concerns about limits to the number of yard sales allowed; Norma Saenz expressed concerns related to the permit fees; a property owner questioned why the fee was felt to be excessive and explained that she paid property taxes and did not feel the fee was excessive; Donna Gannon did not believe the increase in the number of yard sales permitted was excessive; Marcos Oliva did not object to the increase of allowable sales per year to four times annually.

Hearing no one else desiring to address the City Council, the Mayor closed the public hearing; Council discussion ensued.

ORDINANCE NO. 1186 - An Ordinance of the City Council of City of Bell, California, adopting Zoning Code Amendment 2012-01, amending Bell Municipal Code Section 17.16.030, Section 17.20.030 and Section 17.24.030 pertaining to the regulations of yard sales in the R-1, R-2 and R-3 Residential Zoning Districts.

Motion by Councilmember Harber, seconded by Vice-Mayor Alvarez, to approve Zoning Code Amendment 2012-01 and introduce Ordinance No. 1186 and read by title only, and schedule for Second Reading on May 16, 2012, was adopted by the following vote:

Ayes: Councilmembers Harber, Quintana, and Valencia, Vice-Mayor Alvarez, and Mayor Saleh (5)

Noes: None (0)

Abstained: None (0)
Absent: None (0)

MOTION UNANIMOUSLY APPROVED

Business Calendar

7.

Amendment to Agreement with and progress update by MGO, City of Bell Independent Auditors **(Council/Successor Agency to the Bell Community Redevelopment Agency/ Bell Community Housing Authority)**

Jim Godsey, representing MGO Certified Public Accountants, gave an update on the status of the Fiscal Year 2009/2010 audit of the City of Bell and explained why an increase of \$85,000 was necessary to complete this audit. Following his explanation, Council discussion ensued.

Motion by Councilmember Valencia, seconded by Councilmember Quintana to approve an \$85,000 increase to the MGO Certified Public Accountants contract for the Fiscal Year 2009/10 Audit, was approved by the following vote:

Ayes: Councilmembers Harber, Quintana, and Valencia, Vice-Mayor Alvarez, and Mayor Saleh (5)
Noes: None (0)
Abstained: None (0)
Absent: None (0)

MOTION UNANIMOUSLY APPROVED

8. Solid Waste **(Council)**

a) Automated Container Proposer Award

Bill Smith, Pro-bono consultant on Solid Waste Recycling Proposal evaluation, gave a presentation to the Council on this matter, and explained that three bids were received for the purchase of automated containers. Following his presentation and recommendation, Council discussion ensued.

Motion by Vice-Mayor Alvarez, seconded by Council Quintana to award the contract for the purchase of automated refuse/recycling containers to Rehrig Pacific Company, and, appropriate \$970,595.00 from the Sanitation Fund (Fund 8) for the purchase of the containers, was approved by the following vote:

Ayes: Councilmembers Harber, Quintana, and Vice-Mayor Alvarez (3)
Noes: Councilmember Valencia and Mayor Saleh (2)
Abstained: None (0)
Absent: None (0)

MOTION APPROVED

b) Solid Waste Recycling Proposal Evaluation

Pro-bono consultant Mr. Smith informed the Council that seven bids had been received by the May 1, 2012 deadline at 10:30 a.m., and the City was reviewing these proposals. He recommended that the Council appoint two members to work with staff to evaluate and recommend a Solid Waste Hauler from those companies which responded to the City's request for proposals. Following Council discussion, Councilmember Quintana and Mayor Saleh were appointed to this Ad Hoc Committee.

Mayor and City Council Communications

Councilmember Valencia

- Wished all mothers in the City of Bell a "Happy Mothers' Day"
- Asked staff to place items on future agendas related to an Ethics Resolution for the City Council, and procedures for rotating the position of Mayor of the City Council

Councilmember Quintana

- Announced that in the month of June, Huntington Park was hosting a "Relay for Life" event sponsored by the American Cancer Society and noted that if the City could recruit five individuals to participate in the event, they could register as a team representing the City of Bell in the relay event.

Vice-Mayor Alvarez

- Asked staff to ask the organizers of the Relay for Life event in Huntington Park to attend the Council meeting of May 16th to give a presentation to the community of the importance of this event, and to present a City proclamation recognizing the American Cancer Society's "Relay for Life"

Adjournment – 10:43 P.M.

Next Regular Meeting, Wednesday, May 16, 2012

I, Patricia Healy, CMC, Interim City Clerk of the City of Bell, certify that the foregoing minutes were approved by the City Council of the City of Bell at a regular meeting held on May 16, 2012.

Patricia Healy, CMC
Interim City Clerk

Ali Saleh, Mayor

Minutes of the Regular Meeting of Bell City Council,
Successor Agency to the Bell Community Redevelopment Agency and
Bell Community Housing Authority
May 2, 2012

General
Warrants
for
May 16, 2012

CHECK NO	DATE	BATCH	VENDOR/DESCRIPTION	AMOUNT
49757	05/03/12	120504	ARNE LOUIS CROCE INTERIM CAO SVCS-4/1-15/12	7,000.00
49758	05/09/12	120504	VOID VOID-TEST PRINT	0.00
49759	05/09/12	120504	VOID VOID-TEST PRINT	0.00
49760	05/09/12	120504	AT&T MOBILITY TELEPHONE BILLING-3/21-4/20/12 BELL P. D.	399.51
49761	05/09/12	120504	CITY OF BELL PAYROLL FUND PAYROLL DEPOSIT-PAY OF 5/11/12	232,959.46
49762	05/09/12	120504	DELTA DENTAL SERVICE DENTAL INS ADM FEE-APR '12 DENTAL INS CLAIMS-APR '12	4,903.22
49763	05/09/12	120504	THE GAS COMPANY GAS BILLING-3/14-4/12/12 MULTIPLE ADDRESSES GAS BILLING-3/14-4/12/12 6704 ORCHARD AVE-LB PARK	360.13
49764	05/09/12	120504	GOLDEN STATE WATER COMPANY WATER BILLING-3/22-4/23/12 7006 WALKER AVE WATER BILLING-3/21-4/20/12 4400 GAGE AVE	39.36
49765	05/09/12	120504	MAYWOOD MUTUAL WATER CO WATER BILLING-2/16-4/18/12 4501, 05, 09 E. GAGE AVE WATER BILLING-2/16-4/18/12 SO OF 6240 ATLANTIC WATER BILLING-2/16-4/18/12 GAGE/CASITAS LANDSCAPE WATER BILLING-2/16-4/18/12 WILCOX/GAGE PARKWAY	371.80
49766	05/09/12	120504	KARINA SALAS-PETTY CASH REIMB PETTY CASH REIMB-C. CTR	554.69
49767	05/09/12	120504	SOUTHERN CALIFORNIA EDISON ELECTRICAL BILLING-2/23-3/23 ELECTRICAL BILLING-3/23-4/23 5007 FLORENCE PED ELECTRICAL BILLING-1/3-4/19/12 VARIOUS STREET LIGHT ACCOUNTS	6,577.12
49768	05/09/12	120504	STANDARD INSURANCE COMPANY LIFE/ACCIDENTAL INS-MAY '12	1,025.00

CHECK NO	DATE	BATCH	VENDOR/DESCRIPTION	AMOUNT
49769	05/09/12	120504	VISION SERVICE PLAN (CA) VISION INS ADM FEE-MAY '12 VISION INS CLAIMS-APR '12	1,436.51
49770	05/09/12	120504	WELLS FARGO BANK W. C. ACCT REPLENISH CK#6471-78 W. C. ACCT REPLENISH CK#6479-91	9,089.00
49771	05/10/12	120504	HOME DEPOT CREDIT SERVICES HARDWARE SUPPLIES-BCHA 6714 OTIS AVE HARDWARE SUPPLIES-HW PRGM 4916 BROMPTON AVE-Z. DIAZ HARDWARE SUPPLIES-HW PRGM 4916 BROMPTON AVE-Z. DIAZ HARDWARE SUPPLIES-HW PRGM 4916 BROMPTON AVE-Z. DIAZ HARDWARE SUPPLIES HARDWARE SUPPLIES-BCHA 6714 OTIS AVE HARDWARE SUPPLIES HARDWARE SUPPLIES HARDWARE SUPPLIES-C. H. HARDWARE SUPPLIES-DEBS PK HARDWARE SUPPLIES-BCHA 6714 OTIS AVE HARDWARE SUPPLIES-BCHA 6714 OTIS AVE HARDWARE SUPPLIES-HW PRGM 4916 BROMPTON AVE-Z. DIAZ HARDWARE SUPPLIES-C. CTR HARDWARE SUPPLIES-C. H. HARDWARE SUPPLIES HARDWARE SUPPLIES-LBP/DEBS PK HARDWARE SUPPLIES-BMHP HARDWARE SUPPLIES-HW PRGM 4916 BROMPTON AVE-Z. DIAZ	1,106.09
49772	05/16/12	120505	VOID VOID-TEST PRINT	0.00
49773	05/16/12	120505	VOID VOID-TEST PRINT	0.00
49774	05/16/12	120505	ADMIN SURE W. C/LIABILITY SVCS-MAY '12	2,520.00
49775	05/16/12	120505	ALL ACTION SECURITY SECURITY GUARD SVCS-4/1-15/12	461.44
49776	05/16/12	120505	ELMER ARCEO REFUND-BASEBALL/E. ARCEO	40.00
49777	05/16/12	120505	ROBERT AUSTIN	800.00

CHECK NO	DATE	BATCH	VENDOR/DESCRIPTION	AMOUNT
			REFUND-HALL DEPOSIT 4/21/12	
49778	05/16/12	120505	AZTECA LANDSCAPE LANDSCAPE MAINT-APR '12 LANDSCAPE MAINT-APR '12	6,400.00
49779	05/16/12	120505	BELCHER & ASSOCIATES INTERIM CHIEF OF PD-5/1-15/12	6,500.00
49780	05/16/12	120505	STACY BLUTHENTHAL LODGING-REIMB 4/17-19/12 SUBSISTENCE-4/17-19/12	271.44
49781	05/16/12	120505	BURRO CANYON SHOOTING PARK RANGE FEES-2/17/12 RANGE FEES-2/24/12 RANGE FEES-3/12/12 RANGE FEES-3/8/12	310.00
49782	05/16/12	120505	LUCIA CASTILLO BALLET INST-3/26-4/30/12	752.00
49783	05/16/12	120505	HERIBERTO CASTRO REFUND-SOCCER J. L. CASTRO	50.00
49784	05/16/12	120505	CHANGE COMMUNITIES CITY CLERK WEBSITE SVCS-APR '12	300.00
49785	05/16/12	120505	GABRIEL COBOS REFUND-PARKING CIT #100022241	145.00
49786	05/16/12	120505	COLEY HEALTH INVESTIGATIONS POST COMPLIANT INVESTIGATION	1,399.00
49787	05/16/12	120505	COMMERCIAL DOOR METAL SYSTEMS REPAIR SVCS-CITY HALL	343.18
49788	05/16/12	120505	ARNE LOUIS CROCE INTERIM CAD SVCS-4/16-30/12	7,000.00
49789	05/16/12	120505	CSG CONSULTANTS, INC. PLAN REVIEW SVCS-MAR '12 PC #45777,45778	3,615.00
49790	05/16/12	120505	CSMFO ANNUAL CONFERENCE REGISTRATION TRAINING-6/20/12 A. GUTIERREZ/E. PEREZ	100.00
49791	05/16/12	120505	DAILY JOURNAL CORP. GOVT PUBLIC NOTICE-BANDINI PRJ	467.78
49792	05/16/12	120505	VINCENT DIAZ KUNG FU INST-3/27-5/3/12	201.60
49793	05/16/12	120505	DIRECTV	29.88

CHECK NO	DATE	BATCH	VENDOR/DESCRIPTION	AMOUNT
			SATELLITE SVCS-4/22-5/21/12 CITY HALL/BELL P. D.	
49794	05/16/12	120505	DUNN-EDWARDS CORP. PAINT SUPPLIES-HANDYMAN PROGRM 4916 BROMPTON AVE-Z. DIAZ PAINT SUPPLIES-HANDYMAN PROGRM 4916 BROMPTON AVE-Z. DIAZ PAINT SUPPLIES-HANDYMAN PROGRM 6714 OTIS AVE PAINT SUPPLIES-HANDYMAN PROGRM 6624 FLORA AVE PAINT SUPPLIES PAINT SUPPLIES-HANDYMAN PROGRM 4911 BELL AVE-R. GONZALES	827.66
49795	05/16/12	120505	LORENA ENCISO REFUND-HALL DEPOSIT 4/14/12	300.00
49796	05/16/12	120505	FRED PRYOR SEMINARS SEMINAR-6/27/12 J. ROBLES SEMINAR-6/27/12 G. MARES	358.00
49797	05/16/12	120505	Q4S SECURE SOLUTIONS (USA) INC. JAIL SVCS-BELL P. D/MAR '12	15,298.79
49798	05/16/12	120505	ENRIQUE GONZALEZ REFUND-PARKING CIT #100006899	115.00
49799	05/16/12	120505	IRMA GONZALEZ REFUND-PARKING CIT #4045574	241.00
49800	05/16/12	120505	GRAFFITI CONTROL SYSTEMS GRAFFITI REMOVAL SVCS-APR '12	7,193.00
49801	05/16/12	120505	TY HENSHAW SUBSISTENCE-6/8/12	30.00
49802	05/16/12	120505	ERNESTO HERNANDEZ REFUND-PARKING CIT #10019453	230.00
49803	05/16/12	120505	JOSE L. HERNANDEZ REFUND-PARKING CIT #100023451	145.00
49804	05/16/12	120505	INTERWEST CONSULTING GROUP INC ENGINEERING SVCS-12/14-2/29/12 5553 BANDINI PROJECT PROFESSIONAL SVCS-3/1-31/12 ENGINEERING SVCS-3/1-31/12 5553 BANDINI PROJECT PLAN REVIEW SVCS-MAR '11	29,703.64
49805	05/16/12	120505	J. BERRY COMPANY, INC. A. C. /MAINT & REPAIR-BELL P. D.	597.72

CHECK NO	DATE	BATCH	VENDOR/DESCRIPTION	AMOUNT
49806	05/16/12	120505	L. A. COUNTY SHERIFF'S DEPT. INMATE MEAL SVCS-MAR '12	249.30
49807	05/16/12	120505	LD PRODUCTS INC. INK CARTRIDGES-BELL P. D.	171.82
49808	05/16/12	120505	LEAD TECH ENVIRONMENTAL LEAD/ASBESTOS TESTING 7023 CALIFORNIA-J. MARTINEZ LEAD TESTING-4867 BECK AVE V. INGRAM LEAD TESTING-4916 BRONPTON AVE Z. DIAZ	1,066.00
49809	05/16/12	120505	ERIC LEVITT REIMBURSEMENT-4/7 & 4/13	1,183.90
49810	05/16/12	120505	DODGERS TICKETS LLC EXCURSION-6/11/12	1,085.00
49811	05/16/12	120505	MARQUEZ IRON WORKS SCREEN DOOR WITH FRAME-BELL PD	375.00
49812	05/16/12	120505	JESSE MARTINEZ REFUND-PARKING CIT #100007169	118.00
49813	05/16/12	120505	MATHEW BENDER & CO. INC. CA PENAL CODE 2012 EDITION	333.80
49814	05/16/12	120505	MEDINA CONSTRUCTION LANDSCAPE MAINT-MAY '12 VARIOUS LOCATIONS PW/GEN MAINT SVCS-MAY '12 LANDSCAPE MAINT-MAY '12 RIVER BED FROM GAGE TO LIVE GIFFORD SIDEWALK REPAIRS	36,511.00
49815	05/16/12	120505	MENDOZA CONTRACTING VARIOUS REPAIRS-HOUSING REHAB 4867 BECK AVE-V. INGRAM	2,777.50
49816	05/16/12	120505	MUNICIPAL COURT SOUTHEAST STATE SHARE PKING REGISTRATION & EQUIPMENT VIOLATIONS-FEB '12 COUNTY/STATE HANDICAP STATE LINKAGE FEE-FEB '12 COUNTY SURCHARGE-FEB '12 COURT CONST FD/CF CONST FD STATE SURCHARGE-FEB '12 CF/I&CNF CONST FD	12,173.30
49817	05/16/12	120505	NEXTEL COMMUNICATIONS CELLULAR BILLING-3/2-4/1/12 BCNA/BELL PD	246.02

CHECK NO	DATE	BATCH	VENDOR/DESCRIPTION	AMOUNT
49818	05/16/12	120505	OCE IMAGISTICS INC. COPIER MAINT/SUPPLIES 3/1-31/12-C. CTR COPIER MAINT/SUPPLIES 3/1-31/12-LB PK COPIER MAINT/SUPPLIES 4/1-6/30/12-C. CTR COPIER MAINT/SUPPLIES-MAR'12 BELL P. D.	709.01
49819	05/16/12	120505	OLDTIMERS FOUNDATION PARATRANSIT SVCS-APR'12	37,534.00
49820	05/16/12	120505	ORANGE COUNTY SHERIFF'S DEPT TUITION-6/11-15/12	60.00
49821	05/16/12	120505	JOSE R. PINEDA REFUND-PARKING CIT #4039971 & #100008140	235.00
49822	05/16/12	120505	PMC ENVIRONMENTAL REVIEW-2/25-3/30 BANDINI INDUSTRIAL	2,415.00
49823	05/16/12	120505	PMW ASSOCIATES TUITION-6/8-12/12 T. H. /A. R.	786.00
49824	05/16/12	120505	PUBLIC ENGINEERING SERVICES PROFESSIONAL SVCS-FEB'12 NPDES CLEAN WATER ACT	3,393.00
49825	05/16/12	120505	QUICK DISPENSE MISC SUPPLIES-CITY HALL MISC SUPPLIES-BELL P. D. MISC SUPPLIES-CITY HALL	604.34
49826	05/16/12	120505	QUILL CORPORATION OFFICE SUPPLIES-PARKS&REC OFFICE SUPPLIES-BELL P. D. OFFICE SUPPLIES-PARKS&REC OFFICE SUPPLIES-FINANCE OFFICE SUPPLIES-FINANCE	1,529.60
49827	05/16/12	120505	RELIA-TECH SERVICE CALL-FINANCE COMPUTER MAINT/SUPPLIES-LB PK	292.30
49828	05/16/12	120505	REPUBLIC ITS INC TRAFFIC SIGNAL MAINT-MAR'12	1,814.89
49829	05/16/12	120505	JOSEFINA RIVAS AEROBICS INST-3/26-5/3/12 VETS PK & LB PK	976.00

CHECK NO	DATE	BATCH	VENDOR/DESCRIPTION	AMOUNT
49830	05/16/12	120505	RODRIGO RODARTE SUBSISTENCE-4/17-19/12 SUBSISTENCE-6/11-15/12	80.00
49831	05/16/12	120505	ANGELA RUIZ SUBSISTENCE-6/6-8/12	30.00
49832	05/16/12	120505	SAESHE CAMPAIGN MONITORING/EVALUATION MARCH/APRIL 2012 PRODUCTION OF FUNCTIONAL ITEMS FILTER EXCHANGE EVENTS MAR/APR 2012 ANNUAL CCC SITE VISITS	13,843.50
49833	05/16/12	120505	SAVAS SIGNWORKS STREET BANNER-C. CTR	739.50
49834	05/16/12	120505	STATEWIDE TRANSCRIPTION SVCS TRANSCRIPTION SVCS-BELL P. D.	239.25
49835	05/16/12	120505	EVALINDA SUAREZ REFUND-PARK PAVILLION RENTAL	35.00
49836	05/16/12	120505	CRISTINA SURD REFUND-HALL RENTAL/DEPOSIT	532.50
49837	05/16/12	120505	JOSE TAMAYO REFUND-PARING CIT #100004673	36.00
49838	05/16/12	120505	TERMINIX PROCESSING CENTER TENT TRTMNT-5162 FLORENCE #38	800.00
49839	05/16/12	120505	TONY'S BODY SHOP VARIOUS REPAIRS-PATROL UNIT	2,444.98
49840	05/16/12	120505	JULIO C. TORRES REFUND-PARKING CIT #4043335	37.00
49841	05/16/12	120505	U. S. HEALTH WORKS MED SVCS-DR#12-1059 & #12-1122	50.00
49842	05/16/12	120505	UNITED SITE SERVICES FENCE RENTAL-3/28-4/24/12 RSAP	357.18
49843	05/16/12	120505	MARIA VALENZUELA REFUND-PARKING CIT #100024883	85.00
49844	05/16/12	120505	MICHAEL M. VARGAS ARTWORK-P. D. ID CARDS	225.00
49845	05/16/12	120505	ASHLEY WIDDICOMBE REFUND-PARKING CIT #4040166	111.00

CHECK NO	DATE	BATCH	VENDOR/DESCRIPTION	AMOUNT
49846	05/16/12	120505	WOOD OIL COMPANY DIESEL FUEL	272.49
TOTAL 90 CHECKS				479,126.20
W0000681	05/01/12	120506	CITY OF BELL PAYROLL FUND FICA & MEDI TAXES-PAY 4/27/12	17,207.36
W0000682	05/01/12	120506	CAL-PUBLIC EMPLOYEE RETIREMENT RTRMT PYMT-4/27/12-NORMAL PAY	60,030.84
W0000683	05/02/12	120506	PUBLIC EMPLOYEES' RETIREMENT HEALTH PREMIUM-MAY '12	105,544.38
TOTAL 3 WIRES				182,782.58
TOTAL				661,908.78

**BCHA 1 -
Bell Community
Housing Authority
(Rental Units)**

**Warrants
for**

May 16, 2012

CHECK NO	DATE	BATCH	VENDOR/DESCRIPTION	AMOUNT
1855	05/16/12	120524	VOID VOID-TEST PRINT	0.00
1856	05/16/12	120524	VOID VOID-TEST PRINT	0.00
1857	05/16/12	120524	GOLDEN STATE WATER COMPANY WATER BILLING-3/21-4/20/12 6712-18 OTIS AVE-BCHA WATER BILLING-3/21-4/20/12 4207 BELL AVE-BCHA WATER BILLING-3/26-4/25/12 6327 PINE AVE-BCHA WATER BILLING-3/23-4/24/12 6419 PROSPECT AVE-BCHA WATER BILLING-3/21-4/20/12 6633 PINE AVE/LAUNDRY-BCHA WATER BILLING-3/21-4/20/12 4416 GAGE AVE-BCHA	860.94
1858	05/16/12	120524	MAYWOOD MUTUAL WATER CO WATER BILLING-2/16-4/18/12 6304 KING AVE-BCHA WATER BILLING-2/16-4/18/12 5107 FILMORE STREET-BCHA	232.98
1859	05/16/12	120524	SOUTHERN CALIFORNIA EDISON ELECTRICAL BILLING-3/28-4/26 6419 PROSPECT AVE-BCHA	1.51
TOTAL		5 CHECKS		1,095.43

**BCHA 2-
Bell Community
Housing Authority
(Mobile Home Parks)**

**Warrants
for**

May 16, 2012

CHECK NO	DATE	BATCH	VENDOR/DESCRIPTION	AMOUNT
1860	05/11/12	120534	CONSOLIDATED DISPOSAL SRVSN#902 WASTE/RECYCLING SVCS-MAY'12 4874 GAGE AVE-BMHP WASTE/RECYCLING SVCS-MAY'12 5162 FLORENCE AVE-MMHP/FVMHP WASTE/RECYCLING SVCS-MAY'12 5246 FLORENCE AVE-DRMHP/FVMHP	5,971.38
1861	05/11/12	120534	GOLDEN STATE WATER COMPANY WATER BILLING-3/22-4/23/12 4874 GAGE AVE-BMHP WATER BILLING-3/22-4/23/12 4874 GAGE AVE-BMHP	5,974.59
1862	05/11/12	120534	SOUTHERN CALIFORNIA EDISON ELECTRICAL BILLING-4/3-5/3/12 4874 GAGE AVE-BMHP ELECTRICAL BILLING-4/3-5/3/12 4874 GAGE AVE-BMHP	2,510.37
1863	05/11/12	120534	TRACT 180 WATER COMPANY WATER BILLING-3/1-4/30/12 5246 FLORENCE AVE-FVMHP WATER BILLING-3/1-4/30/12 4738 FLORENCE AVE-FVMHP WATER BILLING-3/1-4/30/12 5246 FLORENCE AVE-FVMHP WATER BILLING-3/1-4/30/12 5246 FLORENCE AVE-FVMHP WATER BILLING-3/1-4/30/12 5246 FLORENCE AVE-FVMHP WATER BILLING-3/1-4/30/12 5162 FLORENCE AVE-FVMHP WATER BILLING-3/1-4/30/12 5162 FLORENCE AVE-FVMHP WATER BILLING-3/1-4/30/12 5220 FLORENCE AVE-FVMHP	5,438.97
1864	05/16/12	120535	ANDRES AGUILAR REFUND-CLUBHOUSE DEPOSIT 3/17	25.00
1865	05/16/12	120535	AMERICAN PAPER PLASTIC JANITORIAL SUPPLIES-FVMHP	186.97
1866	05/16/12	120535	CITY OF BELL REIMB-BCHA TO GENERAL NEXTEL/CELL BILLING-3/2-4/1/12	218.82
1867	05/16/12	120535	RODOLFO G. & JUANITA DAVILA MANAGEMENT SVCS-5/1-31/12 FLORENCE VILLAGE MHP	5,400.00
1868	05/16/12	120535	ISAAC DELGADO REFUND-SECURITY DEPOSIT	698.00
1869	05/16/12	120535	FIRST CHOICE	24.32

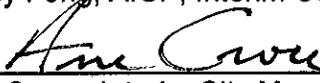
CHECK NO	DATE	BATCH	VENDOR/DESCRIPTION	AMOUNT
MISC SUPPLIES-FVMHP				
1870	05/16/12	120535	G. T. CONSTRUCTION & LANDSCAPING GARDENING SVCS-APR '12 BMHP GARDENING SVCS-APR '12 FLORENCE VILLAGE	2,960.00
1871	05/16/12	120535	LEAD TECH ENVIRONMENTAL LEAD/ASBESTOS TESTING 6321-6323 PINE AVE	925.00
1872	05/16/12	120535	METERMAN SERVICES, INC METER READING-MAY '12 BMHP	405.30
1873	05/16/12	120535	STANLEY PEST CONTROL CO PEST CONTROL-4/12 6419 PROSPECT AVE APT#A-BCHA	150.00
1874	05/16/12	120535	HECTOR TORRES VARIOUS REPAIRS-6304 #E KING CARPET/VERTICAL BLINDS	559.20
1875	05/16/12	120535	WELLS LOCK & KEY KEYS-6624 FLORA AVE #1-BCHA	3.75
TOTAL	16 CHECKS			31,451.67

City of Bell Agenda Report

DATE: May 16, 2012

TO: Mayor and Members of the City Council

FROM: Nancy Fong, AICP, Interim Community Development Director

APPROVED: 

BY: Arne Croce, Interim City Manager

SUBJECT: Adoption of Ordinance pertaining to the regulations of yard sales in the R-1, R-2 and R-3 Residential Zoning Districts.

RECOMMENDATION:

Adopt Ordinance No. 1186 on second reading:

An Ordinance of the City Council of City of Bell, California, adopting Zoning Code Amendment 2012-01, amending Bell Municipal Code Section 17.16.030, Section 17.20.030 and Section 17.24.030 pertaining to the regulations of yard sales in the R-1, R-2 and R-3 Residential Zoning Districts.

BACKGROUND/DISCUSSION:

On May 2, 2012, the City Council held a duly noticed public hearing to consider an amendment to the yard sales regulations by allowing up to 4 permits for a calendar year. The City Council also amended various provisions of the yard sales regulations simplifying and clarifying the languages for ease of understanding and implementation. After taking in public input including the staff report, the City Council approved the amendment with an unanimous vote.

ATTACHMENT:

Ordinance No. 1186

ORDINANCE NO. 1186

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF BELL, CALIFORNIA, ADOPTING ZONING CODE AMENDMENT NO. 2012-01 AMENDING BELL MUNICIPAL CODE SECTION 17.16.030, SECTION 17.20.030 AND SECTION 17.24.030 PERTAINING TO THE REGULATIONS OF YARD SALES IN THE R-1, R-2 AND R-3 RESIDENTIAL ZONING DISTRICTS

WHEREAS, on April 4, 2012, the City Council authorized the initiation of a code amendment to change the regulations pertaining to yard sales in the residential zoning districts Chapter 17.16, 17.20 and 17.24 of the City's Municipal Code; and

WHEREAS, on April 20, 2012, a notice of public hearing on the proposed amendment to Sections 17.16.030, 17.20.030 and 17.24.030 of the Municipal Code was published in the Long Beach Press Telegram, a regional newspaper circulated in the southeast area, and in a one-eighth page display advertisement in compliance with Government Code Section 65091 (a) (4); and

WHEREAS, on May 2, 2012, the City Council of the City of Bell has conducted a duly noticed public hearing, at which time staff presented the proposed language changes to amend Sections 17.16.030, 17.20.030 and 17.24.030 that increase the number of yard sale permit to one per three-month period and various changes to the language of the regulations for simplification and clarification. All interested parties were given an opportunity to be heard and presented evidence; and

WHEREAS, Pursuant to the provisions of the California Environmental Quality Act Section 15061 (b) (3), the City determined that the proposed zoning code amendment is exempt as there is no substantial evidence that it would result in a significant adverse effect on the physical environment.

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

SECTION 1. The City Council of the City of Bell finds that the above recitals are true and correct and are incorporated herein by reference as if set forth in full.

SECTION 2. Title 17 of the Bell Municipal Code is hereby amended by modifying subsections of certain sections being Section 17.16.030, Section 17.20.030 and Section 17.24.030, said subsections E to read as follows:

E. Restrictions and Permit Requirements for Garage and Yard Sales.

1. For purposes of this subsection, a yard or garage sale ("sale") is defined as a yard, garage, carport, patio, open space or similar type sale held for the purpose of disposing of personal property. No person shall have on any property, including multiunit properties or apartment buildings zoned under this section, unless and until such person has obtained a yard sale permit ("permit") from the city department of community development. No such permit shall be issued unless:

- a. The applicant has filed an application for a permit with the City's department of community development a minimum of 3 days prior to the proposed sale day(s) and currently with the filing of the application, the applicant has paid, the processing fee in an amount set by resolution of the city council; and
 - b. The applicant has filed an affidavit stating that all of the personal property to be sold at the sale is owned by the applicant or by members of his or her family, which personal property has not been acquired by, or consigned to the applicant for purposes of resale; and
 - c. The applicant, if he/she is not the property owner, has obtained and provides written permission from the property owner or the property manager if the /property has multiple units to conduct a sale.
2. If for any reason, a permit is issued after the commencement of the sale, a penalty fee in an amount established by city council resolution shall be assessed and paid by the applicant.
 3. Only one permit shall be issued authorizing a sale on any property, including properties with multiple units, for sale at the same location in any consecutive three-month period.
 4. A permit shall only be issued and be valid for Saturday or Sunday or Saturday and Sunday as designated on the face of the permit. If for any reason the sale does not take place on the day(s) permit is issued for, including due to natural events such as rain, the applicant cannot use the permit for another day.
 5. Personal property offered for sale shall not be displayed within the public right-of-way. The hours of yard sales may be between six a.m. to six p.m. on the approved days.
 6. The provisions of this subsection shall not apply to any sale of personal property made under court order or pursuant to a private foreclosure proceeding.
 7. For the purposes of this subsection, the terms "personal property" means any goods, wares, merchandise or other personal property;
 8. All goods offered for sale shall be personal property. No person conducting a sale may sell or offer new items, live animals, food, tobacco products, alcoholic beverages, weapons, controlled substances or any items which are illegal to possess.
 9. The number of permitted temporary signs shall be limited to two. Such sign shall not exceed nine square feet in overall size. Signs shall not be posted on telephone poles, trees, public property or public right-of-way. Signs may be posted the day(s) of the sale and must be removed immediately after the sale.
 10. An applicant conducting a sale shall display the permit in a conspicuous place on the property clearly visible from the public right-of-way.
 11. Any person who violates or fails to comply with any provisions of this subsection is guilty of an infraction.
 12. Violations of any provisions of this subsection shall be sufficient cause for revocation of the permit and all sales shall cease immediately.
 13. The property owner and the holder of the permit shall clean and remove all trash/debris from the property and the immediate area around the property at the end of the yard sale for each day.
 14. The provisions of this subsection shall not apply to a sale of personal property made under court order. (Ord. 1129 (part), 1997: prior code § 9342a§

SECTION 3. Severability. If any section, subsection, sentence, clause, or phrase of this ordinance is for any reason held to be invalid or unconstitutional by a decision of any court

of any competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have passed this ordinance, and each and every section, subsection, sentence, clause and phrase thereof not declared invalid or unconstitutional without regard to whether any portion of the ordinance would be subsequently declared invalid or unconstitutional.

SECTION 4. The City Clerk shall cause a summary of this ordinance to be published and post a certified copy of the full text in the office of the City Clerk along with the names of the Councilmembers voting for and against the ordinance, in accordance with Section 512 of the Bell City Charter.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Bell, California, at a regular meeting held on this 16th day of May, 2012.

Ali Saleh, Mayor

APPROVED AS TO FORM

David Aleshire, City Attorney

CERTIFICATE OF ATTESTATION AND ORIGINALITY

I, Patricia Healy, Interim City Clerk of the City of Bell, hereby attest to and certify that the foregoing resolution is the original resolution adopted by the Bell City Council at its regular meeting held on the 16th day of May, 2012, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Patricia Healy, Interim City Clerk

City Of Bell Agenda Report

DATE: May 16, 2012

TO: Mayor and Members of the City Council

FROM: Interim Chief of Police Steve Belcher

APPROVED
BY:


Arne Croce, Interim Chief Administrative Officer

SUBJECT: 2012 JAG Grant for Police Radio Improvements

Recommendation:

It is recommended the City Council review and approve the attached 2012 JAG grant application in the amount of \$15,648 to improve the police radio system.

Background:

The Department of Justice has a grant program called JAG (Justice Assistance Grant) available for application. The grant amount available to each city is made up of a combination of population and crime rates. The City of Bell may apply for funding up to \$15,648. JAG requires that all grant applications be submitted to the governing body for review in a public forum and allow for public comment. I am requesting that Council authorize the Police Department to apply for and receive the grant to improve our police radio system. The City of Bell Police Departments radio system is over twenty years old and is in need of repair. This includes the main hub of the radio system, the voting receiver. This piece of equipment determines which of the remote receivers has the best signal and chooses that signal to be the main transmission heard by dispatch. Due to the age of our voting receiver, repairs and parts are getting harder to find. If this piece of equipment fails, the radio system will not function.

Discussion:

Our radio system has been evaluated by both our contract vendor and from an outside radio expert. Both agree that the voting receiver needs to be replaced.

This grant is being submitted to purchase the necessary equipment to provide the communication capability that is needed to ensure a high level of service with optimal officer safety. This equipment will complement other radio upgrades that are anticipated in the next budget year (and future years) as we work toward interoperability of our local radio systems. The grant requested equipment and the associated cost are outlined below.

Licensing fees: Estimated cost: \$500.00

Purchase/installation of new voting receiver: Estimated cost: \$11,000.00

Re-program existing radios: Estimated cost: \$3,500

Cabling/switches/circuitry: Estimated cost: \$648

One hundred percent of the grant funds (\$15,648) would be used to upgrade the radio system.

Financial Impact:

These are grant funds and there is no impact on the general fund budget.



Steve Belcher
Interim Chief of Police

Attachments: JAG Grant

S.Finkelstein

City of Bell Police Department
Justice Assistance Grant

Project Name: Radio System Improvements

Project Narrative:

The City of Bell Police Department has had essentially the same Police Radio system for over twenty years. This includes the main hub of the radio system, the voting receiver. This piece of equipment determines which of the remote receivers has the best signal and chooses that signal to be the main transmission heard. Due to the age of our voting receiver, repairs and parts are getting harder to find. If this piece of equipment totally fails, the entire public safety radio system goes down. It is in dire need of replacement.

Approximately two years ago, we began the transition from a simplex system to a repeater system. This required two radio frequencies, one for receiving and one for transmitting. We acquired the only available public safety frequency, from the FCC, as our second frequency. Unfortunately, a problem arose due to the fact that our transmit and receive frequency were too close. This left a problematic separation of 375 kHz. We were forced to shut down the remote receiver that is located at the police station due to interference. This has caused poor coverage in areas of our city, causing major Officer Safety issues.

We have tried to solve the problem in various low cost ways, but due to budget issues, we were never able to do the proper corrections.

I have a preliminary agreement with the City of Pasadena to swap one frequency with them in order to give us the recommended 1,000 kHz separation of frequencies. This has been delayed due to the cost of licensing and the reprogramming of our radios in order to use the new frequency.

The City of Bell has limited resources in regards to funding this necessary radio equipment. The cost of the equipment and installation has been prohibitive. So, for these reasons, this grant is being submitted in order to provide the necessary equipment to provide the officers with the radio equipment that is needed to ensure a higher level of service with optimal officer safety. The equipment needed is outlined in the Budget Narrative and estimated for the grant period.

All draw downs and expenditures will be tracked by The City of Bell Finance Department and charged to an account set up solely for the grant funds.

The Goals and Objectives are to improve the radio system of the Bell Police Department, thus improving service and ensuring Officer safety.

Budget Narrative

A. Personnel Services: None

B. Fringe Benefits: None

C. Travel: None

D. Equipment:

1) **Acquire radio frequency swap with the City o Pasadena**

This will include all licensing fees.

Estimated cost: \$500.00

2) **Purchase/installation of new Motorola voting receiver**

This will be used for the "hub" of the radio system to redirect the strongest incoming signal to the dispatch center and repeater for re-transmission

Estimated cost: \$11,000.00

3) **Re-program all existing radios at Bell PD**

This will allow the radios to use the new frequency

Estimated cost: \$3,500

4) **Misc Cabling/switches/circuitry**

This is to patch in the new equipment into the older system making the system one functioning unit (includes installation costs).

Estimated cost: \$648

Total allowed Cost: \$15,648

E. Supplies: None

F. Consultants/Contracts: None

G. Other Costs: None

H. Indirect Costs: None

Total costs: \$15,648.00

Review Narrative

It will be scheduled for review during the May 2012 City Council meeting. No grant funds will be allocated or grant implementation started until the review is completed and submitted.

Abstract:

City of Bell Police Department
Radio System Improvements

Goals:

- 1) Acquire a new Frequency by swapping with the City of Pasadena
- 2) Purchase a New Voting radio receiver and install tying into the older system
- 3) Reactivate a shut down radio receiver located at Bell PD
- 4) Reprogram all existing Bell PD radios with new frequency

Five project identifiers:

- 1) Officer Safety
- 2) Equipment-General
- 3) System Improvements
- 4) Communications
- 5) Policing

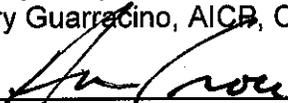
Submitted by,
Captain Steven Finkelstein
Bell Police Department
Email: sfinkelstein@cityofbell.org
Office (323) 585-1245 ext 266

City of Bell Agenda Report

DATE: May 16, 2012

TO: Mayor and Members of the City Council

FROM: Nancy Fong AICP, Interim Community Development Director
Jerry Guarraçino, AICP, Consultant-Project Manager

APPROVED: 
BY Arne Croce, Interim City Manager

SUBJECT: Development of a proposed 490,000 square foot warehouse distribution building, located at 5553 Bandini Boulevard in the City of Bell. (Applicant: Xebec Reality Partners.)

RECOMMENDATION:

Approve the proposed development and adopt the following resolutions in the following sequence:

1. Resolution No. 2012-43-PC approving Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program
2. Resolution No. 2012-44-PC approving Conditional Use Permit No. 2012-01 and Architectural Review Board No. 2012-11

PROJECT AND SITE DESCRIPTION:

A. Project Description:

The proposed Bandini Industrial Center project consists of a 490,000 square foot warehouse distribution and support office and associated parking on a 21.26-acre site. The proposed building would be sited in the City of Bell with the western most portion of the project site, consisting primarily of parking, located within the City of Vernon. The building would be comprised of a 478,000 square foot shell building with a 6,000 square foot structural mezzanine consisting of interior office space and an additional 6,000 square feet of interior office space located on the ground level to support the principal use. Truck bays would be located along the eastern and western sides of the building. Parking for truck trailers would be provided along the eastern and western edges of the project site. Parking for employees would be provided along the southern edge of the project site adjacent to Bandini Boulevard.

Access to the project site is proposed via a full access driveway along the western edge of the site, from Pennington Way within the City of Vernon and via a new driveway on Bandini Boulevard. The access from Bandini Boulevard would provide a left-turn in/right-turn in (autos only) and right-turn out movement. The existing raised landscaped center median along Bandini Boulevard would be modified to allow installation of an eastbound left-turn pocket to facilitate left-turn movements into the project site at the proposed new Bandini Boulevard access driveway.

B. Surrounding Land Use and Zoning:

May 16, 2012
5553 Bandini Boulevard
(Applicant: Xebec Reality Partners.)

Site - Vacant (former U.S. Postal Service Distribution Center) – T - Transitional zone
North - Rail road / Industrial – M2 Heavy Industrial zone - City of Commerce
South - Military Logistics Facility – CM – Commercial Manufacturing zone
East - U.S Postal Service Distribution Center – T - Transitional zone
West - Industrial Refrigerator Storage – I - Industrial zone – City of Vernon

C. General Plan Designations:

Site - Industrial
North - Industrial
South - Industrial
East - Industrial
West - Industrial (City of Vernon)

D. Site Characteristics:

The Bandini Industrial Center project site is located at 5553 Bandini Boulevard, generally at the northeast corner of Bandini Boulevard and Pennington Way and adjacent to the U.S. Postal Service Center. The project site is comprised of three (3) parcels, with a combined area of approximately 21.26 acres. One parcel, 3.7 acres, is within City of Vernon, the second parcel and a portion of the third parcel totaling 17.56 acres are in City of Bell, (Exhibit B). The project site is generally flat and is currently developed with a 96,600 square-foot warehouse and distribution facility and paved parking previously utilized by the U.S. Postal Service as a bulk mail receiving and sorting facility. The U.S. Postal Service has ceased operation at the site and the facility is now vacant. During operation of the U.S. Postal Service facility, primary access to the site was provided via Yeager Way. A relatively new driveway off Pennington Way in the City of Vernon currently provides the only point of access for the site. The site is generally rectangular with a small notch missing in the northwest corner of the site. The project site contains minimal landscaping along the Bandini frontage but is mostly paved and devoid of native plant species.

E. Project Review Schedule:

The applicant has indicated to the City that the financing for the project requires obtaining land use entitlements (Parcel Map and the Conditional Use Permit) by mid-May. A typical project of this size would normally take 4 to 6 months for the project and environmental review, only if an Environmental Impact Report is not required. Early in the review of the project, staff has determined that a Mitigated Negative Declaration may suffice for the project environment review. This means that although the project may have significant impacts, with mitigations apply to the project; it will have less than significant impacts. To accommodate their tight time schedule, the City had to hire various professionals such as project manager, traffic engineer, civil engineer and environmental planner as a project team to assist in the processing of the project in a timely manner. The applicant has provided funding for the additional staff needed to form the project team.

ANALYSIS AND DISCUSSION:

A. Tentative Parcel Map:

The applicant proposes to consolidate three parcels, one of which is in the City of Vernon, into one 21.26 acres parcel for development of a 490,000 square foot warehouse distribution building. The applicant has acquired one parcel, 3.7 acres in City of Vernon and 17.56 acres from the U.S. Postal Service through the "deeding" process. Typically parcels are created through the subdivision process, via a Parcel Map pursuant to the California Subdivision Map Act and subject to the City review and approval. However, in this case, the U.S. Postal Service has exempted themselves from the requirements of the California Subdivision Map Act. As a result, the Los Angeles County Assessor office and the City do not have an accurate record of these parcels being created. For clarity of title to the land and to make sure the land is officially changed to a private owner so that the appropriate property tax will be assessed for the new parcels, staff has required the applicant to file a Parcel Map. The applicant proposes a Parcel Map with one parcel merging the parcel in City of Vernon with the "deeded land" in Bell. The one parcel will straddle the boundary between the cities of Bell and Vernon. According to Los Angeles County Assessor office, assigning appropriate tax rates for the portion of the parcel in each city is accomplished by showing a tax line at the boundary between the two cities. As a result the portion of the parcel in the City of Vernon will have Vernon's tax rate and the portion in Bell will have Bell's tax rate.

B. City of Vernon Map Approval:

The California Subdivision Map Act requires that a map being created in two cities be approved by both jurisdictions. The City of Vernon is scheduled to conduct a duly noticed hearing and approve the Tentative Parcel Map on May 15, 2012. To address concerns about traffic impacts to the City of Vernon from the project the City has requested that a number of conditions be placed on the project. Those conditions have been incorporated into the attached Resolution of Approval.

C. Conditional Use Permit:

The Bell Municipal Code, Section 17.44.040 requires a Conditional Use Permit for all uses in the T (Transitional) zone. The proposed Conditional Use Permit for the Bandini Industrial Center project proposes the development and operation of a 490,000 square foot warehouse distribution building with support office, 188 vehicular parking spaces, 71 dock doors and 78,000 square feet of landscaping; to be constructed on one 21.26 acre parcel. The proposed building is sited in the City of Bell with the westernmost portion of the project site, consisting primarily of parking, located within the City of Vernon.

1. **Site Access, Traffic Impact and Yeager Way -** Access to the project site is proposed via a full access driveway along the western edge of the site, from Pennington Way within the City of Vernon and via a new driveway on Bandini Boulevard. The access from Bandini Boulevard would provide a left-turn/in, right-turn/in for Automobiles only, and right-turn/out movement. The existing raised landscaped center median along Bandini Boulevard would be modified to allow installation of an eastbound left-turn pocket to facilitate left-turn movements into the project site at the proposed new access driveway. The applicant made several design changes to the Bandini entrance to address staff

concerns about truck stacking and turning movements at this entrance. Other concerns revolved around potential conflicts between truck and vehicular traffic that will be sharing the on-site drive aisle east of the Bandini entrance. Ultimately the vehicular parking was relocated adjacent to the building to provide pedestrians more direct access to the building without crossing the truck traffic. The design of the Bandini entrance has been carefully analyzed to ensure that trucks movements on to and off site will be free-flowing and will not cause unexpected delays on Bandini Boulevard.

Another and perhaps preferred access point that was discussed for the project is at Yeager Way, which is a signalized intersection. The north leg of that intersection is a private drive for the U.S. Postal Service. Their driveway is built to the width of and functions as a public street. Further, the intersection of Yeager Way and Bandini Boulevard is signalized and it would be logical for the project site to take access from that point. The applicant informed staff that US Postal Service will not allow the site to take access off their driveway. However the project has been conditioned to require the applicant to work diligently with the City to secure access via Yeager Way; and to redesign their project entrance if that access becomes available in the future.

2. Compliance with Development Standards - The development standards for projects in the T – Transitional zone are as required for the M – Manufacturing zone. The project complies with the development standards of the M-zone as following:

Development Standard	Project
Min. lot area 5,000 Sq. Ft.	Lot area 926,109 Sq. Ft.
Min. Width 50 Ft.	Width 813 Ft.
Min. Depth 100 Ft.	Depth 649 Ft.
Building Height 70 Ft.	Building height 39 Ft.

3. Traffic Impacts and Mitigation – Traffic was an important consideration in staff's review of the proposed Conditional Use permit. Analyzing the potential impacts of a single project on an already congested local and regional transportation network, required review and consultation with the adjacent cities of Vernon and Commerce and the California Department of Transportation, District 7 more generally known as CALTRANS. Ultimately a series of local street improvements adjacent to the site and two signalization improvements to CALTRANS intersections were determined adequate to mitigate the project anticipated traffic impacts to a less that significant lever per California Environmental Quality Act requirements. The traffic mitigation improvements are included in the Mitigation Monitoring and Reporting Program attached to the Resolution to adopt the Initial Study/Mitigated Negative Declaration.

D. Parking Calculations:

Current Bell Municipal Code required parking for a warehouse distribution building is 1 parking space per 1,000 square feet of gross floor area and 1 parking space per 200 square feet for the office gross floor area. For the proposed building of 478,000 square footage of warehouse and 12,000 square footage of office, the total number of parking space is 538 spaces. Staff believes that 538 parking spaces are excessive because a typical warehouse use has low number of employees. However, Section 17.76.020 No. 18 of the Bell Municipal Code allows the granting body to determine the required number of parking and

loading spaces necessary for any use for which a Conditional Use Permit is required. After a research on parking requirements for a number of cities where large cross-dock warehouse buildings have been built in recent years, staff believes that the project should provide parking consistent with the standards as follows:

Industrial, Warehousing, and Manufacturing.

Parking Spaces Required - The total parking space count shall be determined by the summation of individual use parking demands based upon the following rates:

1. Warehousing or building for storage: 1 space per 1,000 square feet for the first 20,000 square feet; 1 space per 2,000 square feet for the second 20,000 square feet; 1 space per 4,000 square feet for all space in excess of the first 40,000 square feet.
2. Industrial/Manufacturing: 1 space per 500 square feet
3. Research and Development: 1 space per 350 square feet (research services only)
4. Office and Administration: 1 space per 250 square feet
5. Multi-use tenant buildings where office use does not exceed 35 percent of building area: 1 space per 400 square feet

The parking calculations for the proposed building based on the above stated standards are shown in the table below:

Type of Use	Floor Area (SF)	Parking Ratio	Spaces Required	Spaces Provided
Proposed Building				
- Warehouse*				
	0 - 20,000	1 / 1,000 Sq. Ft.	20	20
	20,001 - 40,000	1 / 2,000 Sq. Ft.	10	10
	40,001 - 478,000	1 / 4,000 Sq. Ft.	110	110
- Office	12,000	1 / 250 Sq. Ft.	48	48
Total Square Feet	490,000			
Total Required			188	
Total Provided				188

* Note: For warehouse uses, the parking calculations are 1 space per 1,000 square feet for the first 20,000 square feet; 1 space per 2,000 square feet for the second 20,000 square feet; and 1 space per 4,000 for additional floor area in excess of the first 40,000 square feet.

In the future when there is a turnover of tenant(s) that may change from a warehousing use to a manufacturing use, through the tenant improvement plans review and most likely through another Conditional Use Permit, the City will require the tenant to provide plans and or information that the tenant can meet the parking requirements for a manufacturing use. A manufacturing use typically will not need to use that many docks where the area in

front of the closed docks can be redesigned and restriped to provide additional parking spaces that could meet the City parking requirements.

E. Architectural Review:

The proposed project required the review and approval of site plan, landscape plans and architectural and design features through the Architectural Review Board consisting of city staff and city's project team. The original plans for the building were not accepted and the applicant was provided design direction for necessary revisions. The principal revisions requested included the incorporation of more glass and textured concrete and to increase the horizontal and vertical articulation of the wall planes at various locations to reduce the expanse of flat wall planes. Revisions to the site design were also requested, including altering the parking arrangement so that the parking areas for employees/visitors were separated as much as possible from the truck loading/unloading areas and additional landscaping and screen plantings were requested.

The revised plans were submitted for review and deemed acceptable for forwarding to the Planning Commission for review and action. The review board concluded that the applicant had satisfactorily revised the architecture and various components of the site layout in response to their comments. Staff has incorporated into the Resolution of Approval special conditions for the completion of any remaining issues.

F. Grading and Standard Urban Stormwater Mitigation Plan (SUSMP):

A Conceptual Grading Plan showing grading and drainage features has been reviewed by the Engineering Division and the project has been conditioned to improve the existing drainage facilities and provide new on-site facilities to handle existing and proposed runoff from on-site and off-site sources. The project is also conditioned to reduce dust and road debris resulting from earth movement (grading) on the project site.

The proposed project is subject to the Los Angeles County Department of Public Works (LACDPW) requirement for the Standard Urban Stormwater Mitigation Plan (SUSMP) under the "Redevelopment" category. As detailed in the Standard Urban Stormwater Mitigation Plan, the proposed project would include a range of permanent Best Management Practices (BMPs) to control the off-site discharge of pollutants in accordance with National Pollution Discharge Elimination System (NPDES) requirements. An off-site connection to the existing storm drain in Bandini Boulevard would also occur as part of the proposed project.

G. Environmental Assessment:

In accordance with the California Environmental Quality Act (CEQA) Guidelines, an Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared for the proposed project.

1. **Jurisdictional Issues** - The proposed building would be sited in the City of Bell with the westernmost portion of the project site, consisting primarily of parking, located within the City of Vernon. For purposes of the environmental analysis, and as agreed to by the City of Vernon, the City of Bell is the lead agency for the proposed project. The proposed project also has potential traffic related impacts in the City of Commerce and on Caltrans facilities. As part of the environmental review process, all adjacent agencies were contacted.

2. Lead Agency – Pursuant to the California Environmental Quality Act ("CEQA"), when a project has the potential for environmental impacts in more than one jurisdiction a "Lead agency" will be identified. The lead agency is the public agency which has the principal responsibility for carrying out or approving the project, which for this project is the City of Bell. As lead agency, the City of Bell determined that a Mitigated Negative Declaration was the appropriate level of environmental analysis. The City allows applicant-prepared environmental documentation to accompany application materials provided there is independent review by the City. In this case RBF prepared the Draft Initial Study/Mitigated Negative Declaration (IS/MND) which was then reviewed by Interwest and PMC, contract engineers and planners respectively.

The Initial Study/Mitigated Negative Declaration is included and referenced to this staff report but as a separate attachment due to its considerable size. The focus of the city's review of the Initial Study/Mitigated Negative Declaration is to ensure that the document reflects the City's independent judgment and analysis. Comments were provided on the draft Initial Study/Mitigated Negative Declaration and the document that was circulated for public review and comment reflects the input provided by the City.

3. Preparation and Circulation of the Initial Study/Mitigated Negative Declaration - The draft Initial Study/Mitigated Negative Declaration was made available for public review and comment pursuant to CEQA Guidelines Section 15070. The public review commenced on March 30, 2012 and expired on April 30, 2012. During that review period, the city received comments from five public agencies, including the Native American Heritage Commission, South Coast Air Quality Management District, California Department of Transportation, District 7 (CALTRANS), and the Cities of Commerce and Vernon. No comments were received from the general public.

As a result of the comments, the City and applicant met with Caltrans to discuss mitigation to their facilities for project impacts. The City also participated in a conference call with the South Coast Air Quality Management District to review the results of the air quality analysis. The result of these meetings was positive with both agencies helping the City to understand impacts and modify mitigation or analysis to accurately reflect the project. The City also met with the City of Vernon and has incorporated conditions of approval that address their concerns about the project. The City of Commerce was contacted by phone and ultimately provides a letter indicating they had no objection to the project. Finally the Native American Heritage Commission letter did not identify any potential environmental impacts as a result of the project. None of the agency comments raised new significant environmental impacts or requested preparation of an environmental impact report. The City's formal Response to Comments is included as Attachment to this staff report. Note that the agencies also received the response to comments on May 4, 2012, in advance of this meeting.

4. Mitigation Monitoring and Reporting Program - The Initial Study/Mitigated Negative Declaration contains mitigation measures which modify the project itself, or require actions by the developer, designed to mitigate the environmental impacts associated with the proposed project. The city is required to monitor the measures during the project and has included a Mitigation Monitoring and Reporting Program (MMRP), which is included as Attachment to this staff report.

May 16, 2012
5553 Bandini Boulevard
(Applicant: Xebec Reality Partners.)

5. Notice of Determination – Should the City Council decide to adopt the Initial Study/Mitigated Negative Declaration for the Bandini Industrial Center Project the Resolution directs the Interim Community Development Director to file a Notice of Determination with the County Recorder's Office. This notice provides to the public a record of the City Council's action on the Initial Study/Mitigated Negative Declaration and establishes the time frame for potential appeals.

PUBLIC HEARING AND CORRESPONDENCE:

This item was advertised as a public hearing on April 26, 2012 in the Long Beach Press Telegram, a regional circulated newspaper; the public hearing notices were posted in the City Hall, the Library and the Community Center; and, notices were mailed to all property owners within a 300-foot radius of the project site. No comments have been received to date regarding the public hearing.

FINANCIAL IMPACT

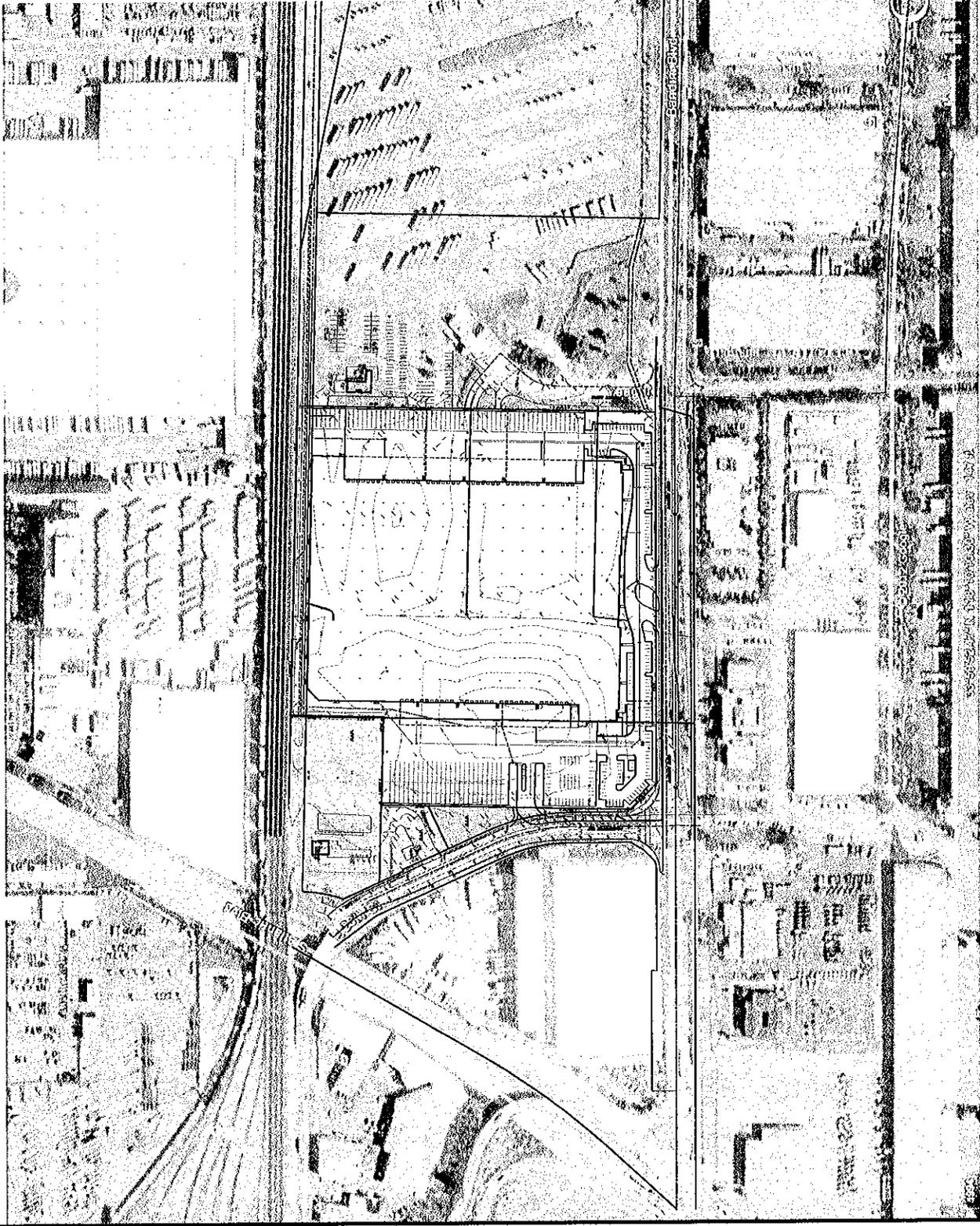
All of the costs for processing the application has been paid by the developer. Once constructed and operating, the City will receive additional property tax and utility user tax revenue.

CONCLUSION:

Based on the above analysis of the proposed project and together with the conditions of approval and environmental mitigations, staff recommends that the City Council approve the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program, the Tentative Parcel Map No. 71920, Conditional Use Permit No. 2012-01 and Architectural Review Board No. 2012-11 through adoption of the attached Resolutions of approval with conditions.

ATTACHMENTS:

1. Development Plans
2. Initial Studies/Mitigated Negative Declaration (attached by reference)
3. Response to Comments for Mitigated Negative Declaration
Resolution No. 2012-43-PC approving a Mitigated Negative Declaration and Mitigation Monitoring
Resolution No. 2012-44-PC approving Tentative Parcel Map No. 71920
Resolution No.2012-45-PC approving Conditional Use Permit No. 2012-01 and Architectural Review Board No. 2012-11



LOCALITY MAP

LEGEND

1	EXISTING BUILDING	10	EXISTING SIDEWALK
2	EXISTING DRIVE	11	EXISTING DRIVE
3	EXISTING DRIVE	12	EXISTING DRIVE
4	EXISTING DRIVE	13	EXISTING DRIVE
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59	EXISTING DRIVE	68	EXISTING DRIVE
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89	EXISTING DRIVE	98	EXISTING DRIVE
90	EXISTING DRIVE	99	EXISTING DRIVE
91	EXISTING DRIVE	100	EXISTING DRIVE



SITE UTILIZATION MAP

STATE: ILLINOIS
 COUNTY: DEKALB
 TOWNSHIP: DEKALB
 SECTION: 1 OF 1

SCALE: AS SHOWN
 SHEET NO. 100
 SHEET NO. 101

CITY OF BELL - VERNON

1. Survey done by C&V Consulting, Inc. on 10/15/11.
 2. The utility lines shown on this map are based on the records of the City of Bell.
 3. The utility lines shown on this map are based on the records of the City of Bell.
 4. The utility lines shown on this map are based on the records of the City of Bell.

DATE: 10-15-11
 BY: JCS
 CHECKED: JCS

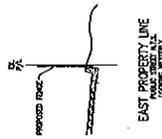
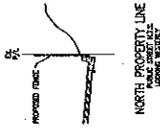
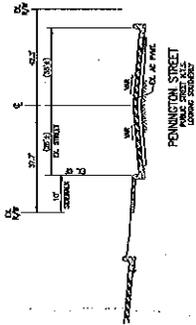
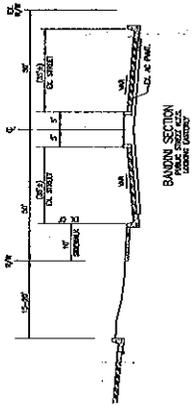
C&V CONSULTING, INC.
 CIVIL ENGINEERING
 1100 N. WASHINGTON ST.
 DEKALB, ILLINOIS 62521
 (618) 999-9400

PROJECT NO.: 11-001
 SHEET NO.: 100
 DATE: 10-15-11

DESIGNED BY: JCS
 CHECKED BY: JCS

REVISIONS

NO.	DATE	BY	DESCRIPTION



NO.	DATE	DESCRIPTION

REVISIONS

DATE: 11/15/17
 DRAWN BY: JSC
 CHECKED BY: JSC

PROPERTY OF:
 CAVY CONSULTING, INC.
 CIVIL ENGINEERING
 1100 S. 10TH AVENUE, SUITE 100
 DENVER, CO 80202
 (303) 733-1111

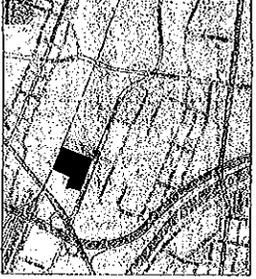
PROPERTY OF:
 PUBLIC STREET ALLIANCE
 URBAN DISTRICT

PROJECT:
 CONCEPTUAL GRADING AND
 UTILITY PLAN TFM 71920

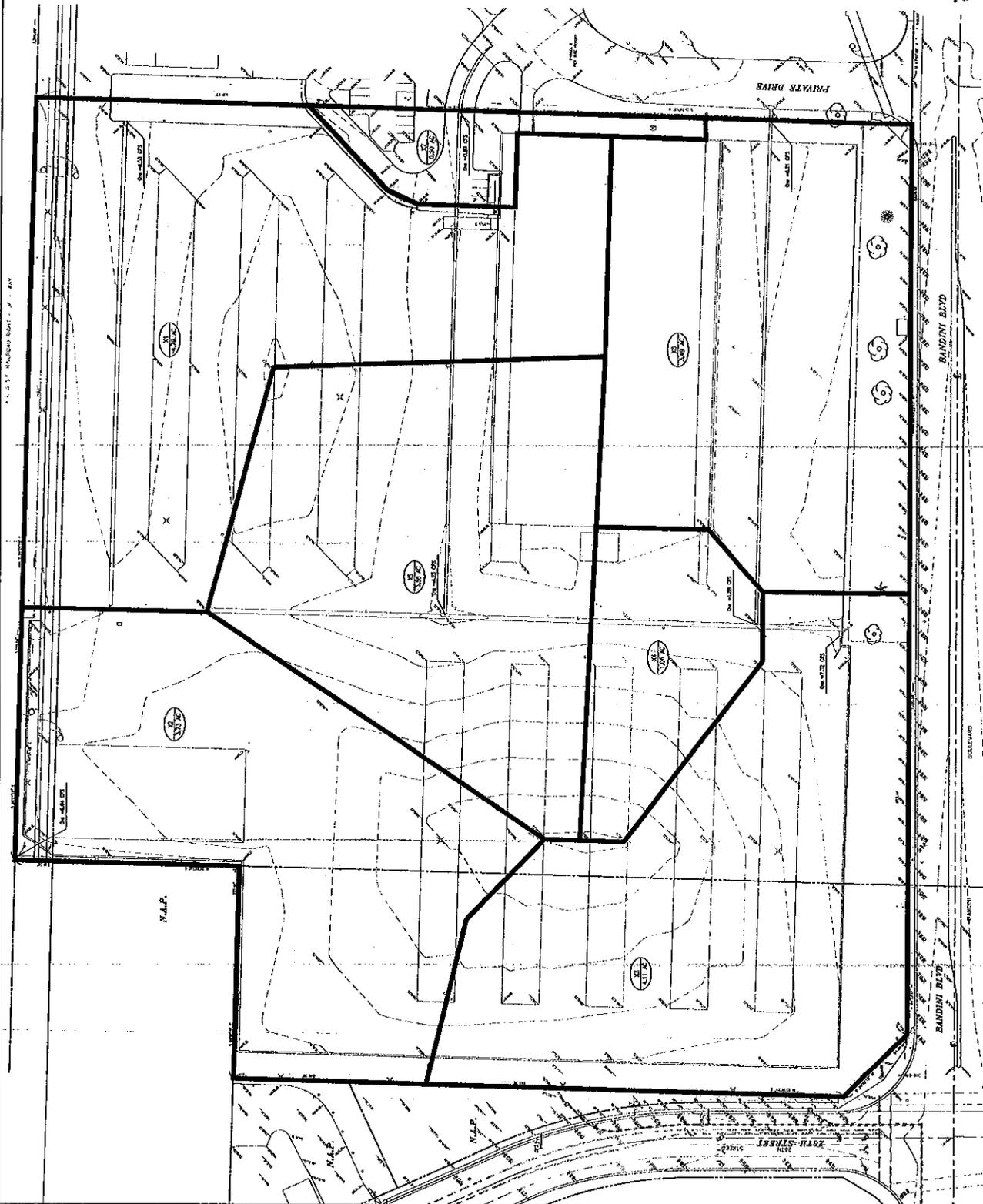
CITY OF BELL - VERNON

DATE: 11/15/17
 DRAWN BY: JSC
 CHECKED BY: JSC

SHEET 2 OF 2



1. 24-HOUR MONITOR
 2. FLOW DIRECTION
 3. 15' SPACING AND 15' SPACING AND 15' SPACING
 4. 15' SPACING AND 15' SPACING AND 15' SPACING
 5. 15' SPACING AND 15' SPACING AND 15' SPACING



EXISTING HYDROLOGY Q10 EVENT
 CITY ADDRESS: 1000 BANDINI BLVD
 SHEET NO. 1 OF 1
 SCALE: AS SHOWN
 DRAWN BY: ESK
 CHECKED BY: VE
CITY OF BELL - VERNON

1. These plans have been prepared under my supervision.
 2. I am a duly licensed Professional Engineer in the State of California.
 3. I am the author of these plans and I am responsible for their accuracy.
 4. I am not providing any warranty or guarantee for the use of these plans.
 5. I am not responsible for any errors or omissions on these plans.
 6. I am not responsible for any damages or losses resulting from the use of these plans.
 7. I am not responsible for any claims or lawsuits filed against me or my firm.
 8. I am not responsible for any claims or lawsuits filed against the City of Bell or Vernon.
 9. I am not responsible for any claims or lawsuits filed against any other party.
 10. I am not responsible for any claims or lawsuits filed against any other party.



CAV CONSULTING, INC.
 CIVIL ENGINEERING AND SURVEYING
 1000 BANDINI BLVD
 BELL, CALIFORNIA 91002
 (909) 299-1000
 WWW.CAVCONSULTING.COM

STATE OF CALIFORNIA
REGISTERED PROFESSIONAL ENGINEER
 NAME: ESK
 NO. 10000
 EXPIRES: 12/31/2025
 BOARD: CIVIL ENGINEERING
 COUNTY: LOS ANGELES
 CITY: BELL

REVISIONS

NO.	DATE	DESCRIPTION

Responses to Comments

for the

Bandini Industrial Center Project

SCH #: 2012031099

LEAD AGENCY:

City of Bell
6330 Pine Avenue
Bell, CA 90201
Contact: Nancy Fong, AICP
323.588.6211

PREPARED BY:

RBF Consulting
14725 Alton Parkway
Irvine, California 92618
Contacts: Mr. Glenn Lajoie, AICP
Mr. Alan Ashimine
949.472.3505

May 2012

JN 10-108458

TABLE OF CONTENTS

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2. RESPONSES TO COMMENTS	3
3. ERRATA	29

ATTACHMENTS:

- Attachment A – Air Quality Data
- Attachment B - Bandini Boulevard Duel Left-Turn Traffic Data
- Attachment C - Garfield Avenue/Bandini Boulevard Traffic Data

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1. INTRODUCTION

The Bandini Industrial Center project proposes the development of a 490,000 square foot warehouse, manufacturing, and office building and associated parking on the 21.26-acre project site. The proposed building would be sited in the City of Bell with the easternmost portion of the project site, consisting primarily of parking, located within the City of Vernon. The building would be comprised of a 478,000 square foot shell building with a 6,000 square foot structural mezzanine consisting of interior office space and an additional 6,000 square feet of interior office space located on the ground level to support the principal use. Truck bays would be located along the eastern and western sides of the building. Parking for truck trailers would be provided along the eastern and western edges of the project site. Parking for employees would be provided along the southern edge of the project site adjacent to Bandini Boulevard.

Access to the project site is proposed via a full access driveway along the western edge of the site, from Pennington Way within the City of Vernon and via driveway on Bandini Boulevard. The access from Bandini Boulevard would provide a left-turn in/right-turn in and right-turn out movement. The existing raised landscaped center median along Bandini Boulevard would be modified to allow installation of an eastbound left-turn pocket to facilitate left-turn movements into the project site at the proposed new access driveway.

The proposed project is subject to the Los Angeles County Department of Public Works (LACDPW) requirement for the Standard Urban Stormwater Mitigation Plan (SUSMP) under the "Redevelopment" category. As detailed in the SUSMP, the proposed project would include a range of permanent Best Management Practices (BMPs) to control the off-site discharge of pollutants in accordance with NPDES requirements. An off-site connection to the existing storm drain in Bandini Boulevard would also occur as part of the proposed project. Architecture for the building would be of a modern style utilizing glass, metal, and integral features within the concrete walls. Landscaping would also be provided along the Bandini frontage.

In accordance with the *California Environmental Quality Act (CEQA) Guidelines*, an Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared for the proposed project.

The IS/MND was made available for public review and comment pursuant to *CEQA Guidelines* Section 15070. The public review commenced on March 30, 2012 and expired on April 30, 2012. The IS/MND and supporting attachments were available for review by the general public at the City of Bell Community Development Department, 6330 Pine Avenue, Bell, California, 90201.

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2. RESPONSES TO COMMENTS

During the public review period, comments were received on the IS/MND from certain interested public agencies. The following is a list of the agencies that submitted comments on the IS/MND during the public review period:

Comment Letter No.	Person, Firm, or Agency	Letter Dated
1	Dave Singleton Program Analyst Native American Heritage Commission	April 19, 2012
2	Alex Hamilton Assistant Director of Community Development City of Commerce	April 24, 2012
3	Ian MacMillan Program Supervisor, Intergovernmental Review South Coast Air Quality Management District	April 27, 2012
4	Dianna Watson IGR/CEQA Branch Chief California Department of Transportation, District 7	April 30, 2012
5	Kevin Wilson Director of Community Services & Water City of Vernon	May 2, 2012

Although the *CEQA Guidelines* do not require a Lead Agency to prepare written responses to comments received (see *CEQA Guidelines* Section 15088), the City has elected to prepare the following written responses with the intent of conducting a comprehensive and meaningful evaluation of the proposed project. The number designations in the responses are correlated to the bracketed and identified portions of each comment letter.

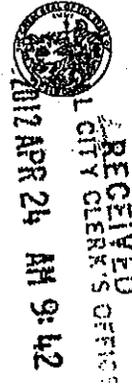
COMMENT LETTER 1

STATE OF CALIFORNIA

Edmund G. Brown, Jr., Governor

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
Web Site www.nahc.ca.gov
ds_nahc@pacbell.net



April 19, 2012

Ms. Nancy Fong
City of Bell
6330 Pine Avenue
Bell, CA 90201

Re: SCH#2012031099; Notice of Completion; proposed Mitigated Negative Declaration
for the "Bandini Industrial Center Project;" located in the City of Bell; Los Angeles
County, California.

Dear Ms. Fong:

The Native American Heritage Commission (NAHC), the State of California 'Trustee Agency' for the protection and preservation of Native American cultural resources pursuant to California Public Resources Code §21070 and affirmed by the Third Appellate Court in the case of EPIC v. Johnson (1985: 170 Cal App. 3rd 604).

1.1

This letter includes state and federal statutes relating to Native American historic properties of religious and cultural significance to American Indian tribes and interested Native American individuals as 'consulting parties' under both state and federal law. State law also addresses the freedom of Native American Religious Expression in Public Resources Code §5097.9.

The California Environmental Quality Act (CEQA – CA Public Resources Code 21000-21177, amendments effective 3/18/2010) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the CEQA Guidelines defines a significant impact on the environment as 'a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ... objects of historic or aesthetic significance.' In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE), and if so, to mitigate that effect. The NAHC Sacred Lands File (SLF) search resulted as follows: No Native American Cultural Resources were not identified within the 'area of potential effect (APE).

1.2

The NAHC "Sacred Sites," as defined by the Native American Heritage Commission and the California Legislature in California Public Resources Code §§5097.94(a) and 5097.96. Items in the NAHC Sacred Lands Inventory are confidential and exempt from the Public Records Act pursuant to California Government Code §6254 (r).

Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries of cultural resources or burial sites once a project is underway. Culturally affiliated tribes and individuals may have knowledge of the religious and cultural significance of the historic properties in the project area (e.g. APE). We strongly urge that you make contact with the list of Native American Contacts on the attached list of Native American

1.3

contacts, to see if your proposed project might impact Native American cultural resources and to obtain their recommendations concerning the proposed project. Pursuant to CA Public Resources Code § 5097.95, the NAHC requests cooperation from other public agencies in order that the Native American consulting parties be provided pertinent project information. Consultation with Native American communities is also a matter of environmental justice as defined by California Government Code §65040.12(e). Pursuant to CA Public Resources Code §5097.95, the NAHC requests that pertinent project information be provided consulting tribal parties. The NAHC recommends *avoidance* as defined by CEQA Guidelines §15370(a) to pursuing a project that would damage or destroy Native American cultural resources and Section 2183.2 that requires documentation, data recovery of cultural resources.

Furthermore, the NAHC if the proposed project is under the jurisdiction of the statutes and regulations of the National Environmental Policy Act (e.g. NEPA; 42 U.S.C. 4321-43351). Consultation with tribes and interested Native American consulting parties, on the NAHC list, should be conducted in compliance with the requirements of federal NEPA and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 *et seq*), 36 CFR Part 800.3 (f) (2) & .5, the President's Council on Environmental Quality (CSQ, 42 U.S.C 4371 *et seq.* and NAGPRA (25 U.S.C. 3001-3013) as appropriate. The 1992 *Secretary of the Interiors Standards for the Treatment of Historic Properties* were revised so that they could be applied to all historic resource types included in the National Register of Historic Places and including cultural landscapes. Also, federal Executive Orders Nos. 11593 (preservation of cultural environment), 13175 (coordination & consultation) and 13007 (Sacred Sites) are helpful, supportive guides for Section 106 consultation. The aforementioned Secretary of the Interior's *Standards* include recommendations for all 'lead agencies' to consider the historic context of proposed projects and to "research" the cultural landscape that might include the 'area of potential effect.'

Confidentiality of "historic properties of religious and cultural significance" should also be considered as protected by California Government Code §6254(r) and may also be protected under Section 304 of the NHPA or at the Secretary of the Interior discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C., 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APEs and possibly threatened by proposed project activity.

Furthermore, Public Resources Code Section 5097.98, California Government Code §27491 and Health & Safety Code Section 7050.5 provide for provisions for inadvertent discovery of human remains mandate the processes to be followed in the event of a discovery of human remains in a project location other than a 'dedicated cemetery'.

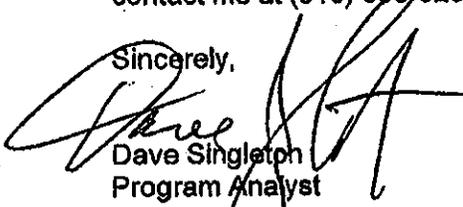
To be effective, consultation on specific projects must be the result of an ongoing relationship between Native American tribes and lead agencies, project proponents and their contractors, in the opinion of the NAHC. Regarding tribal consultation, a relationship built around regular meetings and informal involvement with local tribes will lead to more qualitative consultation tribal input on specific projects.

Finally, when Native American cultural sites and/or Native American burial sites are prevalent within the project site, the NAHC recommends 'avoidance' of the site as referenced by CEQA Guidelines Section 15370(a).

1.3

If you have any questions about this response to your request, please do not hesitate to contact me at (916) 653-8251.

Sincerely,



Dave Singleton
Program Analyst

Cc: State Clearinghouse

Attachment: Native American Contact List

1.3

Native American Contacts
Los Angeles County
April 19, 2012

LA City/County Native American Indian Comm
Ron Andrade, Director
3175 West 6th St, Rm. 403
Los Angeles , CA 90020
randrade@css.lacounty.gov
(213) 351-5324
(213) 386-3995 FAX

Tl'At Society/Inter-Tribal Council of Pimu
Cindi M. Alvitre, Chairwoman-Manisar
3094 Mace Avenue, Apt. B Gabrielino
Costa Mesa , CA 92626
calvitre@yahoo.com
(714) 504-2468 Cell

Tongva Ancestral Territorial Tribal Nation
John Tommy Rosas, Tribal Admin.
Private Address Gabrielino Tongva

tattnlaw@gmail.com
310-570-6567

Gabrielino/Tongva San Gabriel Band of Mission
Anthony Morales, Chairperson
PO Box 693 Gabrielino Tongva
San Gabriel , CA 91778
GTTribalcouncil@aol.com
(626) 286-1632
(626) 286-1758 - Home
(626) 286-1262 -FAX

Gabrielino Tongva Nation
Sam Dunlap, Chairperson
P.O. Box 86908 Gabrielino Tongva
Los Angeles , CA 90086
samdunlap@earthlink.net

(909) 262-9351 - cell

Gabrielino Tongva Indians of California Tribal Council
Robert F. Dorame, Tribal Chair/Cultural Resources
P.O. Box 490 Gabrielino Tongva
Bellflower , CA 90707
gtongva@verizon.net
562-761-6417 - voice
562-761-6417- fax

Gabrielino-Tongva Tribe
Bernie Acuna
1875 Century Pk East #1500 Gabrielino
Los Angeles , CA 90067
(619) 294-6660-work
(310) 428-5690 - cell
(310) 587-0170 - FAX
bacuna1@gabrieinotribe.org

Gabrielino-Tongva Tribe
Linda Candelaria, Chairwoman
1875 Century Pk East #1500 Gabrielino
Los Angeles , CA 90067
lcandelaria1@gabrielinoTribe.org
626-676-1184- cell
(310) 587-0170 - FAX
760-904-6533-home

1.3

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2012021100; CEQA Notice of Completion; proposed Mitigated Negative Declaration for the Recycled Water Distribution System Expansion Project; located in the communities of Laguna Woods and Laguna Hills; Orange County, California.

**Native American Contacts
Los Angeles County
April 19, 2012**

**Gabrieleno Band of Mission Indians
Andrew Salas, Chairperson
P.O. Box 393 Gabriellino
Covina , CA 91723
(626) 926-4131
gabrielenoindians@yahoo.
com**

1.3

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2012021100; CEQA Notice of Completion; proposed Mitigated Negative Declaration for the Recycled Water Distribution System Expansion Project; located in the communities of Laguna Woods and Laguna Hills; Orange County, California.

Response No. 1

Dave Singleton
Program Analyst
Native American Heritage Commission
April 19, 2012

- 1.1 This comment provides an overview of the Native American Heritage Commission's (NAHC) responsibilities and state and federal statutes related to the protection of Native American resources. No response is required.
- 1.2 This comment provides an overview of CEQA requirements in regards to archaeological resources. In addition, the Sacred Lands File Check performed by the NAHC was completed with negative results. No response is required.
- 1.3 The proposed project site is located within a fully urbanized area and has been previously disturbed by industrial development. The entirety of the site has been impacted by structural improvements, pavement, or ornamental landscaping. Moreover, the Sacred Lands File Check performed by the NAHC produced negative results. As such, impacts related to archaeological resources are not expected to occur. However, as stated within Section 4.5, Cultural Resources, of the IS/MND, Mitigation Measures CUL-1 and CUL-3 would be implemented in the event buried cultural resources or human remains are discovered during grading activities. As such, a less than significant impact would occur in this regard.



City of Commerce

Community Development Department

RECEIVED
BELL CITY CLERK'S OFFICE
2012 APR 26 PM 3:47

April 24, 2012

Ms. Nancy Fong, AICP
Interim Community Development Director
City of Bell
Community Development Department
6330 Pine Avenue
Bell, CA 90201

Re: NOI/MND for Bandini Industrial Center Project

Dear Ms. Fong:

Thank you for the opportunity afforded the City of Commerce to review the CEQA document for the above mentioned project. After reviewing the CEQA document, the City of Commerce has no comments or concerns relating to the proposed project.

Please contact me at (323) 722-4805 ext. 2330 if you have any questions. Good luck with the project.

Sincerely,

Alex Hamilton
Assistant Director of Community Development

2.1

Response No. 2

Alex Hamilton
Assistant Director of Community Development
City of Commerce
April 24, 2012

- 2.1 This comment states that the City of Commerce has no comments or concerns related to the proposed project and provides contact information for the Commenter. No response is required.

66₁

COMMENT LETTER 3



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 • www.aqmd.gov

E-MAILED: APRIL 27, 2012

April 27, 2012

Ms. Nancy Fong, AICP, nfong@cityofbell.org
Interim Community Development Director
Community Development Department
City of Bell
6330 Pine Avenue
Bell, CA 90201

Draft Mitigated Negative Declaration (Draft MND) **for the Proposed Bandini Industrial Center**

The South Coast Air Quality Management District (AQMD) staff appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the Lead Agency and should be incorporated into the Final CEQA document. The AQMD staff also appreciates the opportunity to speak with lead agency staff and consultants concerning the Draft CEQA document. In the project description, the lead agency proposes the demolition of an existing 85,500 square foot building and the construction of a 536,400 square-foot warehouse, manufacturing and office building with associated parking on a 21.26 acre site. Construction is scheduled to begin in mid-2012 and completed by early 2013.

3.1

Based on its review of the air quality analysis, the AQMD staff has concerns that a non-default vehicle trip rate and vehicle fleet mix percentage were used to estimate project operational mobile source emissions without substantial evidence supporting its use such as project specific information or conditions. The AQMD staff has additional concerns about the truck trip lengths used to estimate emissions from trucks serving the proposed facility. Based on these concerns, the project emissions from trucks engaged in goods-movement activities could be significantly underestimated. Therefore, further justification of the air quality analysis parameters and/or adjustment of the air quality analysis is recommended along with additional mitigation measures to reduce these impacts. Additional comments are included in the attachment.

3.2

Ms. Nancy Fong, AICP,
Interim Community Development Director

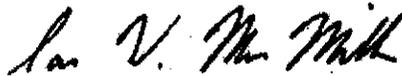
2

April 27, 2012

Please provide the AQMD staff with written responses to all comments contained herein prior to the adoption of the Final MND. The AQMD staff is available to work with the Lead Agency to address these issues and any other questions that may arise. Please contact Gordon Mize, Air Quality Specialist – CEQA Section, at (909) 396-3302, if you have any questions regarding these comments.

3.2

Sincerely,



Ian MacMillan
Program Supervisor, Inter-Governmental Review
Planning, Rule Development & Area Sources

IM:GM
Attachment

LAC120330-03
Control Number

Air Quality Analysis - Operations

1. In the air quality analysis, the lead agency estimated project air quality impacts using the California Emissions Estimator Model (CalEEMod) land use software. In the land use operational inputs to the model, the lead agency assumed an overall trip rate of 3.56 trips per 1,000 square feet of building area for the land use warehousing (Land Use Code 150). Based on the project description of the proposed building and review of Appendix E (Technical Source Documentation) in the CalEEMod User's Guide, the trip rate for this land use appears to more closely represent a high-cube warehouse (Land Use Code 152). Based on the CalEEMod User's Guide (Appendix E), the default, overall trip rate would then be 2.59 trips per 1,000 square feet. By using the 2.59 default trip rate the overall number of trips would be reduced. However, the recommended percentage of trucks shown in the Appendix E (40 percent) is higher than what is assumed in the Draft MND (20 percent, with no more than five percent tractor trailers). This results in a potentially significant underestimation of trucks that could use this facility on a peak day. For example, the Draft MND assumes 382 truck trips per day while the default CalEEMod parameters yield 556 trucks per day. As diesel trucks have significantly higher emissions of NOx and PM compared to light duty vehicles, this difference in truck counts could result in a significant underestimation of air quality impacts.

3.3

The AQMD staff therefore recommends that the operations modeling analysis be revised in the Final MND to reflect the CalEEMod User's Guide default trip rate and the recommended warehouse vehicle fleet mixture. If the trip rate used in the Draft MND's air quality analysis remains unchanged in the Final MND, then the lead agency should either provide additional project-specific information justifying the lower rate, or a condition that limits the number of trucks to what was analyzed in the Draft MND.

2. In the CalEEMod input files provided to AQMD staff by the lead agency, a one-way default trip length of 7.3 miles was used to estimate operational air quality impacts for trucks moving goods for the proposed facility. Since trucks operating from the proposed project may handle goods coming directly from the port areas as well as potentially serving out of state destinations, the trip lengths could be measured as far as the Basin's boundaries as well as from the closer port areas. In a phone conversation with the project consultants, the 7.3 mile trip length was justified because it is the average commercial-commercial length for all vehicle types in the South Coast Air Basin (SCAB). However, because of this specialized goods-movement land use, the truck specific trip length from the 2012 Regional Transportation Plan (RTP) is more appropriate (18.6 miles for Los Angeles County). If the lead agency is uncertain of the types of tenants or the trip lengths, the lead agency could limit activities, as a condition of a tenant's occupancy, to levels described in the analysis. Otherwise, long-term project air quality impacts for operations will be substantially underestimated.

3.4

Operational Mitigation Measures

3. In the event the lead agency determines that air quality impacts from project operations will exceed recommended regional thresholds, the AQMD staff recommends that the lead agency consider the following additional mitigation measures. Other lead agencies that have used these measures include the City of Banning¹, Riverside County², City of San Bernardino³, and the San Pedro Bay Ports⁴, among others.

- At project start, all heavy duty trucks entering the property must meet or exceed EPA 2007 engine emission standards.
- Beginning in 2015, all heavy duty trucks entering the property must meet or exceed 2010 engine emission standards.
- If the above clean truck requirements are infeasible, a phase-in schedule should be put forth that will feasibly achieve emission reductions as soon as possible. Should an alternative schedule be found necessary, the AQMD staff should be consulted to identify a different schedule.
- The facility operator will maintain a log of all trucks entering the facility to ensure that on average, the daily truck fleet meets that emission standards listed in the Draft MND. This log should be available for inspection by city staff at any time.
- The facility operator will ensure that site enforcement staff in charge of keeping the daily log and monitoring for excess idling will be trained/certified in diesel health effects and technologies [for example, by requiring attendance at CARB approved courses (such as the free, one-day Course #512)].
- Limit the daily number of trucks allowed at each facility to levels analyzed in the Final MND.
- Require at least a portion of the fleet to utilize alternative fueled technologies.
- Prohibit all vehicles from idling in excess of five minutes, both on- and off-site.
- At a minimum, require tenants upon occupancy that do not already operate 2007 and newer trucks to apply in good faith for funding to replace/retrofit their trucks, such as Carl Moyer, VIP, Prop 1B, or other similar funds. Should funds be awarded, the tenant should also be required to accept and use them.
- Require facility operator to become SmartWay Partner upon start of operations.
- Require facility operator to incorporate incentives and requirements such that the maximum feasible number of truck trips (e.g., 90%) will be carried by SmartWay 1.0 or greater carriers within the shortest timeframe possible (e.g., three years).

3.5

¹ Banning Business Park
<http://banning.ca.us/archives/30/July%202013,%202010%20City%20Council%20Agenda.pdf>

² Mira Loma Commerce Center
http://www.rctlma.org/online/content/conditions_of_approval.aspx?PERMITNO=pp17788

³ Palm/Industrial Distribution Center <http://www.ci.san-bernardino.ca.us/civica/filebank/blobdload.asp?BlobID=11793>

⁴ Clean Trucks Program <http://www.cleanairactionplan.org/cleantrucks/>

Response No. 3

Ian MacMillan
Program Director, Intergovernmental Review
South Coast Air Quality Management District
April 27, 2012

- 3.1 This introductory paragraph provides a summary of the project description. No further response is required.
- 3.2 These comments summarize the attached comments on the IS/MND's air quality analysis. Refer to Responses 3.3 through 3.5.
- 3.3 This comment expresses concern over the trip rate used in the California Emissions Estimator Model (CalEEMod) model for the IS/MND air quality analysis. The trip rate used (3.56 trips/1,000 square feet) was extrapolated from the *Bandini Industrial Project Traffic Impact Analysis (Traffic Impact Analysis)*, dated March 28, 2012, prepared by RBF Consulting, to obtain the project's non-passenger car equivalent (PCE) adjusted trip rate. The comment suggests the use of 2.59 trips/1,000 square feet trip rate which is found in Appendix E of the CalEEMod User's Guide. However, this trip rate is suggested by Appendix E to be used for large warehouse/distribution center projects, when the comment indicates that the proposed project should be considered a high-cube warehouse project. Appendix E of the CalEEMod User's Guide as well as the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 8th Edition*, dated 2008, indicate a trip rate of 1.44 trips/1,000 square feet for a high-cube warehouse.

The comment also notes that the IS/MND air quality analysis did not account for enough truck trips. However, the air quality analysis assumed 20 percent of the total trips would consist of truck trips in order to be consistent with the *Traffic Impact Analysis*. The IS/MND assumed a total of 1,910 non-PCE adjusted trips and 20 percent trucks, which equates to 382 truck trips. Using the high-cube ITE trip rate and the suggested 40 percent trucks, the project would result in 773 total trips and 310 truck trips. Therefore, the IS/MND air quality analysis utilized a more conservative amount of truck trips than the methodology suggested in this comment.

The following table presents the emissions from a model run in CalEEMod using the suggestions noted in the comment letter. These emissions include the use of the high-cube trip rate, 40 percent trucks, and an 18.6-mile truck trip length (refer to the truck trip length discussion under Response 3.4). As depicted in the table below, emissions would remain below the South Coast Air Quality Management District (SCAQMD) regional significance thresholds, and no new mitigation would be required.

Emissions Source	Pollutant (pounds/day)					
	COG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Unmitigated Area Source Emissions	17.68	0.00	0.00	0.00	0.00	0.00
Unmitigated Energy Emissions	0.01	0.13	0.11	0.00	0.01	0.01
Unmitigated Mobile Emissions	8.37	53.43	62.58	0.12	13.20	1.71
Total Unmitigated Emissions	26.06	53.56	62.69	0.12	13.21	1.72
SCAQMD Threshold	55	55	550	150	150	55
Is Threshold Exceeded? (Significant Impact?)	No	No	No	No	No	No

Note: CalEEMod output files are provided as Attachment A, *Air Quality Data*.

- 3.4 This comment refers to the incorrect use of the CalEEMod model's default trip length for trucks (7.3 miles). The comment notes that due to the project type, trucks associated with the project may handle goods coming from the port areas and other destinations further than 7.3 miles. However, the end user of the proposed project analyzed in the IS/MND is unknown at this time, and it would be speculative to assume the destination of the trucks associated with the unknown end user. Therefore, the default trip length was not

altered in the CalEEMod model and air quality analysis within the IS/MND. Section 3.3, *Altering Default Data*, on Page 8 of the CalEEMod User's Guide further supports the use of defaults, specifically stating "Site-specific information that is supported with substantial evidence required by CEQA, is preferred when it is available. However, it is often the case that site-specific information is not available. CalEEMod was designed to assume reasonable default assumptions supported by substantial evidence to the degree available at the time of programming." Mr. Michael Krause of the SCAQMD also stressed the use of CalEEMod defaults when project-specific information is unknown at the December 13, 2011 CalEEMod training at the SCAQMD headquarters. Thus, as the end user of the proposed project is unknown at this time, site-specific information was not available to accurately alter the default trip lengths for trucks.

The comment suggests the use of an 18.6-mile trip length for trucks (commercial-nonwork trip type), which was taken from the Southern California Association of Government's *2012 Regional Transportation Plan*. It is noted that the *2012 Regional Transportation Plan* was adopted on April 4, 2012 (during public review of the IS/MND), which was subsequent to the preparation of the IS/MND air quality analysis. However, to demonstrate the effect that changing the trip length would have on the air quality analysis, the calculations noted in Response 3.3 have also included an 18.6-mile trip length for trucks. As noted in Response 3.3, even when using the conservative trip length of 18.6 miles, emissions would remain below the SCAQMD regional significance thresholds, and no new mitigation would be required.

- 3.5 This comment suggests mitigation measures to be included in the IS/MND should the Lead Agency determine that emissions exceed the regional SCAQMD thresholds. As noted in Response 3.3, the project's operational emissions would remain below established thresholds even with the alteration of CalEEMod inputs per this comment letter. Therefore, the suggested mitigation measures are not required.

COMMENT LETTER 4

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, REGIONAL PLANNING AND PUBLIC
TRANSPORTATION - IGR/CEQA BRANCH
100 MAIN STREET, MS # 16
LOS ANGELES, CA 90012-3606
PHONE: (213) 897-9140
FAX: (213) 897-1337



Flex your power!
Be energy efficient!

April 30, 2012

Ms. Nancy Fong
City of Bell
Community Planning
6330 Pine Avenue
Bell, CA 90201

Re: Bandini Industrial Center
Mitigated Negative Declaration
Vic. LA-710 / PM 21.80-22.00
SCH # 2012031099, IGR No. 120403

Dear Ms. Fong:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the proposed Bandini Industrial Center project. We appreciate you meeting with us on April 10, 2012. The proposed project involves replacement of a United States Post Office distribution facility with a 536, 400 square foot warehouse, manufacturing, and office building with associated parking. The project site is located east of Interstate 710 (I-710) just south of the Atlantic Boulevard and Bandini Boulevard Interchange.

4.1

We have reviewed the traffic study prepared and have the following comments:

The proposed development is forecast to generate approximately 149 PCE-adjusted peak hour trips during the AM and approximately 179 during the PM. With the added traffic from the project development, the intersection of Atlantic Boulevard and Bandini Boulevard is projected to exceed acceptable standards of operation in the existing plus project and during 2013 plus project scenarios.

4.2

The Atlantic Boulevard and Bandini Boulevard intersection is critical for operations of the entire I-710 and Atlantic/Bandini interchange. Poor operations at the intersection may impact off-ramp operations and in-turn freeway mainline operations. To determine potential impacts to freeway facilities, additional analysis of the following locations is requested:

- a. I-710 Northbound Off-ramp to Eastbound Atlantic Blvd (Diverge Junction and Queuing)
b. I-710 Northbound On-ramp from Eastbound Atlantic Blvd (Merge Junction and Queuing)
c. I-710 Southbound Off-ramp to Bandini Blvd (Diverge Junction and Queuing)
d. I-710 Southbound On-ramp from Westbound Atlantic Blvd (Merge Junction and Queuing based on current ramp meter discharge rate)

4.3

Since the proposed development would involve a heavy-duty truck operation, it is likely that it would attract trucks from the Ports of Long Beach and Los Angeles. Therefore, we surmise that potential impacts to I-710 northbound off-ramp to Atlantic Boulevard should be evaluated. The trip distribution to and from the development may need to be revised.

Ms. Nancy Fong

April 30, 2012

Page 2 of 2

We acknowledge, the traffic study prepared recommends for the project to participate in a regional solution to this intersection. However, we request the proposed development contribute to more near term improvements and not to those planned as part of the I-710 Corridor Project. Possible mitigation measures may include installation of Intelligent Transportation Systems (ITS) such as of queue loops at off ramps and Adaptive Traffic Control System (ATCS) at intersections. Other mitigation measures could include Transportation Demand Management (TDM) measures such as a designated truck route, modified schedule to avoid peak hours, etc.

4.4

We remind that any improvements on or affecting State right-of-way would require an encroachment permit Caltrans; thus, early coordination is requested.

4.5

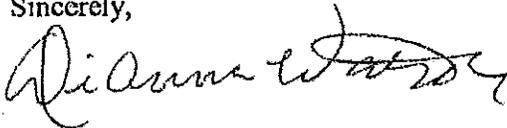
Please schedule construction related truck trips expected to utilize I-710 off-peak commuting periods as much as possible. Additionally, the transportation of heavy construction equipment, materials, or other special equipment, which requires the use of oversized-transport vehicles on State highways, would require a Caltrans transportation permit.

4.6

If you have any questions regarding our comments, you may contact Elmer Alvarez, project coordinator at (213) 897 – 6696 or electronically at Elmer_Alvarez@dot.ca.gov. Please refer to our internal record number 120403/EA.

4.7

Sincerely,



DIANNA WATSON
IGR/CEQA Branch Chief

Response No. 4

Dianna Watson
IGR/CEQA Branch Chief
California Department of Transportation, District 7
April 30, 2012

- 4.1 This introductory paragraph provides a summary of the project description. No response is required.
- 4.2 This comment provides a summary of the project's trip generation and resultant impact to the Atlantic Boulevard/Bandini Boulevard intersection as described within the IS/MND. No response is required.
- 4.3 Refer to Response 4.4, below. As part of revised Mitigation Measure TR-2, the project applicant would be responsible for conducting additional traffic analysis related to Interstate 710 (I-710) as requested by the Commenter. The additional analysis will include merge/diverge and queuing analyses; however, it is expected that the precise scope and methodology of the analysis will be subject to further consultation between the City of Bell and Caltrans.
- 4.4 As a result of consultation with Caltrans staff regarding project impacts to State-controlled intersections, Mitigation Measure TR-2 has been updated to provide near-term improvements in advance of implementation of the I-710 Corridor Project. These improvements involve the I-710 southbound off-ramp at Bandini Boulevard and the Atlantic Boulevard/Bandini Boulevard intersection. The updated Mitigation Measure TR-2 is shown below and is also included in Section 3, Errata. Based upon discussions with Caltrans staff, the implementation of Mitigation Measure TR-2 is expected to reduce project impacts to a less than significant level. Additional mitigation measures related to Transportation Demand Management (TDM) would not be required under CEQA and Mitigation Measure TR-2 represents the most effective and enforceable near-term mitigation available to reduce project impacts.

Page 4.16-14 of the Draft IS/MND will be modified in the Final IS/MND as follows:

TR-2	<p>Prior to issuance of a Building Permit, the project applicant shall participate in a regional solution for improvements to the Atlantic Boulevard/Bandini Boulevard intersection, in consultation with the Los Angeles County Metropolitan Transportation Authority and/or California Department of Transportation. The project applicant shall be responsible for implementation of the following measures to minimize impacts to State Highway facilities:</p> <ol style="list-style-type: none">1. <u>Prior to issuance of a Certificate of Occupancy by the City of Bell, the project applicant shall provide to the City of Bell a letter from Caltrans indicating that improvements to the I-710 southbound off-ramp at Bandini Boulevard have been completed; or, at a minimum, that the design has been approved, an agreement executed requiring construction of the improvements, and sufficient bonds have been posted guaranteeing fulfillment of the agreement. The project applicant shall be fully responsible for construction of the improvements, which shall generally consist of the conversion of the existing right-turn lane at the off-ramp to a free right-turn lane to allow for increased efficiency of ramp operations. The improvements shall include widening, traffic signal modifications, utility relocation, and other ancillary improvements as necessary. However, the project applicant may be relieved of this mitigation requirement if Caltrans issues a letter stating that queuing and merge/diverge analysis have demonstrated the project will not significantly impact the ramp or mainline operation. The queuing and merge/diverge analysis shall be the responsibility of the project applicant, and the scope and methodology of the analysis shall be subject to further consultation between the City of Bell and Caltrans.</u>
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2. Prior to issuance of a Certificate of Occupancy by the City of Bell, the project applicant shall provide to the City of Bell a letter from Caltrans or other evidence to the City's satisfaction that a fair-share payment has been made to Caltrans for the installation of an Adaptive Traffic Control system at the Atlantic Boulevard/Bandini Boulevard intersection. The Adaptive Traffic Control system may consist of improvements such as signal controller modification, loop detection, and/or video detection to improve the efficiency of operations at the intersection. The method of calculating the amount of the fair-share payment shall be subject to review and approval of the City of Bell.

- 4.5 The project applicant would be responsible for acquiring an encroachment permit from Caltrans for any improvements affecting Caltrans right-of-way. The requirement for this permit has been added to the list of project permits and approvals within the IS/MND, as shown below and within Section 3.0, Errata.

Page 2-4 of the Draft IS/MND will be modified in the Final IS/MND as follows:

2.6 PERMITS AND APPROVALS

As stated previously, the majority of the project site is located within the City of Bell, while a small portion of the site is situated within the City of Vernon. Through a Memorandum of Understanding, CEQA clearance and site planning for the project will be administered by the City of Bell. The City of Vernon would issue a Parking Lot Improvement Permit (Building Permit) for the portion of the project site within Vernon. To implement the project, the project applicant would need to obtain various permits and approvals, including, but not limited to:

- Memorandum of Understanding between the Cities of Bell and Vernon
- California Environmental Quality Act Clearance (City of Bell)
- Tentative Parcel Map (Cities of Bell and Vernon)
- Site Plan Review (City of Bell)
- Architectural Review (City of Bell)
- Conditional Use Permit (City of Bell)
- Encroachment Permit (Cities of Bell and Vernon and the California Department of Transportation)
- Parking Lot Improvement Permit (Building Permit) – City of Vernon

- 4.6 As stated in Response 4.4, based upon discussions with Caltrans staff, the implementation of Mitigation Measure TR-2 is expected to reduce project impacts to a less than significant level. Additional mitigation measures related to the utilization of off-peak commuting periods would not be required under CEQA and Mitigation Measure TR-2 represents the most effective and enforceable near-term mitigation available to reduce project impacts. In addition, the project would comply with existing Caltrans requirements for the transport of oversized equipment.

- 4.7 This paragraph provides contact information for the Commenter. No response is required.

COMMENT LETTER 5



COMMUNITY SERVICES & WATER DEPARTMENT
Samuel Kevin Wilson, Director of Community Services & Water
4305 Santa Fe Avenue, Vernon, California 90058
Telephone (323) 583-8811 Fax (323) 826-1435
May 2, 2012

B-23

Nancy Fong, AICP
Interim Community Development Director
6330 Pine Avenue
Bell CA 90201

Re: Proposed Bandini Industrial Project

Dear Ms. Fong:

The City of Vernon hereby authorizes the City of Bell to act as the lead agency on the 5553 Bandini Blvd. Development project (Bandini XC). As you are aware this project splits the boundaries of the City of Vernon and the City of Bell with the vast majority of the site being in the City of Bell. The City of Vernon will be a responsible agency on the project.

5.1

The City of Vernon continues to have concerns that although the building on the site will be fully developed within the City of Bell boundaries, and therefore the majority of the tax revenues generated from the project will be for the benefit of Bell, the majority of the traffic impacts from the projects will be borne by the City of Vernon. One of the main site access points is on Pennington Way, a public street in the City of Vernon. Much of the traffic will enter and exit the site without ever traveling on a City of Bell roadway. Therefore, the City of Vernon believes that there should be a cost sharing approach to the development which could be accomplished with the City of Vernon serving the site with electrical services.

5.2

The City of Vernon is scheduled to approve Tentative Parcel Map No. 71920 subdividing the site at its May 15, 2012 City Council meeting. Below are the City of Vernon conditions of approval for the Parcel Map. These conditions must be completed prior to the City of Vernon approving the Final Map for the site.

5.3

- a. Bandini XC shall widen the existing 3-foot sidewalk along the west boundary of Parcel 1 (Pennington Way Frontage). New sidewalk shall be constructed per City of Vernon's Standard Plan PV582. The new sidewalk shall be 9.79-feet wide from curb face to back-of-sidewalk and shall commence at the southerly line of Assessor's Parcel Number 6332-002-814 and continue south to the beginning of curb return for the northeast corner of Bandini Boulevard and Pennington Way.

Exclusively Industrial

- b. Bandini XC shall landscape the City of Vernon's excess right-of-way along Pennington Way from back of new 9.79-foot wide sidewalk to the westerly property line of the subject property, in a manner approved by the City and in compliance with the City of Vernon's water conservation ordinance. Bandini XC shall enter into an agreement with the City of Vernon to maintain the landscape area.
- c. Bandini XC shall protect the southerly curb of Bandini Boulevard in place and replace the existing 7.5-foot dirt parkway with new sidewalk from back of curb to the south boundary line of Parcel 1 (Bandini Boulevard Frontage). New sidewalk shall be constructed per City of Vernon's Standard Plan PV582. Sidewalk shall commence at the end-of-curb return of the northeast corner of Bandini Boulevard and Pennington Way and terminate east at the City of Vernon's boundary line.
- d. The currently closed left turn pocket at the east approach of Bandini Boulevard and Pennington Way shall be permanently removed by Bandini XC by widening the existing 3.5-foot wide median island to a 14-foot wide median island.
- e. The existing left turn pocket at the west approach of Bandini Boulevard and Pennington Way shall be extended by Bandini XC to a 225-foot capacity. This will require that a portion of the existing median island be reconstructed to accommodate the larger capacity left turn pocket.
- f. Bandini XC shall have fire hydrants placed every 300-foot along the eastside of Pennington Way and the north side of Bandini Boulevard frontage in the City of Vernon.
- g. Bandini XC shall re-stripe Bandini Boulevard's existing channelization lines in the westerly direction, from east City boundary line to the east approach of the Bandini Boulevard and Pennington Way intersection.
- h. Bandini XC shall replace the existing dirt culvert leading to the northwest corner of Parcel 1 from the pump station outlet east of Atlantic Boulevard with a reinforced concrete pipe. Bandini XC shall perform a hydraulic and hydrology study to determine the size of the pipe.
- i. The building and parking area shall be maintained substantially in compliance with the site plan submitted, as part of this Tentative Parcel Map, unless otherwise approved by the Director of Community Services and Water of the City of Vernon.
- j. Bandini XC shall relandscape the Bandini Boulevard median from the City of Vernon's easterly boundary line to Pennington Way. The design of the landscape, including plantings, hardscapes, irrigation systems and backflow devices, shall be approved by the City of Vernon.
- k. The Pennington Way access driveway to the subject site shall be widened to City of Vernon standards with the width at the back of the sidewalk being a minimum of 70 feet in order to ensure proper truck ingress and egress movements into and out of the site. All interfering structures, including but not limited to signs, power poles, lights poles and catch basins shall be relocated to City of Vernon standards at Bandini XC's expense.
- l. Bandini XC is required to provide an electrical easement to the City of Vernon for all future Vernon light and power electrical lines and facilities serving power to any buildings located on the Project site.

5.3

In addition, the City of Vernon requests that certain conditions be placed on the City of Bell's Conditional Use Permit for the project to mitigate potential impacts to the City of Vernon's residents and businesses from the project.

1. Gates at the Pennington Way driveway access shall remain open during business hours or whenever vehicles access the site.
2. No raised median or guard facilities shall be located at the Pennington Way driveway access, except upon written approval by the City of Vernon.
3. The Officer Richard Henry Pennington monument at the northwest corner of Bandini Blvd. and Pennington Way shall be protected in place during grading and construction operations. Any damage will be repaired to the satisfaction of the Director of Community Services and Water of the City of Vernon prior to the issuance of a Certificate of Occupancy. Any landscape treatments and permanent construction in the vicinity of the monument shall be designed to enhance the monument as approved by the City of Vernon.
4. The City of Vernon shall approve the SUMSMP plan for that portion of the project that is within the City of Vernon prior to the issuance of grading permits. The fire access roadway plan shall be submitted to the City of Vernon Fire Department for review and approval.
5. On street parking or staging of vehicles shall not be permitted to occur as part of the operation of the facility. If the actual parking or loading need for the facility exceeds the parking provided, the property owner shall either restripe its parking lot to meet the actual need in accordance with City's standards or provide additional parking offsite within a reasonable walking distance. The design, construction and location of the parking and loading areas are subject to the City's approval.

5.4

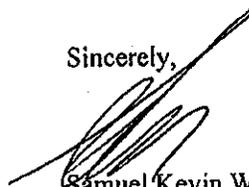
In addition, the City of Vernon understands that Caltrans has proposed mitigation language be added to the Conditional Use Permit in order to mitigate traffic impacts at the I-710/Atlantic/Bandini interchange. This mitigation language is attached herewith. Since the proposed mitigation will require an alteration to Bandini Blvd. and the traffic signals maintained by the City of Vernon, the City will require that it also approve the design and construction of any proposed improvements prior to construction. The City of Vernon believes that a dual left hand turn pocket on westbound Bandini Blvd. at the Atlantic Blvd. intersection would also mitigate traffic impacts from the project and should be studied as an alternative to the Caltrans proposal.

5.5

The City of Vernon appreciates the opportunity to provide comments on the project. Additional comments may be required if the development plan were to change. If you have any questions please feel free to contact me.

5.6

Sincerely,



Samuel Kevin Wilson, P.E.
Director of Community Services & Water

SKW
CC: City Administrator
Xebcc

**BANDINI INDUSTRIAL CENTER
DRAFT MITIGATION LANGUAGE FOR IMPACTS TO STATE FACILITIES**

1. Prior to issuance of a Certificate of Occupancy by the City of Bell, the project applicant shall provide to the City of Bell a letter from Caltrans indicating that improvements to the I-710 southbound off-ramp at Bandini Boulevard have been completed; or, at a minimum, that the design has been approved, an agreement executed requiring construction of the improvements, and sufficient bonds have been posted guaranteeing fulfillment of the agreement. The project applicant shall be fully responsible for construction of the improvements, which shall generally consist of the conversion of the existing right-turn lane at the off-ramp to a free right-turn lane to allow for increased efficiency of ramp operations. The improvements shall include widening, traffic signal modifications, utility relocation, and other ancillary improvements as necessary. However, the project applicant may be relieved of this mitigation requirement if Caltrans issues a letter stating that queuing and merge/diverge analyses have demonstrated the project will not significantly impact the ramp or mainline operation.

2. Prior to issuance of a Certificate of Occupancy by the City of Bell, the project applicant shall provide to the City of Bell a letter from Caltrans or other evidence to the City's satisfaction that a fair-share payment has been made to Caltrans for the installation of an Adaptive Traffic Control system at the Atlantic Boulevard/Bandini Boulevard Intersection. The Adaptive Traffic Control system may consist of improvements such as signal controller modification, loop detection, and/or video detection to improve the efficiency of operations at the intersection. The method of calculating the amount of the fair-share payment shall be subject to review and approval of the City of Bell.

5.7

Response No. 5

Kevin Wilson
Director of Community Services & Water
City of Vernon
May 2, 2012

- 5.1 This paragraph indicates that the City of Vernon authorizes the City of Bell to act as lead agency for the project under CEQA, with the City of Vernon acting as a responsible agency. No response is required.
- 5.2 This comment relates to the potential for electrical service to be provided to the project by the City of Vernon as a cost sharing mechanism for the project's traffic impacts. Although the Final IS/MND concludes that the implementation of Mitigation Measures TR-1, TR-2, and TR-3 adequately mitigate project traffic impacts to a level below significance, the project applicant has indicated it is amenable to receiving electrical service from the City of Vernon. The provision of service would be subject to an electrical services agreement to be established between the cities of Bell and Vernon.
- 5.3 The City of Vernon's Conditions of Approval on the project have been documented by the City of Bell and will be referenced within the Resolution to be considered as part of project approval. However, as the City of Bell's purview is limited to areas within its incorporated limits, these conditions would be provided for informational purposes only. The City of Vernon would be responsible for implementation and monitoring of the Conditions of Approval cited within the comment. None of the cited Conditions of Approval affect the IS/MND's conclusions regarding the project's environmental impacts.
- 5.4 This comment provides five suggested conditions to be added to the City of Bell's Conditional Use Permit (CUP) for the proposed project. The City of Bell has documented these conditions and will incorporate them into the CUP to be considered for approval. None of the cited Conditions of Approval affect the IS/MND's conclusions regarding the project's environmental impacts.
- 5.5 This comment acknowledges the proposed improvements at the Atlantic Boulevard/Bandini Boulevard intersection included in updated Mitigation Measure TR-2 (refer to Response 4.4, above). In accordance with existing local requirements, the project applicant would be responsible for acquiring necessary approvals from the City of Vernon (encroachment permit and/or review and approval of the Adaptive Traffic Control system) prior to implementation of signal improvements. As currently proposed, Mitigation Measure TR-2 would not affect the alignment, width, or striping of the Atlantic Boulevard/Bandini Boulevard intersection and would be limited to Adaptive Traffic Control improvements.

As part of the City of Bell's consultation with Caltrans, updated Mitigation Measure TR-2 was determined to sufficiently mitigate project impacts to the Atlantic Boulevard/Bandini Boulevard intersection. The Commenter suggests the consideration of a dual left-turn pocket on westbound Bandini Boulevard as an alternative to Mitigation Measure TR-2. The City conducted an analysis to determine the effectiveness of adding this improvement. Based on the results of the analysis, it was determined that in comparison to the forecast year 2013 with project scenario analyzed in the IS/MND, a dual left-turn pocket on westbound Bandini Boulevard would reduce delay by approximately one second. Specifically:

- Assuming one left-turn lane, one shared left-turn/through lane, & one right-turn lane through restriping on westbound Bandini Boulevard at Atlantic Boulevard, delay would be reduced by 0.9-second. The Level of Service (LOS) would remain the same as the forecast year 2013 with project scenario analyzed in the IS/MND (LOS E).
- Assuming two left-turn lanes, one through lane, & one right-turn lane by widening westbound Bandini Boulevard with another lane at Atlantic Boulevard, delay would be reduced by 1.1 second. The LOS would remain the same as the forecast year 2013 with project scenario analyzed in the IS/MND (LOS E).

Traffic modeling outputs associated with this analysis are provided as Attachment B, *Bandini Boulevard Duel Left-Turn Pocket Traffic Data*. The reason there is little improvement at the Atlantic Boulevard/Bandini Boulevard intersection when increasing westbound left-turn capacity is because the westbound left-turn movement is not a critical movement affecting the overall operation of the intersection. Since this improvement results in a minimal improvement in efficiency (approximately one second of reduced delay) and would not improve the level of service at the intersection, Mitigation Measure TR-2 remains the most effective measure available to reduce project-related impacts.

- 5.6 This paragraph provides a conclusion to the comment letter and does not require a response.
- 5.7 This comment is an attachment showing draft text related to Mitigation Measure TR-2. As discussed above in Responses 4.3 and 4.4, minor refinements to the mitigation text have been incorporated in response to comments provided by Caltrans.

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3. ERRATA

Changes to the Draft IS/MND are noted below. A double-underline indicates additions to the text; strikeout indicates deletions to the text. Changes have been analyzed and responded to in Section 2.0, Response to Comments, of the Final IS/MND. The changes to the Draft IS/MND do not affect the overall conclusions of the environmental document. Changes are listed by page and, where appropriate, by paragraph.

It should be noted that, through consultation with the cities of Bell and Vernon, the project applicant has downsized the proposed facility in comparison to the project analyzed in the Draft IS/MND. The proposed building area has been reduced from 536,400 square feet to 490,000 square feet (a reduction of 46,400 square feet or approximately nine percent). The building area was reduced to accommodate minor refinements related to on-site circulation and ingress/egress at the project driveways on Pennington Way and Bandini Boulevard. The refinements to the site plan occur entirely within the 21.26-acre project site and do not extend beyond the impact area assumed in the Draft IS/MND. By reducing the square footage associated with the project, impacts would generally be reduced in comparison to the analysis presented in the Draft IS/MND, and none of the refinements affect the impact conclusions under CEQA. As such, the Draft IS/MND represents a conservative analysis of the project as currently proposed. These refinements to the project description are not individually referenced as errata throughout the IS/MND, but are hereby incorporated by reference.

As described above in Response 4.5, Page 2-4 of the Draft IS/MND will be modified in the Final IS/MND as follows:

2.6 PERMITS AND APPROVALS

As stated previously, the majority of the project site is located within the City of Bell, while a small portion of the site is situated within the City of Vernon. Through a Memorandum of Understanding, CEQA clearance and site planning for the project will be administered by the City of Bell. The City of Vernon would issue a Parking Lot Improvement Permit (Building Permit) for the portion of the project site within Vernon. To implement the project, the project applicant would need to obtain various permits and approvals, including, but not limited to:

- Memorandum of Understanding between the Cities of Bell and Vernon
- California Environmental Quality Act Clearance (City of Bell)
- Tentative Parcel Map (Cities of Bell and Vernon)
- Site Plan Review (City of Bell)
- Architectural Review (City of Bell)
- Conditional Use Permit (City of Bell)
- Encroachment Permit (Cities of Bell and Vernon and the California Department of Transportation)
- Parking Lot Improvement Permit (Building Permit) – City of Vernon

As a result of City Staff-initiated changes to Mitigation Measure TR-1, Page 4.16-7 of the Draft IS/MND will be modified in the Final IS/MND as follows:

**Table 4.16-7
Mitigated Existing With Project AM and PM Peak Hour Intersection LOS**

Study Intersection	Existing With Project Conditions		Mitigated Existing With Project Conditions		Significant Impact?
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
	V/C - LOS	V/C - LOS	V/C - LOS	V/C - LOS	
9 Garfield Avenue/Bandini Boulevard	0.99 - E	0.88 - D	0.8496 - DE	0.88 - D	No

V/C = volume to capacity ratio.
Note: Supporting traffic data is provided as Attachment C, *Garfield Avenue/Bandini Boulevard Traffic Data*.

As a result of City Staff-initiated changes to Mitigation Measure TR-1, Page 4.16-11 of the Draft IS/MND will be modified in the Final IS/MND as follows:

**Table 4.16-10
Mitigated Forecast Year 2013 With Project AM and PM Peak Hour Intersection LOS**

Study Intersection	Existing With Project Conditions		Mitigated Existing With Project Conditions		Significant Impact?
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
	V/C - LOS	V/C - LOS	V/C - LOS	V/C - LOS	
9 Garfield Avenue/Bandini Boulevard	1.02 - F	0.90 - D	0.8896 - DE	0.91 - DE	No

V/C = volume to capacity ratio.
Note: Supporting traffic data is provided as Attachment C, *Garfield Avenue/Bandini Boulevard Traffic Data*.

As a result of City Staff-initiated changes, Page 4.16-14 of the Draft IS/MND will be modified in the Final IS/MND as follows:

TR-1 The project applicant shall modify the Garfield Avenue/Bandini Boulevard traffic signal to provide a southbound Garfield Avenue right turn overlap phase. This overlap phase shall allow southbound right turns to occur simultaneously with eastbound left turns. The improvements shall include addition of right turn arrow signal indications, wiring, and other ancillary improvements as necessary include a westbound Bandini Boulevard right turn overlap, which would preclude the u-turn movement on southbound to northbound Garfield Avenue. This improvement shall be in place prior to the City of Bell's issuance of a Certificate of Occupancy.

As described above in Response 4.4, Page 4.16-14 of the Draft IS/MND will be modified in the Final IS/MND as follows:

TR-2 ~~Prior to issuance of a Building Permit, the project applicant shall participate in a regional solution for improvements to the Atlantic Boulevard/Bandini Boulevard intersection, in~~

consultation with the Los Angeles County Metropolitan Transportation Authority and/or California Department of Transportation. The project applicant shall be responsible for implementation of the following measures to minimize impacts to State Highway facilities:

1. Prior to issuance of a Certificate of Occupancy by the City of Bell, the project applicant shall provide to the City of Bell a letter from Caltrans indicating that improvements to the I-710 southbound off-ramp at Bandini Boulevard have been completed; or, at a minimum, that the design has been approved, an agreement executed requiring construction of the improvements, and sufficient bonds have been posted guaranteeing fulfillment of the agreement. The project applicant shall be fully responsible for construction of the improvements, which shall generally consist of the conversion of the existing right-turn lane at the off-ramp to a free right-turn lane to allow for increased efficiency of ramp operations. The improvements shall include widening, traffic signal modifications, utility relocation, and other ancillary improvements as necessary. However, the project applicant may be relieved of this mitigation requirement if Caltrans issues a letter stating that queuing and merge/diverge analysis have demonstrated the project will not significantly impact the ramp or mainline operation. The queuing and merge/diverge analysis shall be the responsibility of the project applicant, and the scope and methodology of the analysis shall be subject to further consultation between the City of Bell and Caltrans.

2. Prior to issuance of a Certificate of Occupancy by the City of Bell, the project applicant shall provide to the City of Bell a letter from Caltrans or other evidence to the City's satisfaction that a fair-share payment has been made to Caltrans for the installation of an Adaptive Traffic Control system at the Atlantic Boulevard/Bandini Boulevard intersection. The Adaptive Traffic Control system may consist of improvements such as signal controller modification, loop detection, and/or video detection to improve the efficiency of operations at the intersection. The method of calculating the amount of the fair-share payment shall be subject to review and approval of the City of Bell.

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Attachment A
Air Quality Data

5555 Bandini Boulevard Operations
South Coast Air Basin, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Area Size	MemC
Unrefrigerated Warehouse-No Rail	536.4	1000sqft
Parking Lot	140	1000sqft

1.2 Other Project Characteristics

Urbanization Urban Wind Speed (m/s) 2.2 Utility Company Southern California Edison

Climate Zone 9 Precipitation Freq (Days) 31

1.3 User Entered Comments

- Project Characteristics -
- Land Use -
- Construction Phase - No construction; operational run only.
- Off-road Equipment - Proposed load factors
- Off-road Equipment - Proposed load factors
- Trips and VMT - Cut/fill balanced on-site

- Demolition -
- Grading - 10.2 acres to be graded
- Architectural Coating - VOC emissions from coating calculated separately by hand
- Vehicle Trips - ITE High-Cube Trip Rate.
18.6 mi truck trip length.
- Vehicle Emission Factors - Fleet mix based on Traffic Study
- Vehicle Emission Factors - Fleet mix based on Traffic Study
- Vehicle Emission Factors - Fleet mix based on Traffic Study
- Water And Wastewater - 58,735,800 gal/yr water use
- Construction Off-road Equipment Mitigation -
- Mobile Land Use Mitigation -
- Mobile Commute Mitigation -
- Energy Mitigation -
- Water Mitigation -

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

Category	PM10	NOx	CO	SO2	Exhaustive PM10	Exhaustive PM2.5	Exhaustive PM2.5 TSP	PM2.5 TSP	CH4	N2O	CO2e
Area	17.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Energy	0.01	0.13	0.11	0.00	0.00	0.01	0.00	0.01	0.00	0.01	157.33	0.00	0.00	0.00	158.29
Mobile	8.37	53.43	62.58	0.12	11.55	13.20	0.19	1.53	1.71	14,173.38	0.37				14,181.22
Total	26.06	53.56	62.69	0.12	11.55	13.21	0.19	1.53	1.72	14,330.71	0.37			0.00	14,339.51

Mitigated Operational

Category	CO2	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Exhaust PM2.5	PM2.5 Total	OC-CO2	MS-CO2	MS-CO	MS-NOx	MS-PM2.5	MS-PM10	MS-CH4	MS-N2O	MS-CO2e
Area	17.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.01	0.13	0.11	0.00	0.00	0.00	0.01	0.00	0.01	157.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	158.29
Mobile	7.08	44.27	53.31	0.10	9.35	1.35	10.71	1.25	1.40	11,539.69	0.31							11,546.27
Total	24.78	44.40	53.42	0.10	9.35	1.35	10.72	1.25	1.41	11,697.02	0.31						0.00	11,704.56

3.0 Construction Detail

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

- Improve Walkability Design
- Increase Transit Accessibility

Category	RCC	NOx	CO	SO2	PM10	PM2.5	PM10 of PM2.5	PM2.5 of PM2.5	PM2.5 Total	SOx CO2	NOx CO2	Total CO2	CH4	N2O	CO2e
Mitigated	7.09	44.27	53.31	0.10	9.35	1.35	10.71	0.15	1.25	1.40	11,539.69	11,546.27	0.31		
Unmitigated	8.37	53.43	62.58	0.12	11.55	1.66	13.20	0.19	1.53	1.71	14,173.38	14,181.22	0.37		
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated Annual VMT		Mitigated Annual VMT	
	Weekday	Saturday	Sunday	Unmitigated Annual VMT	Mitigated Annual VMT	Unmitigated Annual VMT	Mitigated Annual VMT
Parking Lot	0.00	0.00	0.00				
Unrefrigerated Warehouse-No Rail	772.42	772.42	772.42	3,469,762		2,810,996	
Total	772.42	772.42	772.42	3,469,762		2,810,996	

4.3 Trip Type Information

Land Use	Miles			Trips %		
	FW/C-C-W	HS/C-C-C	HS/C-C-NV	FW/C-C-W	HS/C-C-C	HS/C-C-NV
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00
Unrefrigerated Warehouse-No Rail	9.50	7.30	18.60	59.00	0.00	41.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

Category	Energy													
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	PM2.5-10	PM2.5-10	PM2.5-10	CO2e
Natural Gas	0.01	0.13	0.11	0.00	0.00	0.00	0.01	0.00	0.01	0.01	157.33	0.00	0.00	158.29
Mitigated														
Natural Gas	0.01	0.13	0.11	0.00	0.00	0.00	0.01	0.00	0.01	0.01	157.33	0.00	0.00	158.29
Unmitigated														
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

5.2 Energy by Land Use - Natural Gas

Unmitigated

Land Use	Energy													
	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	PM2.5-10	PM2.5-10	CO2e
Parking Lot	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unrefrigerated Warehouse-No Rail	1337.33	0.01	0.13	0.11	0.00	0.00	0.00	0.01	0.00	0.01	157.33	0.00	0.00	158.29
Total		0.01	0.13	0.11	0.00	0.00	0.00	0.01	0.00	0.01	157.33	0.00	0.00	158.29

Mitigated

Land Use	Energy													
	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	PM2.5-10	PM2.5-10	CO2e
Parking Lot	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unrefrigerated Warehouse-No Rail	1.33733	0.01	0.13	0.11	0.00	0.00	0.00	0.01	0.00	0.01	157.33	0.00	0.00	158.29
Total		0.01	0.13	0.11	0.00	0.00	0.00	0.01	0.00	0.01	157.33	0.00	0.00	158.29

6.0 Area Detail

6.1 Mitigation Measures Area

Category	Emissions										Index					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	FBio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Mitigated	17.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	17.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

6.2 Area by SubCategory

Unmitigated

SubCategory	Emissions										Index					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	FBio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Architectural Coating	4.29					0.00	0.00		0.00	0.00						0.00
Consumer Products	13.39					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00			0.00
Total	17.68	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00			0.00

Mitigated

5555 Bandini Boulevard Operations
 South Coast Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Unrefrigerated Warehouse-No Rail	536.4	1000sqft
Parking Lot	140	1000sqft

1.2 Other Project Characteristics

Urbanization Urban Utility Company Southern California Edison

Climate Zone 9 Wind Speed (m/s) 2.2

Precipitation Freq (Days) 31

1.3 User Entered Comments

Project Characteristics -
 Land Use -
 Construction Phase - No construction; operational run only.
 Off-road Equipment - Proposed load factors
 Off-road Equipment - Proposed load factors
 Trips and VMT - Cut/fill balanced on-site

- Demolition -
- Grading - 10.2 acres to be graded
- Architectural Coating - VOC emissions from coating calculated separately by hand
- Vehicle Trips - ITE High-Cube Trip Rate.
18.6 mi truck trip length.
- Vehicle Emission Factors - Fleet mix based on Traffic Study
- Vehicle Emission Factors - Fleet mix based on Traffic Study
- Vehicle Emission Factors - Fleet mix based on Traffic Study
- Water And Wastewater - 58,735,800 gal/yr water use
- Construction Off-road Equipment Mitigation -
- Mobile Land Use Mitigation -
- Mobile Commute Mitigation -
- Energy Mitigation -
- Water Mitigation -

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

Category	CO ₂ e	CO ₂	CH ₄	N ₂ O	CO	NOx	SO ₂	PM ₁₀	PM _{2.5}	PM ₁₀ -eq	PM _{2.5} -eq	PM ₁₀ -eq	PM _{2.5} -eq	SO ₂ -eq	NOx-eq	CO ₂ e
Area	17.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.01	0.13	0.11	0.00	0.00	0.00	0.00	0.01	0.00	0.01	0.00	0.01	0.00	0.01	157.33	158.29

Category	b/day										b/day		
	6.80	41.72	52.71	0.10	9.35	1.34	10.69	0.15	1.23	1.38	11,926.89	0.39	11,935.08
Mitigated	8.03	50.23	62.65	0.12	11.55	1.64	13.19	0.19	1.51	1.70	14,644.12	0.47	14,653.99
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated Annual VMT	Mitigated Annual VMT
	Weekday	Saturday	Sunday		
Parking Lot	0.00	0.00	0.00	3,469,762	2,810,996
Unrefrigerated Warehouse-No Rail	772.42	772.42	772.42	3,469,762	2,810,996
Total	772.42	772.42	772.42		

4.3 Trip Type Information

Land Use	Miles					
	HM or CW	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00
Unrefrigerated Warehouse-No Rail	9.50	7.30	18.60	59.00	0.00	41.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

Category	b/day									
	CO2	CH4	N2O	CO2e	PM10	PM2.5	PM10	PM2.5	SO2	NOx
Mitigated	11,935.08	0.39	0.00	11,935.08	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	14,653.99	0.47	0.00	14,653.99	0.00	0.00	0.00	0.00	0.00	0.00
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

5555 Bandini Boulevard Operations
South Coast Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Use	Area (Sq. Ft.)	Area (Metric 1000sqft)
Unrefrigerated Warehouse-No Rail	536,400	1000sqft
Parking Lot	140,000	1000sqft

1.2 Other Project Characteristics

Urbanization: Urban Wind Speed (m/s): 2.2 Utility Company: Southern California Edison

Climate Zone: 9 Precipitation Freq (Days): 31

1.3 User Entered Comments

Project Characteristics -
 Land Use -
 Construction Phase - No construction; operational run only.
 Off-road Equipment - Proposed load factors
 Off-road Equipment - Proposed load factors
 Trips and VMT - Cut/fill balanced on-site

Parking Lot	0 / 0							0.00	0.00	0.00	0.00	0.00
Unrefrigerated Warehouse-No Rail	58,7368 / 0							223.12	1.80	0.05	275.94	
Total								223.12	1.80	0.05	275.94	

Mitigated

Land Use	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Parking Lot	0 / 0						0.00	0.00	0.00
Unrefrigerated Warehouse-No Rail	51.4761 / 0						195.54	1.58	0.04
Total							195.54	1.58	0.04

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

Category/Year	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Mitigated					1,175.95	69.50	0.00	2,635.38
Unmitigated					1,175.95	69.50	0.00	2,635.38
Total	NA	NA	NA	NA	NA	NA	NA	NA

BANDINI INDUSTRIAL PROJECT (10-108458)
 FY 2013 WITH PROJECT CONDITIONS - WB Shared Left/Through Alternative
 PM PEAK HOUR

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

 Intersection #3 ATLANTIC BLVD/BANDINI BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 1.115
 Loss Time (sec): 16 Average Delay (sec/veh): 70.2
 Optimal Cycle: 180 Level of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	4	1	0	3	1	1	1	1	1	0

Volume Module:

Base Vol:	33	1676	277	33	1098	445	528	486	529	311	158	356
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	1676	277	33	1098	445	528	486	529	311	158	356
Added Vol:	7	75	83	3	5	3	45	176	23	52	20	104
CUMULATIVES:	0	0	3	0	0	0	0	0	0	19	2	18
Initial Fut:	40	1751	363	36	1103	448	573	662	552	382	180	478
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	1751	363	36	1103	0	573	662	552	382	180	478
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1751	363	36	1103	0	573	662	552	382	180	478
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	1751	363	36	1103	0	573	662	552	382	180	478

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.95	0.89	0.89	0.95	0.91	0.91	0.85	0.85	0.85	0.97	0.97	0.85
Lanes:	1.00	4.14	0.86	1.00	4.00	1.00	1.39	1.61	1.00	1.36	0.64	1.00
Final Sat.:	1710	6607	1370	1710	6552	1638	2140	2473	1538	2366	1115	1530

Capacity Analysis Module:

Vol/Sat:	0.02	0.27	0.27	0.02	0.17	0.00	0.27	0.27	0.36	0.16	0.16	0.31
Crit Moves:	****			****			****			****		
Green/Cycle:	0.03	0.24	0.24	0.02	0.23	0.00	0.32	0.32	0.32	0.26	0.26	0.28
Volume/Cap:	0.75	1.11	1.11	1.11	0.75	0.00	0.83	0.83	1.11	0.62	0.62	1.11
Delay/Veh:	91.6	97.8	97.8	244.1	38.2	0.0	34.3	34.3	94.8	33.8	33.8	114.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.6	97.8	97.8	244.1	38.2	0.0	34.3	34.3	94.8	33.8	33.8	114.5
LOS by Move:	F	F	F	F	D	A	C	C	F	C	C	F
HCM2kAvgQ:	3	24	24	3	10	0	13	13	28	8	8	25

Note: Queue reported is the number of cars per lane.

BANDINI INDUSTRIAL PROJECT (10-108458)
 FY 2013 WITH PROJECT CONDITIONS - WB Dual Left Alternative
 PM PEAK HOUR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #3 ATLANTIC BLVD/BANDINI BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 1.115
 Loss Time (sec): 16 Average Delay (sec/veh): 70.0
 Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	4	1	0	3	1	1	1	1	0	1

Volume Module:

Base Vol:	33	1676	277	33	1098	445	528	486	529	311	158	356
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	1676	277	33	1098	445	528	486	529	311	158	356
Added Vol:	7	75	83	3	5	3	45	176	23	52	20	104
CUMULATIVES:	0	0	3	0	0	0	0	0	0	19	2	18
Initial Fut:	40	1751	363	36	1103	448	573	662	552	382	180	478
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	1751	363	36	1103	0	573	662	552	382	180	478
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1751	363	36	1103	0	573	662	552	382	180	478
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	1751	363	36	1103	0	573	662	552	382	180	478

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.95	0.89	0.89	0.95	0.91	0.91	0.85	0.85	0.85	0.92	1.00	0.85
Lanes:	1.00	4.14	0.86	1.00	4.00	1.00	1.39	1.61	1.00	2.00	1.00	1.00
Final Sat.:	1710	6607	1370	1710	6552	1638	2140	2473	1538	3317	1800	1530

Capacity Analysis Module:

Vol/Sat:	0.02	0.27	0.27	0.02	0.17	0.00	0.27	0.27	0.36	0.12	0.10	0.31
Crit Moves:	****			****			****			****		
Green/Cycle:	0.03	0.24	0.24	0.02	0.23	0.00	0.32	0.32	0.32	0.26	0.26	0.28
Volume/Cap:	0.75	1.11	1.11	1.11	0.75	0.00	0.83	0.83	1.11	0.44	0.38	1.11
Delay/Veh:	91.6	97.8	97.8	244.1	38.2	0.0	34.3	34.3	94.8	31.2	30.8	114.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.6	97.8	97.8	244.1	38.2	0.0	34.3	34.3	94.8	31.2	30.8	114.5
LOS by Move:	F	F	F	F	D	A	C	C	F	C	C	F
HCM2kAvgQ:	3	24	24	3	10	0	13	13	28	5	5	25

Note: Queue reported is the number of cars per lane.

ATTACHMENT C
Garfield Avenue/
Bandini Boulevard Traffic Data

BANDINI INDUSTRIAL PROJECT (10-108458)
 MITIGATED FORECAST EXISTING PLUS PROJECT CONDITIONS
 AM PEAK HOUR

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 GARFIELD AVE/BANDINI BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.955
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	138	Level Of Service:	E

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

Control:	Protected	Protected	Protected	Protected
Rights:	Include	Ovl	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1

Volume Module:

Base Vol:	104 885 129	315 786 708	181 289 54	197 230 430
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	104 885 129	315 786 708	181 289 54	197 230 430
Added Vol:	0 0 0	0 0 25	0 6 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	104 885 129	315 786 733	181 295 54	197 230 430
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	104 885 129	315 786 733	181 295 54	197 230 430
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	104 885 129	315 786 733	181 295 54	197 230 430
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	104 885 129	315 786 733	181 295 54	197 230 430
OvlAdjVol:		552		

Saturation Flow Module:

Sat/Lane:	1600 1600 1600	1600 1600 1600	1600 1600 1600	1600 1600 1600
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	1.00 2.00 1.00	1.00 2.00 1.00	1.00 2.00 1.00	1.00 2.00 1.00
Final Sat.:	1600 3200 1600	1600 3200 1600	1600 3200 1600	1600 3200 1600

Capacity Analysis Module:

Vol/Sat:	0.07 0.28 0.08	0.20 0.25 0.46	0.11 0.09 0.03	0.12 0.07 0.27
OvlAdjV/S:		0.34		
Crit Moves:	****	****	****	****

BANDINI INDUSTRIAL PROJECT (10-108458)
 MITIGATED FORECAST EXISTING PLUS PROJECT CONDITIONS
 PM PEAK HOUR

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 GARFIELD AVE/BANDINI BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.884
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	93	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1		1	0	2	0	1	

Volume Module:

Base Vol:	57	921	137	260	997	263	323	887	133	78	62	186
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	921	137	260	997	263	323	887	133	78	62	186
Added Vol:	0	0	0	0	0	8	0	25	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	921	137	260	997	271	323	912	133	78	62	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	921	137	260	997	271	323	912	133	78	62	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	921	137	260	997	271	323	912	133	78	62	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	921	137	260	997	271	323	912	133	78	62	186
OvlAdjVol:	0											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.04	0.29	0.09	0.16	0.31	0.17	0.20	0.28	0.08	0.05	0.02	0.12
OvlAdjV/S:	0.00											
Crit Moves:	****			****			****			****		

BANDINI INDUSTRIAL PROJECT (10-108458)
 MITIGATED FY 2013 WITH PROJECT CONDITIONS
 AM PEAK HOUR

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 GARFIELD AVE/BANDINI BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.960
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	143	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	1	0	2	0	1	1

Volume Module:

Base Vol:	104	885	129	315	786	708	181	289	54	197	230	430	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	104	885	129	315	786	708	181	289	54	197	230	430	
Added Vol:	0	0	0	0	0	69	0	15	0	0	0	0	
CUMULATIVES:	5	14	5	0	27	0	0	0	8	16	0	0	
Initial Fut:	109	899	134	315	813	777	181	304	62	213	230	430	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	109	899	134	315	813	777	181	304	62	213	230	430	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	109	899	134	315	813	777	181	304	62	213	230	430	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	109	899	134	315	813	777	181	304	62	213	230	430	
OvlAdjVol:							596						

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.07	0.28	0.08	0.20	0.25	0.49	0.11	0.10	0.04	0.13	0.07	0.27	
OvlAdjV/S:							0.37						
Crit Moves:	****			****			****			****			

BANDINI INDUSTRIAL PROJECT (10-108458)
 MITIGATED FY 2013 WITH PROJECT CONDITIONS
 PM PEAK HOUR

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 GARFIELD AVE/BANDINI BLVD

Cycle (sec):	100	Critical Vol./Cap. (X):	0.907
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	103	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1		1	0	2	0	1	

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Volume Module:

Base Vol:	57	921	137	260	997	263	323	887	133	78	62	186
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	921	137	260	997	263	323	887	133	78	62	186
Added Vol:	0	0	0	0	0	44	0	64	0	0	0	0
CUMULATIVES:	9	31	17	0	11	0	0	0	0	1	0	0
Initial Fut:	66	952	154	260	1008	307	323	951	133	79	62	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	952	154	260	1008	307	323	951	133	79	62	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	952	154	260	1008	307	323	951	133	79	62	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	952	154	260	1008	307	323	951	133	79	62	186
OvlAdjVol:	0											

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

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Capacity Analysis Module:

Vol/Sat:	0.04	0.30	0.10	0.16	0.32	0.19	0.20	0.30	0.08	0.05	0.02	0.12	
OvlAdjV/S:							0.00						
Crit Moves:	****			****			****			****			

MITIGATION MONITORING AND REPORTING PROGRAM

CEQA requires that when a public agency completes an environmental document which includes measures to mitigate or avoid significant environmental effects, the public agency must adopt a reporting or monitoring plan. This requirement ensures that environmental impacts found to be significant will be mitigated. The reporting or monitoring plan must be designed to ensure compliance during project implementation (*Public Resources Code* Section 21081.6).

In compliance with *Public Resources Code* Section 21081.6, the attached *Mitigation Monitoring and Reporting Program* has been prepared for the proposed Bandini Industrial Center Project. This *Mitigation Monitoring and Reporting Program* is intended to provide verification that all mitigation measures identified in the Initial Study prepared for the project are monitored and reported. Monitoring will include 1) verification that each mitigation measure has been implemented; 2) recordation of the actions taken to implement each mitigation; and 3) retention of records in the project file.

This *Mitigation Monitoring and Reporting Program* delineates responsibilities for monitoring the project, but also allows the City of Bell flexibility and discretion in determining how best to monitor implementation. Monitoring procedures will vary according to the type of mitigation measure. Adequate monitoring consists of demonstrating that monitoring procedures took place and that mitigation measures were implemented.

Reporting consists of establishing a record that a mitigation measure is being implemented, and generally involves the following steps:

- The City distributes reporting forms to the appropriate entities for verification of compliance.
- Departments/agencies with reporting responsibilities will review the Initial Study, which provides general background information on the reasons for including specified mitigation measures.
- Problems or exceptions to compliance will be addressed to the City as appropriate.
- Periodic meetings may be held during project implementation to report on compliance of mitigation measures.
- Responsible parties provide the City with verification that monitoring has been conducted and ensure, as applicable, that mitigation measures have been implemented. Monitoring compliance may be documented through existing review and approval programs such as field inspection reports and plan review.
- The City prepares a reporting form periodically during the construction phase and an annual report summarizing all project mitigation monitoring efforts.
- Appropriate mitigation measures will be included in construction documents and/or conditions of permits/approvals.

Minor changes to the *Mitigation Monitoring and Reporting Program*, if required, would be made in accordance with CEQA and would be permitted after further review and approval by the City. Such changes could include reassignment of monitoring and reporting responsibilities, plan redesign to make any appropriate improvements, and/or modification, substitution or deletion of mitigation measures subject to conditions described in *CEQA Guidelines* Section 15162. No change will be permitted unless the *Mitigation Monitoring and Reporting Program* continues to satisfy the requirements of *Public Resources Code* Section 21081.6.

MITIGATION MONITORING AND REPORTING CHECKLIST

Mitigation Number	Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE	
					Initials	Date
AESTHETICS						
AES-1	A lighting plan shall be submitted with the building and site plans prior to issuance of a building permit. The lighting plan shall demonstrate that all on-site lighting will be shielded and that direct light will be confined within site boundaries. Parking lot and security lighting shall be clearly identified and be full cut-off fixtures preventing light above the horizontal plane of the fixture. Direct light spill-off shall not be permitted onto public rights of way or adjacent properties or be allowed to create a public nuisance. All such light fixtures shall be noted on project plans.	Review of Project Plans	Prior to Issuance of Building Permit	City of Bell Engineering Department		
AIR QUALITY						
AQ-1	Prior to issuance of any Grading Permit, the City Engineer and the Chief Building Official shall confirm that the Grading Plan, Building Plans, and specifications stipulate that, in compliance with SCAQMD Rule 403, excessive fugitive dust emissions shall be controlled by regular watering or other dust prevention measures, as specified in the SCAQMD's Rules and Regulations. In addition, SCAQMD Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Implementation of the following measures would reduce short-term fugitive dust impacts on nearby sensitive receptors: <ul style="list-style-type: none"> • All active portions of the construction site shall be watered every three hours during daily construction activities and when dust 	Review of Project Plans; Construction Inspections	Prior to Issuance of Grading Permit; During Construction	City of Bell Engineering and Building Departments; Construction Contractor		

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Mitigation Number	Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
	<p>is observed migrating from the project site to prevent excessive amounts of dust;</p> <ul style="list-style-type: none"> • Pave or apply water every three hours during daily construction activities or apply non-toxic soil stabilizers on all unpaved access roads, parking areas, and staging areas. More frequent watering shall occur if dust is observed migrating from the site during site disturbance; • Any on-site stockpiles of debris, dirt, or other dusty material shall be enclosed, covered, or watered twice daily, or non-toxic soil binders shall be applied; • All grading and excavation operations shall be suspended when wind speeds exceed 25 miles per hour; • Disturbed areas shall be replaced with ground cover or paved immediately after construction is completed in the affected area; • Gravel bed trackout aprons (3 inches deep, 25 feet long, 12 feet wide per lane and edged by rock berm or row of stakes) shall be installed to reduce mud/dirt trackout from unpaved truck exit routes; • On-site vehicle speed shall be limited to 15 miles per hour; • All on-site roads shall be paved as soon as feasible, watered twice daily, or chemically stabilized; 						

Mitigation Number	Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE	
					Initials	Date
AQ-2	<ul style="list-style-type: none"> Visible dust beyond the property line which emanates from the project shall be prevented to the maximum extent feasible; All material transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust prior to departing the job site; Reroute construction trucks away from congested streets or sensitive receptor areas; Track-out devices shall be used at all construction site access points; and All delivery truck tires shall be watered down and/or scraped down prior to departing the job site. <p>The following measures shall be implemented during construction to substantially reduce NOx related emissions. They shall be included in the Grading Plan, Building Plans, and contract specifications. Contract specification language shall be reviewed by the City prior to issuance of a grading permit.</p> <ul style="list-style-type: none"> Off-road diesel equipment operators shall be required to shut down their engines rather than idle for more than five minutes, and shall ensure that all off-road equipment is compliant with the CARB in-use off-road diesel vehicle regulation and SCACMD Rule 2449. Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks 	Review of Project Plans; Construction Inspections	Prior to Issuance of Grading Permit; During Construction	City of Bell Engineering and Building Departments; Construction Contractor		

Mitigation Number	Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE	
					Initials	Date
	<p>and soil import/export) and if the lead agency determines that 2010 model year or newer diesel trucks cannot be obtained the lead agency shall use trucks that meet EPA 2007 model year NO_x emissions requirements</p> <ul style="list-style-type: none"> The following note shall be included on all grading plans: During project construction, all internal combustion engines/construction, equipment operating on the project site shall meet EPA-Certified Tier 3 emissions standards, or higher according to the following: <ul style="list-style-type: none"> - January 1, 2012, to December 31, 2014: All off-road diesel-powered construction equipment greater than 50 hp shall meet Tier 3 off-road emissions standards. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. - Post-January 1, 2015: All off-road diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with BACT devices certified 					

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